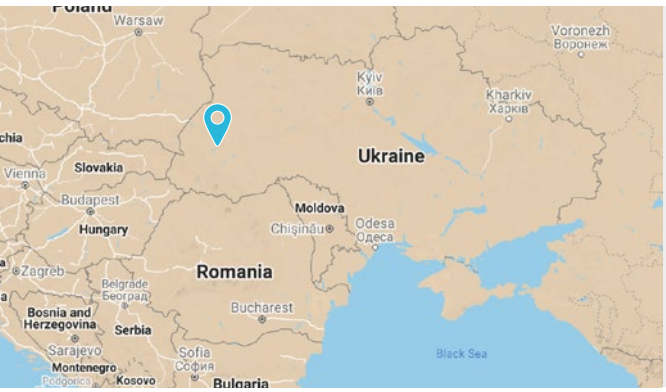
Lviv, Ukraine

Partner city

Status of the project: **Completed technical assistance**



Basic Information

Urban area: **171.71 km²**

Population: **734,000** | Growth rate: **0%**

Region capital city

GDP per capita: **USD 8,668**

Context

Car ownership increased a lot in Lviv, which will cause traffic to become denser and denser. In the long term, this situation could become intolerable and jeopardise every effort to capitalise on the attractivity of the historic city. Parking is also an issue as it takes away valuable space for public and private transport as well as for pedestrians.

Car ownership in the Ukraine increased significantly since the independence in 1991. However, there were still only 220 motor vehicles per 1,000 inhabitants in 2012 (excluding motorcycles and other two wheeled vehicles) compared to 580 in Poland or 588 in Germany. Even though figures for Lviv are far above the Ukrainian average, traffic in the city will become denser in future. Moreover, the UNESCO world heritage area is expected to attract more visitors when tourists will no longer be deterred by the political insecurities.

Public transport and traffic are not only impeded by car in movement, but also by static cars. Indeed, parking in the city centre takes away valuable space for public and private transport as well as for pedestrians. In most of the European cities with a comparable historical center, let alone UNESCO heritage, cars are banned totally from the center. This is in theory true for the inner cordon of world heritage area in Lviv too but not always in practice. Moreover, the historical center of high urban value and exquisite buildings in Lviv is not confined to the UNESCO boundaries.

Support from the Partnership

Technical assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: The German Federal Ministry for Economic Cooperation and Development (BMZ), Swiss State Secretariat for Economic Affairs (SECO)

Implemented by GIZ through the project Integrated urban development in Ukraine

Local counterpart: City Council Lviv

Supported activities:

- Capacity building for designing, applying, and implementing processes and standards of integrated and sustainable urban development
- Preparation of priority infrastructure projects and implementation of small scale, low budget, and high impact investments (quick wins)
- Establishment of suitable communication, coordination, and cooperation mechanisms

Status of implementation

Project start: 2017 Q4

Project completion: 2019 Q4

Completed outputs:

- Development of **the Integrated Urban Development Concept** for Lviv in close cooperation with the Chief Architect and the City Institute and in accordance with the **Leipzig Charter** on Sustainable European Cities.
- Active involvement of the Representatives of municipal units of Lviv in the process of developing **the Sustainable Urban Mobility Plan**, including City Institute, Spatial Development Institute, municipal transport operator "Lvivavtodor", municipal company "Lvivelectrotrans", Department of Housing and Infrastructure, Transport office, Architecture and Urban Development Department, as well as international experts from Switzerland and Germany. Many meetings were held with residents and stakeholders.
- Organisation of a comprehensive training program called **"Management Competences"**, aimed at improving the capacity of Lviv City Council and enhancing closer cooperation between different structural units, better coordination of projects and optimisation of administrative management at both vertical and horizontal levels.
- Creation of the Green Line, **the Demonstration Infrastructure Project** is a pedestrian-bicycle connection from Sykhiv District to the city center, passing through green territories, an industrial zone and connecting buildings of Ukrainian Catholic University. The concept has been developed and working documentation is being prepared for the first section along the southwestern part of Park Ivan Pavlo II to Shuvar Market at Khutorivka.

Next expected outputs:

- Continue the implementation of the Integrated Urban Development Concept
- Further implementation of objectives set out in the Sustainable Urban Mobility Plan, including transport solutions and urban space renovations in accordance with the principles of sustainable mobility
- Further work on implementing the Green Line as a good example of alternative connections in the city should be continued

SUMP key measures and cost estimates

The following table highlights the most significant measures identified in the SUMP.

Measure	Cost Estimate
Implementation of e-ticketing	-
Acquisition of 10 low-floor trams	10,000,000
Acquisition of 100 buses	12,000,000
Acquisition of 50 trolleybuses	12,000,000
New bus depot	12,000,000
Reconstruction of 15 km of trolleybus catenary	13,000,000
Implementation of the Ukraine Urban Road Safety Program	37,800,000

The following table summarises the total capital expenses (CAPEX) estimates for different types of measures in the SUMP.

Urban transport investment measures	CAPEX Estimate (€M)
Public transport and NMT	
Street shaping urban roads and traffic management	
Other measures	
Total	

Finance leverage

Financing resulting from the SUMP	Source	Amount
Loan leveraged through MobiliseYourCity for the implementation of SUMP infrastructure, fleet and e-ticketing measures	EBRD and EIB	59,000,000
Loan for the financing of the Ukraine Urban Road Safety Program	EBRD and EIB	37,800,000
Loan for the financing of the second phase of the Ukraine Urban Public Transport Program	EBRD and EIB	70,000,000
Loan for the financing of the Lviv E-Bus project.	IFC	50,000,000

Due to the limited availability of new or aggregated data, the factsheet has only marginally been updated in 2024.