

# Lviv, Ukraine

Sustainable Urban Mobility Plan

Completed

## Basic information

Urban area	→	171.71 km <sup>2</sup>
Population	→	734,000
Growth rate	→	0%
Region capital city		
GDP per capita	→	≈ EUR 3,000

### Modal share

Walking	→	52%
Cycling	→	2%
Private cars	→	23%
Taxis	→	1%
Public Transport	→	22%



## Context

Car ownership has increased significantly in Lviv, which will make traffic denser. In the long term, this situation could become intolerable and jeopardise every effort to capitalise on the historic city's attractiveness. Parking is also an issue, as it takes up valuable space for public and private transport, as well as for pedestrians.

Car ownership in Ukraine increased significantly since its 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 are no longer deterred by political insecurity.

Public transport and traffic are not only impeded by moving cars, 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 European cities with a comparable historical centre, let alone a UNESCO World Heritage site, cars are totally banned from the centre. This is, in theory, true for the inner cordon of the world heritage area in Lviv, too, but not always in practice. Moreover, the historical centre 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 the City Institute, the Spatial Development Institute, municipal transport operator "Lvivavtodor", municipal company "Lvivelectrotrans", Department of Housing and Infrastructure, the 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 the 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.
- The Demonstration Infrastructure Project, the Green Line, is a pedestrian-bicycle connection from Sykhiv District to the city centre, passing through green territories and an industrial zone, and connecting buildings of the Ukrainian Catholic University. The concept has been developed, and working documentation is being prepared for the first section, from 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, a good example of alternative connections in the city, should continue.

# SUMP key measures and cost estimates

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

Measure	Cost estimate (EUR)
Implementation of e-ticketing	N/A
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

## Finance leverage

Financing resulting from the SUMP	Source	Amount (EUR)
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

***Last updated December 2023***