



Analysis of legal framework conditions, organization and process of transport planning in Ukraine

Report and Recommendations

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1. Forword

This analysis was done in October and November 2012 by Dreberis on behalf of GIZ. The goal of the study is to get an overview on the status of sustainable urban mobility planning in Ukraine. The European Commission's Action Plan on Urban Mobility calls for an increase in the take-up of Sustainable Urban Mobility Plans in Europe.

Sustainable Urban Mobility Plans define a set of interrelated measures designed to satisfy the mobility needs of people and businesses today and tomorrow. They are the result of an integrated planning approach and address all modes and forms of transport in cities and their surrounding area.

Different approaches to sustainable urban mobility planning exist throughout Europe. While some countries, such as France and the UK, may be considered forerunners, Sustainable Urban Mobility Plans are a new or yet unknown planning tool in other parts of the EU.

The strength of Sustainable Urban Mobility Plans is that they build on existing planning activities. This website comprehensively informs about Sustainable Urban Mobility Plans and offers new guidelines on how to develop and implement such plans.

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH has supported the four Ukrainian EURO 2012 Host Cities Lviv, Kyiv, Kharkiv and Donetsk in their preparation for mobility plans. This project is now extended. Until 2014 it will support the cities in mobility planning, transferring know how on international best practice and seek to develop capacities and build knowledge platforms in modern urban mobility management.

Our acknowledgement goes to the company Dreberis,

Mathias Brandt

Project Director



Part I: The legal framework for urban planning and urban mobility planning

1 The regulatory legal and administrative framework for urban planning and urban mobility planning in Ukraine

The notion of mobility is not available in the Ukrainian legislation, and the very process of urban mobility planning in Ukraine is closely connected to urban development planning and the process of elaboration and approval of urban planning documentation in general.

Urban development planning and thereby urban mobility planning in Ukraine are regulated by a number of norms laws and by-laws. Among the laws there should primarily be pointed out the Law of Ukraine "On Regulation of Urban Planning", "On the Fundamentals of Urban Planning", "On Transport", "On Road Traffic", "On Environmental Protection" (please see also Annex 1). Also there are important requirements of by-laws and current regulatory and instructive documents, in particular: DBN (State Construction Norms) 360-92* "Urban planning, Planning and Development of Urban and Rural Settlements"¹. Elaboration, content and approval of Complex Transport Schemes are regulated by special norms DBN B 1-2-95. Composition, Content, Procedure of Elaboration, Approval and Adoption of Complex Transport Schemes for the Cities of Ukraine. (Full list of legal acts, acts regulating mobility planning and requirements that have to be taken into account are available in the Annex 1.).

Those legal acts are mandatory for state bodies, local self-government bodies, institutions, companies and organizations regardless of subordination and forms of ownership, public associations and individual persons designing city transport systems.

The Urban planning Code of Ukraine has also been elaborated, and on June 9, 2010 it was taken by the Supreme Council of Ukraine as the basis, however, it has not yet been approved. In fact, this law should be the main document and a basic law for urban development planning in the future. Up to now mobility planning is not properly addressed in this law, and fe. transport masterplans do not belong to the obligatory urban development documentation.

The composition, content, procedure of elaboration, adoption and approval of project documents in traffic management are determined by the "Temporary Norms of Designing Traffic Management Schemes in the Cities of Ukraine". K., 1990. For cities with over 250 thousand residents DBN 360-92. "Urban planning, Planning and Development of Urban and Rural Settlements" recommends elaborating Complex Schemes for All Modes of Public Transport. Also, it is allowed to elaborate such schemes in case any serious transport problems arise in the cities with the number of residents from 100 to 250 thousand people (p.7.38).

According to the new **Law on Urban planning and Urban planning Activity (2011)** detailed territory plans are elaborated under master plans as well as zoning plans (earlier called development plans), which specify provisions of the master plan.

¹ This norm was amended under DBN 360-92 in 2011, in particular, section VII Transport. The amendments came into effect in 2011.

Under Order of the Ministry of Regional Development, Construction, Housing Services and Utilities of Ukraine “On Approval of the Procedure of Urban planning Document Elaboration” No. 290 dated November 16, 2011 decision on elaboration of the master plan, territory zoning plan, detailed plan of the territory located within an inhabited settlement as well as amendment of the present urban planning documents are passed by the village, urban village, city council. In case the relevant territory is located beyond the inhabited settlement, decisions are passed by the corresponding district council, and in case of absence of administrative district – correspondingly, by the Supreme Council of the Autonomous Republic of the Crimea, regional council, Kyiv and Sevastopol City State Administrations.

Executive body of village, urban village, city council, Kyiv and Sevastopol City State Administration acts as a customer for the elaboration of urban planning documents or their amendment within the inhabited settlement.

2 Administrative Tools of urban mobility planning

The basic documents determining the development of transport infrastructure in Ukrainian cities are **master plans of the cities containing transport sections**. The master plans include schematic and textual information.

Master plans, are usually elaborated mainly by planning institutes or private companies . After their approval through municipalities special schemes are elaborated for different areas of public administration such as water supply, sewerage, energy supply for green plantations, etc. also including transport schemes or **Complex Transport Schemes** (hereinafter referred to as **Complex Transport Schemes, or CTS**). Such schemes offer special elaborations for master plan solutions; they are much more detailed and determine the measures and their priority. They regulate transport planning in a much more detailed way than master plans. For instance, explanatory notes to **Complex Transport Schemes** are approximately 10 times larger than explanatory notes to transport sections of master plans. Such detailed plans can be prepared for parts of large inhabited settlements (for instance, for districts, quarters), they are more detailed and are prepared in the scale of 1:2000. The elaboration of Complex Transport Schemes is envisaged for cities with over 100 thousand residents.

In case of absence of CTS for those cities or expiry of their validity as well as for separate cities with a complicated node of outer transport and the number of residents of less than 100 thousand people there can be elaborated **Complex Scheme of Traffic Management** as an independent but aligned to the Materplans document.

2.1 The municipalities and urban planning funding

Under the Ukrainian legislation the customer determines the sources of funding for the elaboration of urban planning documents and arranges its elaboration.

Financing of the elaboration of **transport sections of master plans** and **complex transport schemes** is provided under the Ukrainian legislation from local budgets of local self-government bodies.

The cost of transport sections of master plans according to the pricelist approved by the Ministry of Regional Development of 1990 makes up some 6% of the overall cost of master plan elaboration (Document. Prices of design works for construction. Section 40. Planning and development of inhabited settlements). The prices in the document are indicated in “karbovantsi” (currency in Soviet Union and in Ukraine in the early 90th), however, they are adjusted according to index on a regular basis. The last indexing was made in 2008. Since the total cost of transport sections of master plans makes up just a small per cent, sometimes, in particular for small towns, the budget is insufficient for holding examinations of transport flows that are necessary to elaborate transport sections of master plans.

Therefore, quite often such examinations are not made, and just the results from other cities are taken or the data are determined by way of expert evaluation. The budget for elaboration of master plan is very small. That's why there are usually no examinations and transport schemes are usually copied from other cities.

When master plans for large cities are prepared, where the cost of services exceed 100 thousand UAH (in the sphere of construction – 300 thousand UAH equals to roughly 30 000 EURO), the tender legislation of Ukraine presupposes a tender. The Ministry of Regional Development, Construction, Housing Services and Utilities of Ukraine tried to raise the bar, providing the explanation that urban planning document designing should be interpreted not as services but as works, for which the limit for tender holding is higher and makes up 1 mln. UAH (about 100 000 EURO). However, that body of executive power cannot officially interpret laws, therefore the situation remained unchanged.

Under the Law of Ukraine “On Regulation of Urban planning Activity” (2011), besides the funds of state and local budgets, also money from other sources not prohibited by legislation can be involved for the elaboration of a zoning plan, detailed territory plan. Thus, funding of the elaboration of detailed territory plans is also allowed to be made by way of raising private funds. That was the way Ukrainian cities took.

Therefore, the city is always the customer for master plans, and it funds their elaboration. At the same time, funding of the elaboration of detailed territory plans and zoning plans is allowed to be made out of private money.

2.2 The process and content of documents for urban planning and urban mobility planning

The above described legislation presupposes separate stages in the elaboration and approval of master plans:

1. Substantiation of the need to elaborate a new master plan or introduce amendments. It is prepared by the Department of Architecture together with Sanitary and Epidemiological Surveillance and environmentalists
2. Decision of the session of deputies of local self-government bodies on the need to elaborate a new master plan or introduce amendments
3. Allocation of money in the city budget for the preparation and elaboration of the master plan
4. Tender announcing and holding (if needed)
5. Preparation of draft Master Plan
6. Public hearing
7. Making project examination (Held by certified experts, and within the examination primarily inspection in terms of compliance of the draft master plan with the current norms and the task set is made)
8. Approval at the session of local self-government bodies.

Under DBN B.1.1-15:2012 "**Composition and Content of the Master Plan for an Inhabited Settlement**", in the requirements for the (?) analytical part of the master plan current state and problems of urban planning development of inhabited settlements are described, including: characteristics of engineering and transport infrastructure of the inhabited settlement, classification of main thoroughfares, roads and their cross-sections, density of street and road network (with indication of this figure separately for each category of main thoroughfares). The analytical part also includes the substantiation and proposals including classification of main streets, roads and their cross-sections, determination of construction (reconstruction) directions for main streets, use of underground space, construction of

bridges, tunnels, road junctions, bicycle paths and pedestrian areas, density of street network (with indication of this figure separately for each category of main streets) (p.5.1.2.2).

Under the new construction norms graphic parts (engineering drawings, mainly maps) of the master plan dedicated to transport shall include the **Scheme of Main Streets of the Street and Road Network** (scale 1:10000, 1:25000), that includes the Scheme of Main Streets, City and Outer Transport.

The Schemes of Main Streets for City and Outer Transport shall contain: classification of street and road network, basic facilities and lines of urban and outer transport, highways and buildings of off-street rail public transport; location of depot of subway, tram, bus and trolleybus fleets, territories of garages and parking lots for motor cars and trucks. Also, the schematic material shall contain measures for improving the street and road network and systems of passenger transport, basic planned facilities. For large cities the following shall be attached to the scheme: diagrams of car flows and passenger flows which are elaborated separately depending on the complexity of flows. In practice, in large cities they are more detailed and, let us say, may include separate schemes for each mode of public transport. Explanatory notes are also attached to schematic information.

Under the master plans **detailed territory plans** are elaborated. The procedure for elaboration and content of detailed territory plans is regulated by special construction norms DBN B.1.1.-14:2012 **“Composition and Content of Detailed Territory Plans”**. Under that document, an obligatory element of graphic materials (engineering drawings) of a detailed territory plan is the **Scheme of Transport and Passenger Flow Management**. P.5.1.7 determines the components of such a scheme:

- streets with indication of their categories;
- road junctions;
- directions of flow of passenger transport and public stops location;
- location of premises for transport storage and maintenance (vehicle parking lots, garages, transport tunnels, parks, depots with the indication of their capacity, fuel filling stations, maintenance shops, service stations, quayside areas, covered berths, etc.);
- one-tier and multiple-tier crossings of main streets.

The norms allow for combination of the scheme of transport and passenger flow management with the project plan for small towns with up to 50 thousand residents as well as for villages.

The textual part of detailed territory plans, among other things, shall contain the following: assessment of the current situation in the sphere of transport (6.1.4), information on the street and road network, transport maintenance, transport and passenger flow management and bicycle paths management, location of garages and vehicle parking lots (i.6.1.12); measures aimed at implementation of the detailed plan for the period from 3 to 7 years (6.1.17). Amendments in detailed plans are made on the basis of changes made in master plans, and they are not subject to state examination.

2.3 Process and content of Complex Transport Schemes

2.3.1 The tasks and requirements to the content of Complex Transport Schemes

Construction norms recommend that Complex Transport Schemes be elaborated by the same design organization that acts as the master plan developer. The task of **Complex Transport Schemes** is to present the key directions, the sequence and periods for the implementation of measures in the

development of the main street and road network as well as all the modes of city, suburban and outer transport.

Complex Transport Schemes shall offer priority directions in solving transport problems in relation to city, suburban and outer transport, **main street and road network**, its junctions or traffic management within the available street and road network.

It is envisaged that **Complex Transport Schemes** shall contain specific measures in the following sections:

- 1) “Public transport”, and, if necessary, also in the section
- 2) “Street and road network and traffic management”

The measures are elaborated in several variants which disclose the importance of transport planning and management regulating solutions, as well as the sequence of their implementation.

The developer shall offer one of the variants to be implemented. Such variant shall ensure significant improvement of the efficiency and quality of transport servicing, road safety and nature-oriented requirements at minimum unit discharges.

For cities with the estimated number of residents of 1 million it is allowed to elaborate a special feasibility study in the choice of high-speed transport (subway, high-speed tram with underground areas, railway or monorail road) with the corresponding engineering and geological studies, additional calculations and analysis of expected passenger flows, enlarged economic figures with further use of the results of the feasibility study and complex transport schemes.

2.3.2 The customers and designers of Complex Transport Schemes

Local executive bodies or, upon their commission, the corresponding structural units, for instance, city architecture administrations or departments **act as customers and designers** of Complex Transport Schemes. State owned and private design organizations, regardless of the forms of their departmental subordination and ownership forms, **act as designers**. Such designers shall have the corresponding certificates to do such types of works.

The customer shall issue to the design organization the approved assignment for complex transport schemes elaboration and the following input data:

- materials of the city master plan concept;
- accounting data (for the last 5-10 years) in technical and economic as well as operational indices of work of all modes of city, suburban and outer transport;
- materials of specially made examinations:
 - a) dispersal of residents and, if necessary, their transport mobility;
 - b) the scope of correspondences and passenger flows;
 - c) road (transport and passenger) management and its safety terms;
 - d) operation of vehicles: individual, company, taxicab;
 - e) intensity and speeds of transport flows;
 - f) level of noise and air pollution in the most loaded streets and cross-roads.

In case the customer does not have the enlisted input data it can order its collection and preparation from the designer of complex transport schemes or other organizations doing this work under the supervision of the designer of complex transport schemes as a subcontractor by way of paying a separate fee. Under the current norms, the date of examinations shall not be more than three years ago.

2.3.3 The structure of Complex Transport Scheme

Complex Transport Scheme consists of an explanatory note and graphic materials (engineering drawings, maps etc). Such materials shall reflect the current state of urban, suburban and outer transport (taking into account motor cars and trucks) with complexes servicing the process of transportation and rolling stock (passenger railway stations and stations, parking lots, freight stations and yards, ports, quays, airports, depots, parks, garages, service stations, fuel filling stations, motels, camping sites, etc.), main street and road network and its engineering constructions (bridge crossings, overhead roads, pipelines, transport junctions, off-street pedestrian crossings, etc.) as well as feasibility studies for draft decisions passed in the development of all modes of transport, road network and its constructions and equipment, rational methods of traffic management.

Construction norms set the requirements to the structure and content of the explanatory note for Complex Transport Scheme. It shall contain the following sections (separately – current condition and development prospects):

1. the city and its functional and planning characteristics;
2. city passenger transport (including cars);
3. road freight transport;
4. main street and road network and traffic management;
5. suburban and outer transport;
6. environmental protection;
7. primary measures in road transport network development and traffic management.

2.3.4 The procedure of approval and adoption of Complex Transport Schemes

A Complex Transport Scheme is **approved** by the regional and urban planning and architecture bodies, land management bodies, traffic police, sanitary supervision bodies, environment safety bodies and other organizations stipulated by the customer in the specification for design on the basis of the jurisdiction of the issues, local conditions and peculiarities of the inhabited settlement and adjacent territories.

Approving bodies shall within a month issue to the customer (i.e. mainly municipalities) an opinion about the Complex Transport Scheme. In case the period is not observed, the scheme is considered to be approved. Complex Transport Scheme is approved by the session of the City Council of People's Deputies or, upon its commission, by an executive authority. Overall period of approval and adoption of the Complex Transport Scheme, starting with the moment of its issue by the design organization to the customer, shall not exceed three months.

Further introduction of amendments into the Complex Transport Scheme is allowed only on the basis of decision of the body that has approved it. Those changes shall be introduced into the scheme, approved and adopted following the procedure set.

The approved Complex Transport Scheme is a program urban planning document for local self-government bodies in the elaboration of prospective and current plans of developing road and transport network of the city and the adjacent area, the basic reference document for the elaboration of further project documentation in the development of transport and construction of separate road and transport facilities.

Control over the implementation of measures envisaged in the Complex Transport Scheme lies with the corresponding administrations (departments) of the executive local self-government bodies. In practice, mainly administrations or departments of architecture of local self-government bodies are such bodies.

2.3.5 The state of elaboration of complex transport schemes

Almost all Complex Transport Schemes for Ukrainian cities and Regional Planning Schemes (but for Lviv and Sumy regions) have been elaborated by the design institution Dipromisto. Complex Transport Schemes were actively developed in Ukraine until 1995. Recently, such Scheme has been elaborated for the city of Dnipropetrovsk only, in 2010, with the accounting period up to 2030. Due to lack of funding for many cities such Schemes have not been developed. Complex Transport Schemes also do not belong to mandatory urban planning documents, therefore, obviously, such Schemes are going to be developed only for large cities in case of sufficient funding.

Complex Transport Schemes in the new legislation, including the new Law on Urban planning Activity Regulation (2011) are not included to basic urban planning activity documents. Along with that, state norms regulating the procedure of their elaboration and contents keep being in effect. Therefore, obviously, such Schemes are going to be developed only by large cities in case of sufficient funding.

2.3.6 Control and monitoring

Basic responsibility for control and monitoring of master plan fulfillment lies with the city units of architecture and urban planning.

Local self-government bodies are guided by master plans in their everyday activity in the aspect of urban planning and infrastructure development. All decisions relating to infrastructure development shall undergo examination in terms of their compliance with the master plan. Each such decision is to be approved by the head of the city department of architecture. Sometimes such authorities can be partially delegated to other units of local self-government body, as, for instance, in Kyiv, where opinions on the compliance of the master plan are also prepared by the MO "The Institute of the Master Plan for the City of Kyiv".

3 Design institutes in the sphere of urban planning and urban mobility planning

In the Soviet Union master plans for cities were elaborated by state design institutes. At that time existed 4 key design institutes that were dealing with urban planning: Diplomisto (former name – Hiprohrad), Kyivproekt, NIIHRAD and ZNIP. These were all state institutions. After the collapse of the Soviet Union there appeared a great number of private institutes, the ones available were privatized or collapsed,

and there remained a small number of state institutes in the sphere of urban planning which include, primarily, “Dipromisto” and “Mistoproekt”. There were also formed design institutes in the form of municipal organizations, as, for instance, in Kyiv, or public utility companies, as, for instance, in Donetsk. After the collapse of the Soviet Union there appeared a lot of private design institutes and firms dealing with master plans elaboration. However, private firms are involved mainly in the elaboration of master plans for small cities, while transport sections are ordered to large state or municipal project institutes or are copied from similar cities due to absence of appropriate specialists.

Subordination of design institutes. State design institutes are subordinated to executive body – the Ministry of Regional Development, Construction, Housing Services and Utilities of Ukraine (hereinafter - Minregionbud). Public utility companies and organizations dealing with designing and elaboration of urban planning documentation are subordinated to local self-government bodies. Private design institutes are not subordinated either to state authorities or to local self-government bodies, however, in carrying out their activity they are guided by the same legal norms as state design institutes, and they must obtain appropriate licenses for doing design works.

3.1 The preconditions for the elaboration of urban planning documentation

Both for private and for state and municipal design institutes the necessary precondition for planning cities and urban mobility is license obtaining. There exist separate types of licenses for the elaboration of different types of urban planning documents, in particular, master plans and detailed territory plans. Starting with June 1, 2012 license was replaced with certification of architects made by the Union of Architects of Ukraine. However, the period was prolonged till January 1, 2013.

4 Elaboration of norms and legislative initiatives

The majority of construction norms current in Ukraine are outdated, and the process of their updating and realization is currently under way. Of crucial importance in the elaboration of construction norms for urban planning and transport planning under the Law of Ukraine “On Construction Norms” (2010) is the Ministry of Regional Development, Construction, Housing Services and Utilities of Ukraine. Under the law, basic organizations in sci-tech activity in construction can be performers of works in the elaboration of state and branch construction norms. The list of such organizations is approved by the Cabinet of Ministers of Ukraine. The current list published on the page of Minregionbud it includes 24 organizations. Funding for such works is provided from the state budget.

In practice, 3 design institutes: “Dipromisto”, Derzhdor NDI and urban planning NDPI are most actively involved in the elaboration of norms in the sphere of transport planning. All the institutes are state ones. Also, from time to time other research and design institutes as well as experts are involved in the task. Primarily, one should recall Kyiv national university of construction and

architecture, Urban planning NDPI, SE “UkrNDIprotsvilsilskbud”, etc. Other design institutes provide consultations in the elaboration and introduction of norms on more rare occasions. At the



Diplomisto – the key institute in the sphere of elaboration of Complex Transport Schemes and norms in the sphere of mobility planning

current stage the most active role is played by Dipromisto. The institute has elaborated draft new Law of Ukraine on Urban planning Activity Regulation dated 2011 as well as norms based on it, in particular, relating to detailed territory plans and urban planning documents in the state and regional level dated 2012: Composition and Content of Detailed Territory Plans DBN B.1.1. – 14:12, and Composition and Content of Urban planning Documents in the State and Regional Level, DBN B.1.1.: -13:2012. In the elaboration of those documents the norms of the USA and the EU (countries of Eastern Europe) were analyzed, on the one hand, and the norms of the Russian Federation, on the other hand, and something in-between was elaborated. The provisions of the new Law offered by Dipromisto include provisions on the mandatory nature of elaborating Complex Transport Schemes. However, the provision was withdrawn by the Cabinet of Ministers. An important contribution to the realization of the norms is made by SE "NDPI Mistobuduvannja ". The institute has realized the norms regulating the procedure of elaboration and content of master plans for inhabited settlements. New construction norms DBN B.1.1-15:2012 "Composition and Content of the Master plan of the Inhabited Settlement" come into effect on November 1, 2012.

Work is currently being done to restore DBN V. 2.3-5-2001. "Streets and Roads of Inhabited Settlements". The work has to be performed by Derzhdor NDI included into the Ukravtodor system, however, it also is the basic design organization of Minregionbud.

It is planned in the nearest future to foreground DBN 360-92. Urban planning. Planning and Development of Urban and Rural Settlements.

The majority of experts point to the problem caused by the new Law on Urban planning and Urban planning Activity. The act presupposes the need for availability of detailed territory plans and city zoning for the elaboration of further urban planning documentation and doing construction works. However, the Law does not take into account the time necessary for holding tenders necessary to choose performers to elaborate such documents. The term was already once extended for a year, presupposing the possibility for using old urban planning documentation by January 1, 2013. Obviously, these documents will not be ready by the beginning of the year, therefore the term will, most likely, have to be extended

5 Public hearings and public involvement

Ukrainian legislation presupposes involvement of the public and considering its opinion in the elaboration of documents relating to city and urban mobility planning.

The procedure of holding **public hearings** is approved by a separate resolution of the Cabinet of Ministers of Ukraine dated May 25, 2011 N 555 "On the Procedure of Holding Public Hearing Relating to Consideration of Public Interest during Elaboration of Urban planning Documentation in the Local Level". The document determines the procedure of holding public hearings for the sake of taking into account public interests in the elaboration, in particular, of master plans for inhabited settlements and their transport sections, zoning plans and detailed territory plans.

The regulation presupposes that public hearing shall be held by local self-government bodies (village, urban village and city councils) or their executive bodies during the elaboration of draft documents, and not after it is approved or after it undergoes state examination the way it used to be.

Local self-government bodies have, in particular, the following tasks in terms of involving the public and taking its interests into account:

1. Making public the decisions passed on the elaboration of the project of urban planning documentation with forecasted legal, economic and environmental consequences; such making public shall be made within 2 weeks after they are adopted in 2 ways:
 - a. making public in local mass media;

- b. placement on the official web-site of the corresponding local self-government body.
2. Making public the elaborated projects of urban planning documents and ensuring access of the public to the indicated information; In this case materials designed by the project participant within a month from the date of submission to the local council shall be placed at a set place. The same as in the previous case the residents are informed by way of:
 - a. making public in local mass media;
 - b. placement on the official web-site of the corresponding local self-government body. Besides that, distribution of brochures and messages is presupposed.
3. Registration, consideration and generalizing of public proposals on draft urban planning documents.

The rules presuppose the need to publish the announcement on the commencement of public consideration procedure and consideration of the proposal. There have also been determined clear requirements as to the contents of such announcements. They shall contain the following elements:

- information on the aim, composition and contents of urban planning documents;
- basic technical and engineering figures, in particular, graphic materials reflecting the contents of the urban planning documentation;
- data about the customer and designer of draft urban planning documents and the grounds for their elaboration;
- information on the place and periods of familiarization with draft urban planning documentation;
- information on the official of the local self-government body in charge of the organization of proposals consideration;
- data on the period of submission and period of proposals consideration;
- information on planned information measures (presentation, public exposition, TV programs, public conferences, etc.).

The legislation determines the **entities submitting proposals to draft urban planning documentation**: 1) individual persons residing in the territory in relation to which there has been elaborated the corresponding draft urban planning document; 2) legal entities, real estate facilities of which are located in the territory in relation to which the project in question has been elaborated; 3) owners and users of land plots located in the territory in relation to which the project in question has been elaborated and the adjacent territories; 4) representatives of residents' self-organization bodies; 5) people's deputies of Ukraine, deputies of the corresponding local councils.

Such proposals are submitted by citizens in writing and shall contain substantiation with due account of the legislative requirements, construction norms, state standards and rules. People ensuring performance of works in the consideration of such proposals get informed on the place of submission of such proposals via mass media distributed over the corresponding territory and official web-site of the corresponding local self-government body.

On the basis of proposals consideration the applicant shall be provided the answer on their consideration or a substantiated refusal. In case there are any disputable issues, within a week after the expiry of the period for proposals submission the local self-government body can set up **an approval commission** to approve them. It includes the representatives of the local self-government body, state authorities and representatives of the public, professional unions, architects and scholars.

The issues approved by the commission constitute the grounds for introducing changes to the urban planning documentation. If the commission does not come to an agreement, final decision is passed by the local self-government body.

The results of considering public proposals to draft urban planning documents are made public within a two-week period from the date they are passed by way of publication in mass media distributed over the corresponding territory as well as placement of such decisions on the official web-sites of the corresponding local self-government bodies.

Public hearing is also to be held in the elaboration of zoning plans or detailed territory plans. Thus, in DBN B.1.1.1.-14.12 there gets stressed, in particular, the need to ensure general access to materials of the detailed plan by way of their placement on the web-site of the local self-government body, executive body, in local mass media as well as in the premises of such a body. It should be noted that public involvement in the discussion of projects of urban mobility planning is restricted due to the fact that part of such materials are considered to be state secrecy, are not available for the public and do not constitute the object of public hearing.

Restrictions as to public access

It should, however, be noted that in the elaboration, approval, amendment of urban planning documents, public hearing holding – the customer and the designer shall take steps of non-disclosure of special information constituting state secrecy in line with the Ukrainian legislation.

Restrictions of general access are valid only for the restricted-access information that constitutes state secrecy as well as information being of commercial value for the customer or investors.

Part II Urban mobility planning in Ukrainian cities: Kyiv, Lviv, Kharkiv, Donetsk

1. Lviv

1.1 The basic documents in the sphere of urban planning and urban mobility planning

The first General Transport Scheme was developed for the city of Lviv in 1974. The second transport scheme was elaborated within 1989-1990 by the scientific and technical youth society “Enerhiya”. In 2003-2005 the work at the elaboration of a new complex General Transport Scheme was launched by the design institute “Mistoproekt”, however, due to the lack of funding the work was suspended.

On March 31, 2005 by resolution of Lviv City Council No. 2146 the Development Concept for the city of Lviv was approved, it being taken as the basis for further master plan adjustment. On the basis of it in 2006 the Department of Architecture of Lviv City Council and State Enterprise State City Design Institute “Mistoproekt” launched the work at the “Adjustment of the master plan for the city of Lviv”. The project was produced in 2008.

After consideration of the draft master plan by city services, departments of the city council and the council of architecture and urban planning of Minregionbud of Ukraine (decision No. 32 dated November 12, 2009), the project underwent state examination following the procedure set by the legislation. Positive opinion was given by SE “Ukrderzhbudekspertyza” No. 00-00066-10 dated May 26, 2010.

In line with the legislation current as of the time of state examination public hearing was held. Public discussion was held in the period from May 30 to August 30, 2010. During the public hearing materials of the master plan were placed on the web-site of the city council (<http://city-adm.lviv.ua/>) and presented in the premises of “Mistoprojekt”.

Along with that, the fact that only some 32 pages of the document out of 700 pages were accessible was severely criticized by the public. In response to the inquiries it was informed that the other part of the master plan materials is marked as “secret” and cannot be made accessible.

As the result of public hearings there has been pointed out a number of problematic issues considered and regulated by the approval commission set up during the public hearing under the minutes of the session of the approval commission dated September 07, 2010. DIPM “Mistoproekt” provided answers



Design Institute “Mistoproekt” – the author of adjustment of the master plan for the city of Lviv

to additional disputable issues submitted for the consideration after the public hearing. After the public hearing the document was approved in 2010.

Master plan adjustment that came into effect in 2010 also contained a transport section. It consisted of graphic materials and a descriptive part (explanatory note). In the descriptive part 3 items were dedicated to the mobility issue: 13. Street and road network and transport parking; 14. Public transport; and 15. Outer transport was divided into railway and air transport.

The graphic part of the document includes the Scheme of main streets, garages and parking lots as well as the Scheme of city and outer transport.

1.2 Cooperation with research institutions and independent consultants

While planning the transport system the city actively involved researchers and independent experts and consultants.

Among scientists, particularly actively involved in the process was Research Laboratory-80 of the National University “Lviv Polytechnic”. The most important documents prepared by the institution include the following: Improvement of passenger and transport system of the city of Lviv: Formation of the basic public transport scheme, 2007; Pre-project research for arranging public transport stops, 2009; Concept for bus transport development 2012; Program of passenger transport development in Lviv region, 2012.



NU “Lviv Polytechnic” – the main academic partner of the city of Lviv in the sphere of transport

The city actively cooperated with foreign consultants. In 2008-2009 the Consortium of German companies PTV-VCDB-DREBERIS in cooperation with local partners – design institute “Mistoproekt” and University “Lviv Polytechnic” elaborated the Transport Strategy for the city of Lviv. Its basic elements were the integrated transport model, scenarios and forecasts of transport development, mobility plan for preparation for EURO-2012, feasibility studies for the tram to Sykhiv, assessment and determination of priority measures in the sphere of public transport development, road infrastructure and organization of public transport. An important element was the implementation strategy. Within the project there was conducted an examination of basic transport and passenger flows that were laid down into the transport model. The results of the project were taken into account in the elaboration of the new Master Plan of the City of Lviv elaborated by “Mistoproekt” approved in 2010. Also, in 2010 the city launched a number of EBRD projects in the sphere of public transport, and some of them influenced mobility planning in the city of Lviv:

- Project “Improvement of regulatory environment for public transport in the city of Lviv” that included, among other things, a new scheme of public transport traffic, parking concept, single ticket introduction, etc.
- Project “Corporate development plan and program of improving financial and operation figures of Utility Company Lvivelektrotrans”, it presupposed a large-scale re-organization and modernization of Electric Transport System Company in the city of Lviv.
- In the sphere of electric transport there were also launched 2 other projects carried out by Egis companies, that presupposed modernization of 2 tram lines, modernization of substations, depot and rolling stock modernization.

There should be pointed out cooperation of the city of Lviv with the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ). One should point out 3 main projects of this organization that influenced urban mobility planning in the city of Lviv:

- Integrated concept of development of the historical part of Lviv as a successful instrument of sustainable city development. Within the project, among other things, there has been elaborated an integrated concept of development of the central part of Lviv that includes, among others, measures and recommendations concerning improvement of transport infrastructure;
- Consulting and creation of management capacities for EURO-2012.
- Due to this project the city was provided expert support in the preparation for EURO-2012;
- Climate friendly concepts of urban mobility in Ukraine.

Within the project the city was provided a complex support in the development of different aspects of organizing and planning the transport system, in particular, for planning and developing bicycle infrastructure.

1.3 Design institutes in the sphere of urban planning and mobility planning

In Lviv both state and private institutes and firms (TOV Ukrdesigngroup, TOV “Institute of Geoinformation Systems”, Institute of Architecture of the NU “Lviv Polytechnic” deal with urban planning, however, only state institute “Mistoproekt” had specialists in transport planning on its list of staff members, it also often prepares transport sections of master plans for other design institutes of the region). Lviv so far has got no detailed territory plan and zoning plan.

Ukraine is currently getting ready for submitting an application for holding the 2022 Winter Olympic Games. The applications will be submitted in 2013, and decision will be passed by the International Olympic Committee in 2015. Under the current Concept of preparing for the Winter Olympic Games, Lviv is intended to be made the main basis. In case of successful application submission, definitely, there will be the need for adjustment of the transport system of the city and the region that will require amendment of the Master Plan, Transport Strategy and other basic documents.

2. Kyiv

2.1 The basic documents in the sphere of urban planning and urban mobility planning

For the city of Kyiv all in all 4 master plans were elaborated; one in the year 1952; 2) that of year 1967; 3) that of year 1986; 4) that of year 2002.

All master plans were elaborated by the design institute “Kyivproekt”. In 2006 municipal design institute was made private and was transformed into a joint-stock company. Within its structure subsidiary “Master Plan Institute” was set up, it is headed by the director of the Institute Volodymyr Chyzhmar. The latest master plan developed by the institute over the period since 2002 was elaborated for the period up to 2020.

As subcontractors, about 22 specialized design institutes (in particular, in the issues of aviation – Ukraeroproekt, in the suburban area development issues – Dipromisto, in



Kyivproekt – developer of 4 master plans for the city of Kyiv

industrial construction development matters – Kyiv Prombudproekt) and the National Academy of Sciences of Ukraine were involved in the works. The explanatory note consisted of 19 volumes. The master plan is considered to be one of the best in Ukraine, and it was awarded the State Prize. In the institute's opinion, other design institutes and cities borrowed the current concept for territorial development improvement that presupposes not making the construction more dense, but expanding of the city borders for the sake of ensuring sustainable planning and development. In particular, Kharkiv, Lviv and Sevastopol followed the way taken by Kyiv and also expanded the borders of the cities or intend to do this at present.

On the basis of the master plan the Department of Transport of Kyivproekt in 2005 also elaborated the Complex Transport Scheme by 2020. In the issues of elaborating the Scheme of suburban transport the Institute of Kyivproekt cooperated with Dipromisto. The Complex Transport Scheme is quite detailed and includes the following elements:

1. The scheme of passenger transport network (current and settlement period)
2. Cartogram of passenger flows
3. To form it jointly with the University of Architecture and Construction examinations of passenger flows were made.
4. The scheme of public transport network:
 - a. Cartogram of passenger flows.
 - b. Subway scheme.
 - c. Street and road network scheme.
 - d. Cartogram of car flows.
 - e. Traffic management scheme.
 - f. Outer transport scheme.
 - g. Map of suburban territories pollution.
 - h. Map of noise pollutions.

To make calculations and forecasts the institute used its own simulation transport model. Calculations were made following several scenarios, of which the most optimal ones were selected.

Along with that, since the transport and engineering infrastructure lagged behind the needs of city development, there arose the issue of expansion of the city borders at a much faster pace, as well as, as it turned out, only a minor part of measures planned by the master plan were implemented and there arose the need to implement the current master plan.

Some years ago the city of Kyiv set up a new municipal design institute in the form of municipal organization “Master Plan Institute of the city of Kyiv” that launched its work at the elaboration of a new master plan by 2025. Joint-Stock Company “Kyivproekt” was not involved in the process.

In 2010 Kyiv City Council approved the Concept of the City Strategic Development by 2025 that also contained a transport section. That very year work was started on Adjustment of the Master Plan for the city of Kyiv. Municipal organization “Master Plan Institute of the city of Kyiv” was entrusted with the task of doing the job. Under the new Law on Urban planning Activity Regulation the City Council approved the decision on elaboration of documents in zoning of the central part of the city of Kyiv.

2.2 Cooperation with design institutes

About 20 specialized design institutes were involved in the process of master plan elaboration, in particular, in the sphere of transport planning – “Kyivdiprotrans” (railway transport), “Ukrdiprodor” (outer transport), “Richtransproekt” (river transport) and Kyivdormistproekt (transport management). To get the input data information from units and municipal companies of Kyiv City Administration was used. The data on public transport was provided by ME “Kyivpastrans”.

The Administration of Urban planning and Architecture acted as **the Ordering Customer** of the new master plan. It bore the main responsibility in exercising control over master plan fulfillment. Along with that, the monitoring and controlling functions were partially delegated by it to the “Master Plan Institute”

In Kyiv **funding** for master plans elaboration was provided from the local budget, though before that it was possible for some separate administrative areas of the city to provide funding for administrative areas, due to which there existed between preconditions for funding the elaboration of urban planning documents.

Public involvement. Information with draft master plan materials is available in the Internet at genplanfrad.gov.ua. The proposals received were considered and taken into account. The project underwent public discussion in some city districts. A number of proposals were received from district councils of the city of Kyiv and Kyiv region. In order to coordinate activity and interests Memorandum of coordinating the interest of the city and the region was approved. Draft master plan was presented twice within several months in the premises of the Union of Architects of Ukraine. Also, a number of proposals were submitted by experts of specialized design institutes.

2.3 The current state

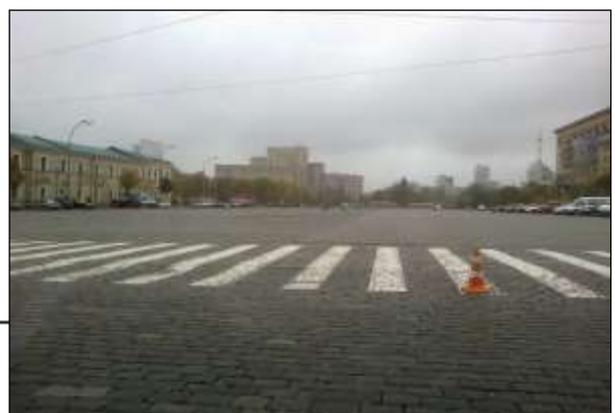
Currently, the draft master plan is undergoing public discussion. In the nearest future the urban planning council and the Ministry of Infrastructure are expected to approve it. It is expected that it will come into effect in March 2013 (before the election to Kyiv City Council in May 2013). Right after the new master plan comes into effect, elaboration of the new Complex Transport Scheme will be launched. With this in view the city intends, in particular, to use contemporary software and create a transport model. New Complex Transport Scheme is intended to be elaborated for the accounting period of 20 years.

3. Kharkiv

3.1 The basic documents in the sphere of urban planning and mobility planning

Current master plan for the city of Kharkiv was elaborated by design institute “Dipromist” during 2003 and was approved in 2004. Local research institutions were involved in the master plan elaboration: Kharkiv National Academy of Municipal Economy and Kharkiv National Automobile and Highway University. Also, design institute “Kharkivproekt” was involved in the elaboration, it developing the previous master plan for the city of Kharkiv dated 1986. An expert opinion in the master plan was provided by Kyiv Institute “Kyivproekt”.

Along with that, there appeared the need to realize the master plan, since after the collapse of the Soviet Union the situation in Kharkiv changed seriously, in particular, in the sphere of transport flow distribution. Thus, while in the Soviet Union they focused around the largest industrial companies, as, for instance, plant



named after Yumashev, at the current stage trade centres and markets, as, for instance, the Barbashov market that is considered to be the largest in Europe are in the focus of attention.

The current state. In 2011 design institute “Dipromisto” started working at master plan adjustment. The leading architect of projects Volodymyr Oleksandrovysh Tokar was in charge of the project, while expert Dmytriy Andriyovych Zhukov was dealing with transport issues. Somewhere in 2007 there was set up the task force under the supervision of the chief architect of the region Mr. Rabinovych, involving research institutions and design institutes “Kharkivproekt”, “Intelektproektservis” Ltd. and “AROF” Ltd. That task force worked out part of proposals relating to adjustment and amendment of the master plan, in particular, in the section of transport. Adjustment of the master plan presupposes expansion of the borders of the city of Kharkiv and the corresponding expansion of the transport network. Within those works, the task force under the supervision of the chief architect of the region Mykhaylo Rabinovych elaborated the Concept of Developing Circuit with In-Between Parking Lots. The document presupposes making the circuit as a ring as well as arrangement of in-between parking lots for motor cars and trucks at the entrance to the city for the sake of unloading the

The Freedom Square in Kharkiv – the largest square in Europe

central part of the city from transport. In order to perform the new Law of Ukraine “On Regulation of Urban Planning” (2011), design institute “MIP” elaborated 3 blocks of detailed territory planning. They embrace the territories which are most interesting from the investment point of view. Such detailed plans partially embraced transport issues.

Elaboration of the complex transport scheme for the city of Kharkiv was envisaged by the urban planning documents, but it has not yet been elaborated. It is planned that adjustment of the master plan for the city of Kharkiv will be considered at the meeting of the urban planning council after the parliamentary election at the end of October 2012. After that, public hearing will be held, and the adjustment will be approved and will come into effect in 2013.

The city obtained some valuable experience while planning mobility and preparing mobility plan for EURO-2012 as the host city. 7 Departments of the City Council as well as a number of state authorities, as, for instance, traffic police, were involved in the elaboration of the plan, explanatory note and operational plans-trackers.

3.2 The role of the Department of Transport

Transport unit in Kharkiv headed by Serhiy Borysovych Dulfan, as compared with other cities, occupies quite strong positions. The Department of Transport and Communication has some 35 employees and constitutes a key structural unit. It consists of the department of transport infrastructure and department of transportation management. The Department of Transport is intended to be involved in transport development planning, and its head is the member of the corresponding task force. One of the interesting projects suggested and implemented by the department was the project of public private partnership relating to construction of a tram ring implemented jointly with the representatives of the Vietnamese community. On the initiative of the Department, GPS-devices were installed on all the vehicles. On the basis of analysis of statistical data it is easier to arrange its work as well as to plan the measures aiming at the development of the transport infrastructure.

The Customer for master plan elaboration was, as it is envisaged by the legislation, the Department of Architecture, Urban planning and Land Relations. The Department headed by Tetyana Ivanivna Ovchinnikova deals with strategic planning of the urban planning development as well as control over fulfillment, viz. inspection of the correspondence of the urban planning measures to the master plan. In transport issues the Department of Transport and Communication is involved.

Funding of the elaboration of the master plan of the city and adjustment of the master plan is provided from the city budget of the city of Kharkiv. Also, private investors were involved in detailed planning elaboration.

Public involvement. It is ensured under the current legislation and implemented mainly in the three following forms:

1. Placement of materials of the master plan on the web-site of the city council;
2. Consideration at the meeting of the open urban planning council open for public participation;
3. Holding of public hearing.

However, practice shows that the public is not active and does not make any substantiated proposals. More active in public discussions are representatives of political parties, in particular, in the period of pre-election campaigns.

3.3 Cooperation with academic institutions

The main research institute the Department of Transport and Communication cooperates with and with which “Dipromisto” cooperated in the development of the master plan is the National Academy of Municip Economy. The Academy has got the Department of Transport Systems and Logistics headed by professor Viktor Kostyantynovych Dolya.

The Department participated in the elaboration of the transport section of the master plan as well as was involved in the Master Plan Adjustment. Involvement of the Department, however, depended on the possibility of funding of its services by the city council. The Department independently elaborated the product for transport modeling NET II that enables to model transport systems of cities as well as assess organizational and planning measures aiming at development of transport infrastructure. The model enables to show the impact on traffic intensity, load, traffic time as well as a number of other indices reflected by VISUM product of the German PTV firm.

At the same time no examinations of transport and passenger flows for the model were made. Using the mode, in the opinion of the Chairperson of the Department, there have been elaborated forecasts of the development of the transport system of the city of Kharkiv by 2050. The city administration and the Department of Transport and Communication from time to time address the departments for consultations as well as with requests of making assessment and calculation for infrastructural measures. Also, the issue of purchasing transport model for the city was raised, however, money was not allocated for that. The

Department and the institute worked at the improvement of the transport system and route network also for other Ukrainian cities, for instance, Berdyansk, Zaporizhzhya, Belgorod. For the city of Belgorod a complex transport scheme was also elaborated. 32 employees work at the Department (there are 32 loads).



National Academy of City Economy – the main academic partner of the city of Kharkiv in the sphere of transport planning

4. Donetsk

4.1 The basic documents in the sphere of urban planning and mobility planning

The master plan for the city of Donetsk was elaborated by the state research institute of city designing “Dipromisto” under the “Scheme of Donetsk territory planning” approved by the city council of the city of Donetsk in 2003. The master plan was elaborated for the period up to 2031. The plan was elaborated for the city of Donetsk and Makeyevka as one whole. The chief architect of the project was V. A. Tokar, while the chief engineer of the projects was E. V. Shapovalov. The master plan was elaborated jointly with the ME “Administration of the Master Plan for the City of Donetsk” (the city of Donetsk), the Institute of Economy and Industry of the National Academy of Sciences of Ukraine (the city of Donetsk), the Institute of Demographics and Social Studies of the National Academy of Sciences of Ukraine (the city of Kyiv) and Ukrainian State Research Design Institute “UkrNIIproektrestavratsiya” (the city of Kharkiv). The work at the master plan was launched in 2007, and it was approved in 2010. That very year the program of implementation of the master plan of the city of Donetsk was approved. In the opinion of project participants the data of the master plan is no longer topical and within the following 5 years its adjustment is planned.



ME “Administration of the Master Plan for the City of Donetsk”

The master plan for the city of Donetsk consists of 3 volumes. Volume 2 is entitled “Transport. Engineering infrastructure and environmental protection”.

The master plan contains an analytical part and graphic materials. P.7 of the analytical part includes the Basic measures in transport infrastructure development embracing the following:

- Outer transport;
- Railway transport;
- Air transport;
- Main street network.

The graphic materials of the transport part contain the following materials:

- The scheme of city main streets;
- The scheme of passenger transport;
- Cartograms of transport flows intensity (current state and accounting period).



Another important strategic document in the sphere of mobility development, in particular, mobility of public transport is the “Concept of Urban Passenger Transport by 2020”. The Concept was elaborated by the Department of Transport and Communication and approved in 2007 by the decision of the City Council of the city of Donetsk. The main tasks of the Concept are as follows:

Development of route network and structure of rolling stock;

Ensuring safety and quality of passenger transportations;

Development and improvement of economic relations and the market of public transport services;

Management and control of the public complex;

Formation of staff and social policy in passenger transport;

Improvement of the organization of passenger transportation by taxi;

Improvement of environmental situation.

It should be noted that the Department of Transport and Communication of Donetsk City Council is included to the Main Economic Department. The unit is much smaller than the corresponding units in the city of Kharkiv and even in Lviv (only some 6 people work in the Department), therefore it plays a somewhat less important role in transport planning and influences passing of the corresponding decisions to a smaller extent. The situation is rescued only by the fact that the head of the Department of Transport and Communication is at the same time deputy head of the Main Economic Department that embraces the unit.

In 2012 there was approved “The scheme of traffic management in the central part of the city of Donetsk» elaborated by the ME “Administration of the Master Plan for the City of Donetsk”. The key tasks of the document are introduction of one-way traffic in the central part of the city of Donetsk, organizing of additional parking lots and change of public transport flow. Under the new Law on Urban planning Activity Regulation the Department has elaborated 4 detailed territory plans. Under the new construction norms they also contain transport sections “The scheme of transport and passenger flow management”.

At the moment the ME “Administration of the Master Plan for the City of Donetsk” is working at the elaboration of the concept for introducing subway in Donetsk. The time of completion of works over the concept is so far unknown. So far it has not been determined whether it is going to be an underground or a ground subway, however, in case the first variant is chosen, it will not lie deep, due to underground hollows left from mines.

Donetsk Academy of Road Transport has started work at the Complex Transport Scheme.

Public discussion and public involvement. During the state examination (held by Kyiv Institute SE “Ukrderzhbudekspertyza”), the project was submitted for public discussion. Unlike the new Law on Urban planning that presupposes the need for public hearing for the draft master plan before the state examination, under the legislation current at that time the master plan for the city of Donetsk was presented for public discussion after the state examination. Public involvement in the discussion of the general plan was made under the current legislation and state construction norms and consisted in practice of the following measures:

- Publication of the master plan materials on the web-page of Donetsk City Council;
- Presentation, stands and materials of the master plan during several months were presented in the premises of ME “Administration of the Master Plan for the City of Donetsk”
- Weekly meetings with stakeholders and answers to their questions (announcements about them were published in the Internet and in newspapers).

All in all, in the course of public hearings the department received and processed about 100 proposals.

4.2 Cooperation with scientific institutions

The main academic partner of the city of Donetsk is Donetsk National Academy of Motor Transport. To the order of the administration of welfare, the Institute elaborated Complex Traffic Management Scheme. Within the academy there also functions research centre headed by the vice-rector Mr. Serhiy

Mykolayovych Dovhopoly and Mr. Byelov. The Academy is elaborating proposals on improvement of traffic management, transport infrastructure development and bicycle infrastructure development for the city. The Academy also assisted the city of Donetsk in preparation for EURO-2012, in particular, in the aspect of parking lots arrangement.

Currently the Academy has launched work at Complex Transport Scheme. The Concept will include analysis of the current state and measures planned.

So far the Academy does not use but is very much interested in using software, in particular, for transport modeling both in the academic process and in everyday work.

The Academy cooperates closely with such design institutes as “Ukrhiprodor”, “Dipromisto”, “Zhheldorproekt” and other research institutions, as, for instance, with the Road Transport Institute in the city of Donetsk, Academy of Municipal Economy in the city of Kharkiv, Kyiv National University of Architecture and Construction (expert in the sphere of urban transport and infrastructure planning – Reytsyn Volodymyr Oleksandrovych), National Transport University (expert in the sphere of general use road planning Polishchuk Volodymyr Petrovych) and Dresden University of Technology.

The Main Administration of Urban planning and Architecture of the city of Donetsk is **the Customer** for the master plan for the city of Donetsk. Donetsk ME “Administration of the Master Plan for the City of Donetsk” set up in 1992 has performed the role of partner and subcontractor of the main performer of design institute “Dipromisto”. The Department remained to be one of few design institutes dealing with urban planning document elaboration.

Funding. Master plan elaboration was made out of the funds of the city budgets, the same as zoning plan elaborated by the ME “Administration of the Master Plan for the City of Donetsk”. The same administration also elaborated 3 detailed territory plans. The funds for the elaboration of those documents were, however, provided by private investors.

Control and monitoring. Exercised by the Main Administration of Urban planning and Architecture, however, partially the monitoring functions are also performed by the ME “Administration of the Master Plan for the City of Donetsk”.

4.3 Design institutes in the sphere of urban planning and mobility planning

In the Soviet times an important place in the sphere was held by “Donbasgrazhdanproekt” (civil engineering designing) and “Promstroyproekt” (industrial construction designing). Due to reduction of industrial construction as well as privatization of “Donbasgrazhdanproekt” those institutes got much weaker. Also, there appeared quite a number of private entrepreneurs and small private companies doing design works. One of the basic directions of the institute’s work is elaboration of urban planning documents and programs (strategies). The working design documents are mainly elaborated by other institutions.

Transport planning for the city within the master plan elaboration is made by transport specialists of design institute “Dipromisto” jointly with transport experts of the ME “Administration of the Master Plan for the City of Donetsk”. Currently, the Administration has got no own specialist in the sphere of transport planning and, if necessary, involves contractors.

Part III Recommendations

Analysis has shown that the process of mobility planning is regulated at the general national level by laws and construction norms. Currently there has been made foregrounding of part of norms, while updating of the other part of norms is either being done or is planned. In the elaboration of such norms support on behalf of Minregionbud and basic design institutes would be expedient. It would also be expedient to translate the norms of the EU and Germany, in particular, relating to the sphere and to provide support in the elaboration of norms, by way of involving experts.

Each of the cities analyzed requires support in the sphere of mobility planning. Lviv and Donetsk approved new master plans only in 2010, however, new Complex Transport Schemes have not yet been elaborated. Kyiv is working at the elaboration of the new Master Plan of the city and transport section, while in Kharkiv they are working at the master plan adjustment.

Right after approval of the new master plan, the city of Kyiv intends to start working at the preparation of Complex Transport Scheme. Currently, the city intends to elaborate the transport model for doing those works. It would be expedient to support the city in the elaboration of such model, as well as to provide further support in the elaboration of the Complex Transport Scheme. On behalf of design organizations the interest in the elaboration of the integrated sustainable mobility plan under the EU Action Plan and best practices of Germany and the European Union was pointed out.

In Donetsk work at the Complex Transport Scheme was started by Donetsk Motor Transport Academy. The Academy expressed its interest in using modern instruments for transport planning as well as in the preparation of academic materials and curricula as well as elaboration of strategic instruments and documents for transport planning involving German experts. On behalf of the Department of Transport the interests in the elaboration of bicycle transport networks was indicated.

In the city of Kharkiv the Department of Transport is most interested in the elaboration and introduction of the automated traffic management system, introduction of intelligent transport management systems, furnishing of the road network with “intelligent signs”, introduction of environmentally oriented modes of transport, including electric buses, as well as optimization of the work of GPS system introduced within the public transport system and dispatch centre, processes automation. In those directions the city would be most interested in involving foreign experts. In particular, the wish to make an academic trip to be made familiar with the procedure of transport’s work arrangement was expressed.

In the city of Lviv support of the city would be most expedient in case of a more active use of available instruments for transport planning, as well as in the elaboration of sustainable mobility plan. Also, taking into account the fact that the city is intended to be made the main basis in the application for holding the Winter Olympic Games 2022, support of the city and the National Olympic Committee would be desirable in the preparation and submission of the application.

Currently there is no acute research on mobility, including interviewing of the households concerning their daily transport behavior. Such a research would provide the possibility to perform transport infrastructure and mobility planning in Ukrainian cities more accurately and effectively.

Thus, both in the state and local levels, as well as on the part of design institutes and research institutions there is a need and interest in cooperating with the experts of the German Society for International Cooperation in planning urban mobility in Ukraine.

Annex 1. Legislative acts regulating urban development and mobility planning in Ukraine

Laws:

1. Constitution of Ukraine (1996)
2. Commercial Code of Ukraine (2003)
3. Land Code of Ukraine (2001)
4. Law of Ukraine “On Regulation of Urban Planning” (2011)
5. Law of Ukraine “On Construction Norms” (2010)
6. Law of Ukraine “On the Fundamentals of Urban Planning” (1992)
7. Law of Ukraine “On the General Scheme of Territory Planning of Ukraine” (2002)
8. Law of Ukraine “On Transport” (1994)
9. Law of Ukraine “On Road Traffic ”(1993)
10. Law of Ukraine "On Architectural Activity" (1999)
11. Law of Ukraine “On Environmental Protection” (1991)
12. Law of Ukraine “On Comprehensive Reconstruction of Blocks of Buildings (Micro-districts) of the Outdated Residential Housing Stock” (2007)
13. Law of Ukraine " On Local Self-Government in Ukraine" (1996)
14. Law of Ukraine "One Local State Administrations" (1999)
15. Law of Ukraine "On Land Assessment" (2003)
16. The Draft Urban Planning Code of Ukraine (2012)

By-Laws:

1. Order of the Cabinet of Ministers of Ukraine "On Approval of Transport Strategy of Ukraine for the Period up to 2020“ N 2174-p dated October 20, 2010.

2. Resolution of the Cabinet of Ministers of Ukraine “On Approval of the Procedure for Issuance of the Benchmark Data for the Designing of Town Planning Objects" N489 dated May 20, 2009
3. Resolution of the Cabinet of Ministers of Ukraine “On the Procedure of Holding Public Hearing Relating to Consideration of Public Interest during Elaboration of Urban planning Documentation in the Local Level” N 555 dated May 25, 2011 p.
4. Order of the Ministry of Regional Development, Construction, Housing and Communal Services “On Approval of the Procedure of Urban Planning Document Elaboration" No. 290 dated November 16, 2011
5. Order of the Ministry of Regional Development, Construction, Housing and Communal Services "On approval of the Architectural Certification Commission " N 212 dated May 27, 2009
6. Order of the Ministry of Regional Development, Construction, Housing and Communal Services " On approval of certificates of compliance project documentation, requirements of state standards, building standards and regulations, the customer of the construction, act completion of the property's " N 575 Dated December 10, 2008
7. Order of the Ministry of Regional Development, Construction, Housing and Communal Services “On Approval of Development of Historic and Architectural Key-plan of the Inhabited Settlement” N 64 dated June, 2, 2011
8. The Cabinet of Ministers of Ukraine; Resolution, Provision N 559 dated May 25, 11 “On Urban Development Cadastre”.
9. Resolution of the Ministry of Regional Development “On Information Exchange between Urban Development and State Land Cadastres” N 556 dated May 25, 2011.
10. Resolution of the Cabinet of Ministers of Ukraine “On the Procedure of Holding Public Hearing Relating to Consideration of Public Interest during

Elaboration of Urban planning Documentation in the Local Level” N 555, dated May 25, 2011.

11. The Cabinet of Ministers of Ukraine; Resolution, Order, List N 548 dated May, 25, 2011 “On Adopting the Order of Execution of Examination of Urban Planning Documentation”.
12. The Cabinet of Ministers of Ukraine; Resolution, Order, List N 560 dated 11 May, 2011 “ On Adopting the Order for Approval of Construction Projects and for Their Expertise and Recognition of Those Who Have Lost Their Effect, Some of the Decisions of the Cabinet of Ministers of Ukraine”.
13. DBN B.1.1.-15:2012 Composition and Content of a Master Plan for an Inhabited Settlement
14. DBN B.1.1.-14:2012 Composition and Content of a Detailed Territory Plan
15. DBN B.1.1.–13:2012 Composition and Content of Urban Planning Documents in the State and Regional Levels
16. DBN 360-92. Urban Planning. Planning and Development of Urban and Rural Settlements.
17. DBN B.1-2-95. Composition, Content, Procedure of Elaboration, Approval and Adoption of Complex Transport Schemes for the Cities of Ukraine
18. DBN V. 2.3-5-2001. Streets and Roads of Inhabited Settlements.
19. DBN V.2.3-15-2007. Parking lots and Garages for cars
20. Temporary Norms of Designing Traffic Management Schemes in the Cities of Ukraine". K., 1990
21. State Sanitary Regulations for planning and building-up of settlements.

Annex 2. Interviewed experts

№	Full name	Position
1	Kudelin Andriy Evhenovych	Deputy of the Chief Architect of Kyiv
2	Skorobahatov Borys Vasylyovych	Advisor on transport of Kyiv city administration
3	Zhukov Dmytro Andriyovych	Chief specialist on transport «Dipromisto»
4	Chyzmarjov Volodymyr Ihnatovych	Director of the Institute «Kyivgenplan»

№	Full name	Position
5	Lysjuk Hennadiy Hryhorovych	Chief project engineer on transport «Kyivgenplan»
6	Hanhanov Evheniy Oleksandrovyh	Director of the transport management department of EURO 2012
7	Khrystyuk Mykola Mykolajovych	Expert on transport, developer of the norms DerzhdorNNIP
8	Shertobaev Arkadiy	Head of the sector for strategic analysis and planning
9	Aljabjeva Tamara Anatolijevna	Institute of General plan of Kyiv city
10	Bodnar Anna	Project manager «Dniprovska perlyna», Department of architecture and urban development
11	Khrystjuk Mykola Mukhajlovych	Expert on transport planning
12	Dulfan Serhij Borysovych	Director of the department of transport and communications of Kharkiv city council
13	Ljashenko Evheniy Petrovych	Head of the department of transport and communications of Kharkiv city council
14	Rodionov Serhiy	Specialist on transport management and infrastructure of Kharkiv city council
15	Dolja Viktor Kostjantynovych	Professor , Head of department of transport systems and logistics of Kharkov national academy of municipal economy
16	Chumachenko Vitaliy Anatolijevych	Employee of TOV «Intelektprojectservice»
17	Ovchynnikova Tetyana Ivanivna	Director of the Department of architecture, urban planning and land relations of Kharkiv city council
18	Sadovskij Oleksiy Mykolayovych	Deputy of the Chief Architect, Head of the department of master plan of Kharkiv city council
19	Rabinovich Mykhajlo Samuilovych	Head of the Department of urban development and architecture of Kharkiv regional state administration
20	Vasenko Vladyslav	Director of the municipal enterprise “Miskelektrotransservice”
21	Ukis Oleksandr Isaakovych	Deputy director of the municipal enterprise “Miskelektrotransservice”
22	Ploshay Fedir Viktorovych	Head of the Department of transport or Donetsk city council
23	Chernenko Ludmyla Ivanivna	Transport coordinator of the Department of “Euro-2012”, Head of the municipal enterprise “Donhorelektrotrans” service
24	Dovhopalov Serhiy Mykolayovych	Vice-rector of Donetsk Academy of highway transport
25	Dmytro Navrotskyj	Deputy Director of urban development of municipal enterprise “Upravlinnja heneralnoho planu Donetska”
26	Navrotskyj Mykhajlo Heorhijevych	Chief project architect of municipal enterprise “Upravlinnja heneralnoho planu Donetska”
27	Fialkovskij Serhiy Jaroslavovych	Manager of transport team of architectural designing workshop -2 of

№	Full name	Position
		state enterprise “Mistproject”
28	Dubyna Vitaliy Ivanovych	Architect, manager of architectural designing workshop -2 of state enterprise “Mistproject”
29	Mazur Vitaliy Volodymyrovych	Head of scientific laboratory-80 of National university “Lviv Polytechnic”
30	Lahunova Iryna Anatolijvna	Head of Standards department of The Ministry of Regional Development, Construction, Housing and Communal Services of Ukraine

Annex 3. Approximate list of questions for the experts in the field of transport planning:

1. How is the mobility planning regulated in your city?
2. What are the most important documents in this sphere: transport part of the master plan, Complex Transport Scheme, other documents? When and by whom they were developed?
3. What was the procedure of elaboration and approval of mobility plans in your city? What were the main stages?
4. Who is/was the customer (architectural departments of cities etc.) on the part of the city and on the part of the performers?
5. Other actors and participants involved. Who else takes part in the process and influences on it?
6. Who implements the documents and controls their execution?
7. Did your propose any changes to the legislative acts or the process of urban mobility planning?
8. Which institutions elaborated the transport part of the master plan in your city?

9. What sources of funding exist and are used for elaboration and implementation of master plans and other instruments for transport planning in your city?
10. Are there any consultancies provided to the publicity (public hearings, other forms), how does it happen and in what forms?
11. Are there any scientists and scientific institutes involved in the procedure of urban planning or transport planning? Does city cooperate with them? In which form?
12. How does EURO – 2012 influenced on urban mobility planning? Are there any other events planned which could affect the urban mobility planning?
13. Are you familiar with European standards and practices (including integrated planning mobility) for planning urban mobility, in particular the Action Plan on Urban Mobility (2009)? Are they taken into consideration during daily work?
14. Is the city interested in the elaboration of sustainable mobility plan?
15. Does city use strategic transport planning tools such as, for example, transport model, and are there any plans to develop and use such tools in transport planning?
16. Which directions and spheres of cooperation with foreign experts are interesting for the city in the sphere of urban mobility planning and transport infrastructure?

Annex 4. Designing institutes and educational establishments

№	Name	Address	Telephone	Website
Designing Institutes				
1	Institute "Dnipromisto"	blv. Lesi Ukrainky, 26 Kyiv, 01133	(044) 285 63 38 (044) 285 63 72	http://www.dipromisto.gov.ua/
2	Municipal organization «Master Plan Institute of Kyiv city»	Khreshchatyk str., 32 Kyiv, 01001	(067) 691 29 58 (044) 234 85 89	http://kievgenplan.grad.gov.ua

№	Name	Address	Telephone	Website
Designing Institutes				
3	Public company "Kyivproekt"	Khmelnyskoho str., 16-22 Kyiv, 01030	(044) 234 05 20	http://kyivproekt.com.ua/
4	Shulhin State Road Construction Research Institute (DerzdorNDI)	prosp. Peremohy, 57 Kyiv, 03113	(044) 201 08 79 (044) 456 34 15	http://www.dorndi.org.ua/
5	Primary trade union organization "NDPI Mistobuduvannja"	Velyka Zhytomyrska str., 9 Kyiv, 01025	(044) 229 09 11	-
6	State enterprise "UkrNDIprotsyvilskbud"	prosp. 40-richchja Zhovtnja, 50 Kyiv-39, 03039	(044) 257 10 79	http://ukrcsb.com.ua/
7	Mistoproekt, DP DIPM	Generala Chuprynky str., 71 Lviv, 79044	(032) 238 96 96	-
8	ME "Administration of the Master Plan for the City of Donetsk"	Tcheluskinciv str., 198b Donetsk, 83015	(062) 381 30 11	www.genplan.donetsk.ua/
9	Donetskyj projektno-doslidnytskyj istytut zaliznychnoho transportu Ukrainy "Zheldorproekt"	Tcheluskinciv str., 198d Donetsk, 83016	(062) 319 30 45	
10	TOV Ukrdesigngroup	Khimichna str., 4 Lviv, 79058	(032) 232-41-33 (032) 245-50-42	http://www.udg.lviv.ua/
11	TOV "Institute of Geoinformation Systems"	Vynnychenka str., 1 Lviv, 79008	(032) 2367038	www.igis.lviv.ua
12	Technological and Scientific Research Institute of Civil Aviation "Ukraeroproekt"	prosp. Peremohy, 14 Kyiv, 01135	(044) 241 27 16	-
13	Designing institute "Kyiv Prombudproekt"	Kotsubynskoho str., 1 Kyiv, 01030	(044)234-40-14	http://www.prombudproekt.kiev.ua/
14	Institute "Kyivdiprotrans"	Komynterna str. 15, Kyiv 01032	(044) 288 24 44	http://www.kgt.ua/
15	Ukrainian state institute on designing the objects of road management "Ukrdiprodor"	prosp. Povitroflotskyj 39/1, Kyiv, 03037	(044) 249 84 83	http://www.diprodor.com

№	Name	Address	Telephone	Website
Designing Institutes				
16	Institute "Richtransproekt"	Nyzhnij Val str. 51 Kyiv, 04071	(044) 417 34 02	-
17	Institute KDMP "Kyivdormistproekt"	Khmelnyskoho str., 16-22 Kyiv, 01030	(044) 235 04 14	http://kdmp.com.ua
18	Institute "Kharkivproekt"	prosp. Lenina, 38, Kharkiv 61166	(057) 702 16 51 (057) 702 56 59	-
19	TOV "Intelektproektservice"	prosp. Lenina, 25/1, Kharkiv 61167	(057) 341 05 48	http://intellect-proekt.com/
20	TOB «AROF»	prosp. Moscovskij 199 b/ office 14 Kharkiv, 61037	(057) 7632905 (057) 7632909	-
21	Institute Donbasgrazhdanproekt	Shevchenka str., 4. Donetsk, 83050	(062) 311 20 06 (062) 305 50 48	
22	Ukrainian State Research Design Institute "UkrNIIproekrestavratsiya"	Kontraktova sqr, 4. Kyiv, 04070 Vul. Sumska, 43bKharkiv	(044) 417 53 34 (057) 343 50 77	
Educational establishments				
1	Kharkiv National Automobile and Highway University	Petrovskogo str., 25 Kharkiv, 61002	(057) 700 38 66	http://www.khadi.kharkov.ua/
2	Kharkov national academy of municipal economy	Revolutsii str., 12, 12 Kharkiv, 61002	(057) 707 31 09	http://www.kname.edu.ua/
3	The National Academy of Sciences of Ukraine	Volodymyrska str., 54 Kyiv - 30, 01601	(044) 234 32 43	http://www.nas.gov.ua
4	The Institute of Demographics and Social Studies of the National Academy of Sciences of Ukraine	Panasa Myrnoho str., Kyiv, 01011	(044) 254-3206	http://www.idss.org.ua/
5	Institute of Economy and Industry of the National Academy of Sciences of Ukraine	Universytetska str., 77 Donetsk, 83048	(062) 311 57 90	http://www.nbu.gov.ua/institutsi/ieprom/index.html

№	Name	Address	Telephone	Website
Designing Institutes				
6	National university "Lviv Polytechnik"	Stepana Bandery str., 12, Lviv, 79014"	(032) 258 24 10 (032) 258 26 59"	http://lp.edu.ua/
7	Kyiv national university of construction and architecture	prosp. Povitroflotskyj, 31 Kyiv-037, 03680	(044) 241 55 80	http://www.knuba.edu.ua/