

U-LEAD
WITH EUROPE



Mobility Plan

2020-2030

**Pryutivska rural
amalgamated hromada in
Kirovohradska oblast**



MOBILITY PLAN 2020-2030

Pryiutivska rural amalgamated hromada in Kirovohradska oblast

Authors:

Ksenia Semenova, Oleksandr Kozachok, Galyna Koman, Roman Saviak, Taras Parkulab

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U-LEAD with Europe Programme, "Support to improved sustainable mobility services in Ukrainian AH" project

 House of Decentralisation, Velyka Zhytomyrska St., 20, Kyiv, 01001 Ukraine

 pr@u-lead.org.ua

 u-lead.org.ua, decentralisation.gov.ua

 ULEADwithEurope

Responsible:

Bastian Veigel, GIZ Programme "U-LEAD with Europe"

 bastian.veigel@giz.de

Lead Editors:

Armin Wagner, Martin Schaefer and Olha Pustovalova

Emails:

armin.wagner@giz.de, martin.schaefer@giz.de, olha.pustovalova@giz.de

Design:

Arina Orlova

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1. Introduction

1.1 U-LEAD with Europe Programme, "Support to improved sustainable mobility services in Ukrainian AH" project

U-LEAD (Ukraine – Local Empowerment, Accountability and Development Programme) with Europe is a multi-donor programme to support the unfolding of the decentralisation reform and its sectoral dimensions in Ukraine. It contributes to the establishment of multilevel governance that is transparent, accountable and responsive to the needs of the population. On behalf of the German Government, GIZ is implementing a part of the programme in cooperation with other EU member states.

To support local officials in assuming their new responsibilities and powers, it is crucial to provide them with accumulated and systematized knowledge and best practices on building effective management systems in AH's, designing and delivering high-quality municipal services as well as facilitating local and regional development. Therefore, U-LEAD with Europe is developing thematic support packages to provide reliable knowledge and practical skills to representatives of AHs, as well as follow up activities to ensure the sustainability of the learning process and proper application of knowledge received.

The service provision of AHs will increase under the decentralisation. One cornerstone of prosperous development will be the sustainable delivery of transport services. For developing capacities of local officials, the Programme is planning to improve sustainable mobility in AHs. "Support to improved sustainable mobility services in Ukrainian AH" project aims to assist the amalgamated communities in learning how to provide attractive mobility services. It is also envisioned that the activity offers systematic guidance and methodologies for the application of such services, as well as all relevant legal and regulatory procedures to enable AHs to support sustainable mobility in line with the existing quality, safety, and procurement regulations.

1.2 Definition and principles of sustainable mobility

According to the European transport policy experts, "mobility" is the ability of people to participate in activities that take place in different locations. For instance, in a neighbouring village, town, rayon or oblast centre, or on a nearby street. Social mobility can have various features – for example, be limited in terms of territory, time, or have economic restrictions. Social mobility may be assessed by its intensity - high or low. Low mobility is especially inherent to small settlements located far from the main roads, where a private car is practically the only means to visit activities in other locations, and its operation depends on weather conditions and owners' ability to pay for the fuel at ever-rising prices.

Sustainable mobility:

- Ensures accessibility and satisfaction of needs of people, companies and society in development considering safety requirements and subject to community and ecosystem needs;
- Is accessible, fair and efficient;
- Provides for a choice of transportation means and promotes competition and spatial development;
- Reduces polluting emissions and litter volume to facilitate absorption;
- Utilises, to the extent possible, renewable energy sources; minimises the impact on soil and reduces noise levels.

"Sustainable Mobility" concept comes from the definition of "sustainability", i.e., the ability to meet the current needs of people without compromising the needs of future generations and the environment. This concept has an environmental and economic dimension, which involves mitigation of damage caused to the environment and finding the most cost-efficient approaches for ensuring people's mobility.

The definition used in this document:

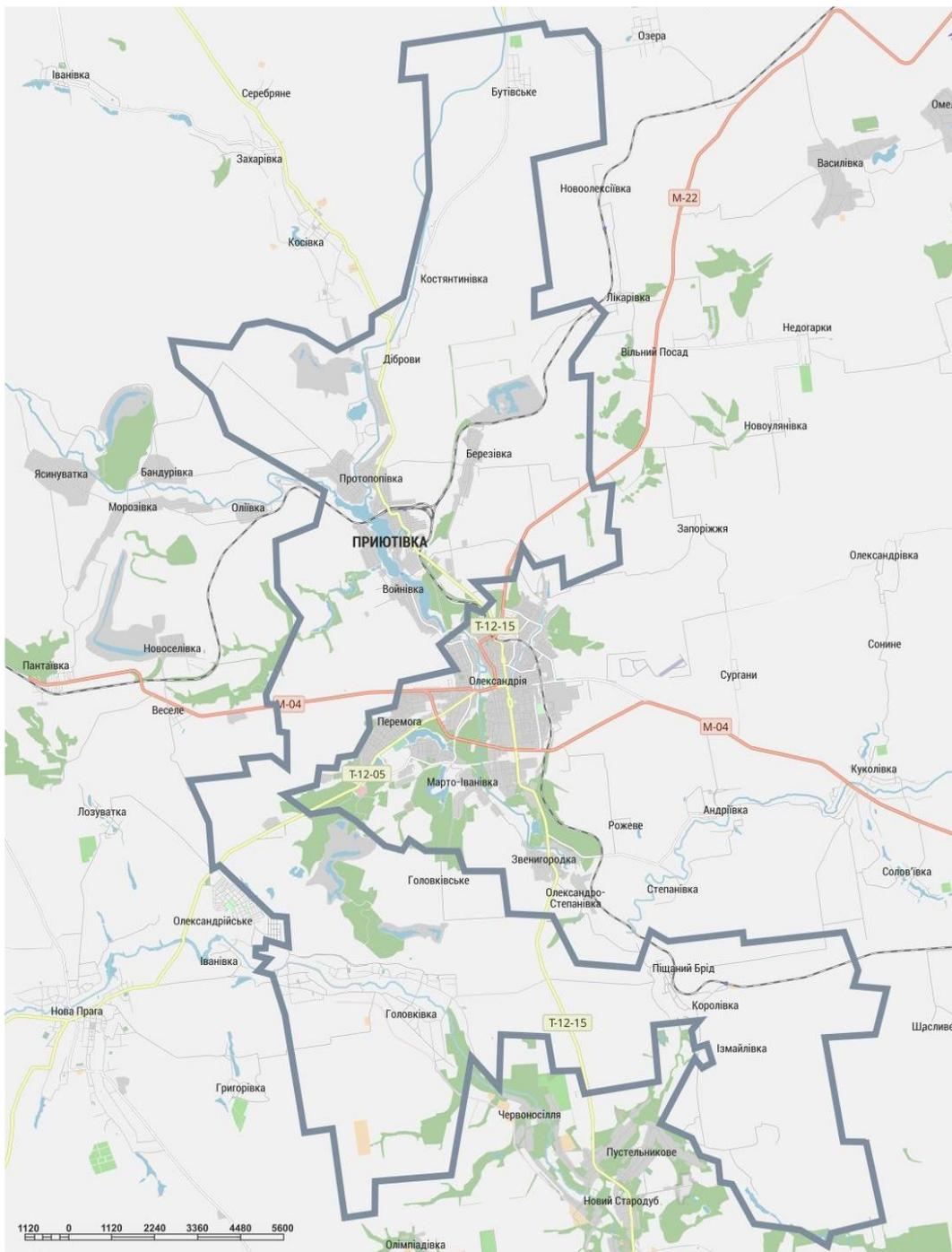
"Sustainable mobility" is the ability of people to participate in activities that take place in different locations by making a minimum adverse impact on environment, economy and spatial territory planning.

A well-known example of this definition is provided in "Sustainable Development Goals" adopted by the United Nations (UN) General Assembly in 2015; a considerable part of the above document concerns mobility.

- UN sustainable development goals related to mobility are as follows:
- Goal 3. Ensure healthy lives and promote well-being for all at all ages.
- Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation.
- Goal 10. Reduce inequality within and among countries.
- Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable.
- Goal 12. Ensure sustainable consumption and production patterns.
- Goal 13. Take urgent action to combat climate change and its impacts.

Appropriate road and street infrastructure, reliable and cost-efficient public transport, interconnection with other transport systems, in particular, railway, is the prerequisite to enhance the quality of living in hromadas and one of the critical factors that impact hromada's development or downturn.

2. Hromada Profile



| Fig 1. Map of Pryiutivska AH.

2.1 Fact sheet

Pryiutivska rural amalgamated hromada, Kirovohradska oblast

Land area: 396,21 sq.^{km}

Number of hromada settlements: 17

Distance to the nearest big city: 6,5 km to Oleksandria town.

Population: 11,957

Population distribution by sex: N/A

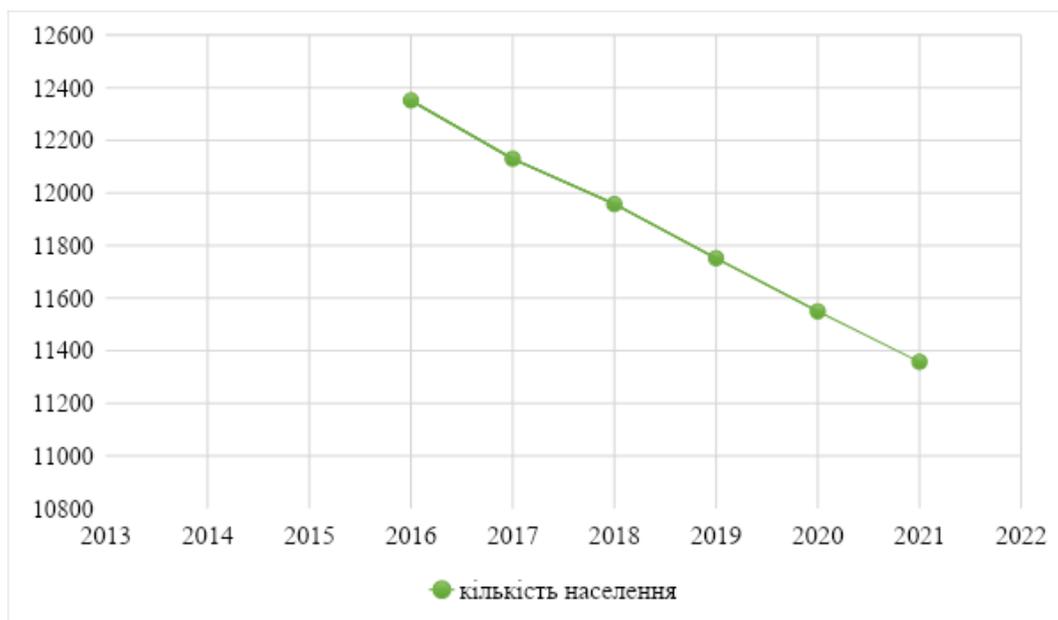
The population of Pryiutivska AH

Name of a settlement	Number of residents
The administrative centre of amalgamated hromada - urban-type settlement Pryiutivka	3,416
Protopopivka village	2,027
Dibrovy village	179
Berezivka village	524
Yahidne village	5
Izmailivka village	327
Pischanyi Brid village	219
Pustelnykove village	225
Korolivka village	110
Haiok village	16
Vydne village	3
Kostiantynivka village	354
Butivske village	459
Zanfivka village	46
Voinivka village	2,032
Holovkivka village	1,925
Ivanivka village	90
Pryiutivska AH	11,957

Population distribution by age:

Population distribution by age	Number of
People under working age, in particular	2,387
<i>Pre-school children</i>	827
<i>School-age children</i>	1,560
Working-age people	6,238
People above working-age	3,332

Population decline can be observed in Hromada. According to the experts, this tendency will remain in place in the next three years ¹:



| Fig. 3. Population projection in Hromada up to 2021, persons

2.2 Population mobility data²

Pryiutivska AH borders with Oleksandria town. The total length of Hromada roads amounts to 295 km, including:

- 193 km - municipal roads and streets,
- 63 km - local automobile roads,
- 39 km - national automobile roads.

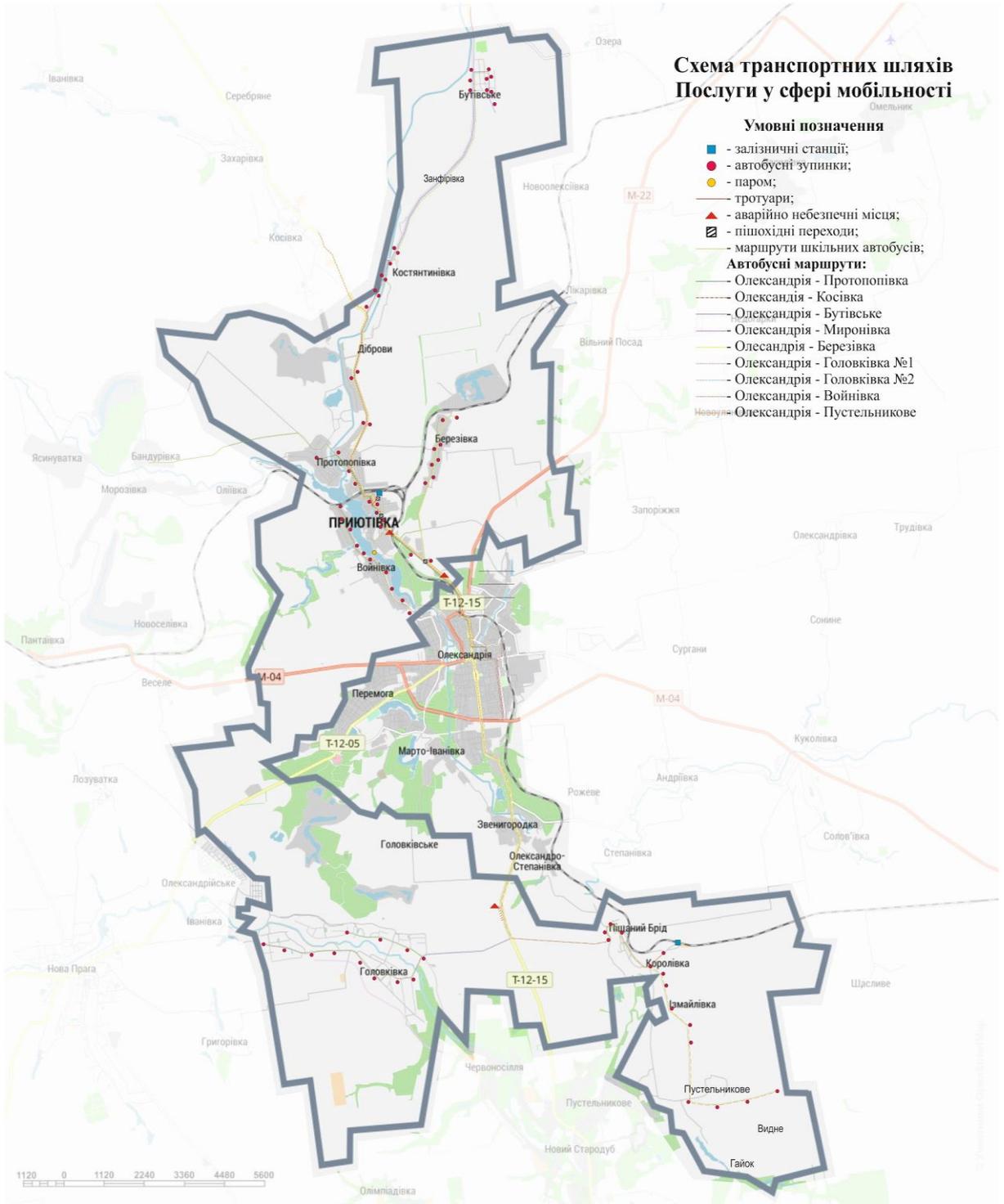
The chart below illustrates existing public routes, public transport stops and accident black spots.

¹ Source: Development Strategy of Pryiutivska AH for the period 2019-2023.

² As of January 2019

Приютівська об'єднана територіальна громада

Картооснову підготовлено в рамках проекту «Підтримка та розвиток сталої мобільності в об'єднаних територіальних громадах» Програми «U-LEAD з Європою»



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Fig. 4. Transport infrastructure and services scheme in Pryiutivka AH

Public transport

There is a railway station Korystivka of Odesa Railways in Hromada administrative centre - urban-type settlement Pryutivka; intercity/regional trains heading to Kharkiv, Odesa, Zaporizhia stop there.

Hromada does not have its own public transport; public transportation is made predominantly through the neighboring Oleksandria town. Depending on the route, 2-15 trips are made daily; routes are operated by buses that have a capacity of 20-50 seats.



| Fig. 5. Public transport that operates in Pryutivska AH

Public transport stops are partially equipped with pavilions; there are no schedules available at the stops. Hromada has six school buses; there is no public transport for people with disabilities.

Road safety

According to Hromada, there were no traffic accidents with fatalities in the past 2-5 years. There are some black spots, where regular speeding and/or crashes occur (see fig.2). All such spots are located on the road T-1215.

Pedestrian and cycling infrastructure

Approximately 5%-10% of streets in AH settlements have pavements. 80%-90% streets of the urban-type settlement Pryutivka have lighting; street lighting ratio in other Hromada settlements is as high as 50%-70%. There are no traffic lights or pedestrian crossings with contrast lights.

There are no bike paths or lanes in Hromada; some schools and public institutions and shops have bike parking stations/racks.

2.3 Key points of traffic generation

Predominantly, Hromada residents work locally. Agricultural companies are leading employers. Certain activities relate to the processing of agricultural products; input is sourced mainly from suppliers that work in Hromada or neighbouring territories.

Most traffic in Hromada has centred around:

- towns of Kropyvnytskyi, Oleksandria, Kremenchuk;
- Educational institutions;
- Leading employers: "UkrAgroKom" LLC (1,120 employees³), Oleksandriyskiy Sugar Plant LLC (412 employees), Odesa railways of Joint Stock Company "Ukrzaliznytsia" (126 employees):
- Natural reserve "Velyka i Mala Skelia";
- Children's health camp "Druzhba".

3. Mobility Plan

Pryiutivska village council aims at improving the quality of transport services and ensuring the safety of pedestrians and cyclists.

This plan provides recommendations on road safety facilitation; creation of comfortable conditions for pedestrians and cyclists; enhancement of the public transport; promotional activities for the period 2020-2030:

- 7 activities for the period 2020-2022;
- 4 activities for the period 2023-2025;
- 3 long-term activities for the period of 2026-2030.

The plan was elaborated as follows:⁴



Estimated cost per each activity is calculated according to the statutory calculations effective as of 2019. Such expenses may be lower if AH performs the works itself.

Short-term activities (2020-2022)

1. Construction of pedestrian and cycling bridge over the river Inhulets between Voinivka village and urban-type settlement Pryiutivka with a total length of approximately 100 m

Goal: to save time spent on trips from/to Voinivka village and urban-type settlement Pryiutivka; improved access to the work, education and administrative services destinations.

³ Number of employees, 2015

⁴ Baseline report is available at https://sutp.org/files/contents/documents/resources/E_Fact-Sheets-and-Policy-Briefs/U-LEAD%20Mobility%20Baseline%20Report-UA.pdf (checked on 27 August 2019).

Brief justification and description: as of 2019, residents of Voinovka have to make a detour and go to Oleksandrivka first and then change to the transport that connects to their work destinations or administrative centre; thus, they lose 2-3 hours daily. Pedestrian and cycling lane over the narrowest part of Inhulets river within AH boundaries (approximately 100 m length) will help save time on trips and will improve the accessibility of the Hromada administrative centre. Recommended width of a pedestrian and cycling bridge shall be 4 m; pedestrian and cycling traffic shall be separated.



| Fig. 6. Example of a pedestrian and cycling bridge (photo:<https://aseasyasridingabike.wordpress.com>)

Target group: residents of Voinivka village and the urban-type settlement Priyutivka.

Estimated cost: UAH 8 million.

Potential sources of financing: State Road Fund, local budget, State Regional Development Fund, infrastructure subvention from the state budget, donors.

2. Arranging for a public route between Butivska and the urban-type settlement Priyutivka

The goal is to increase accessibility to the work destinations and administrative/social services destinations for the residents of Butivske, Zanfirivka, Kostiantynivka, Dibrov, Protopopivka villages.

Brief justification and description: given that all public routes are operated through Oleksandrivka town, Hromada residents find it difficult to get to the Hromada administrative centre. We suggest arranging for a public route that will connect Butivske, Zanfirivka, Kostiantynivka, Dibrov, Protopopivka and will have several stops in Priyutivka in key traffic points. Passenger transportation can be provided by a private operator or a public bus.

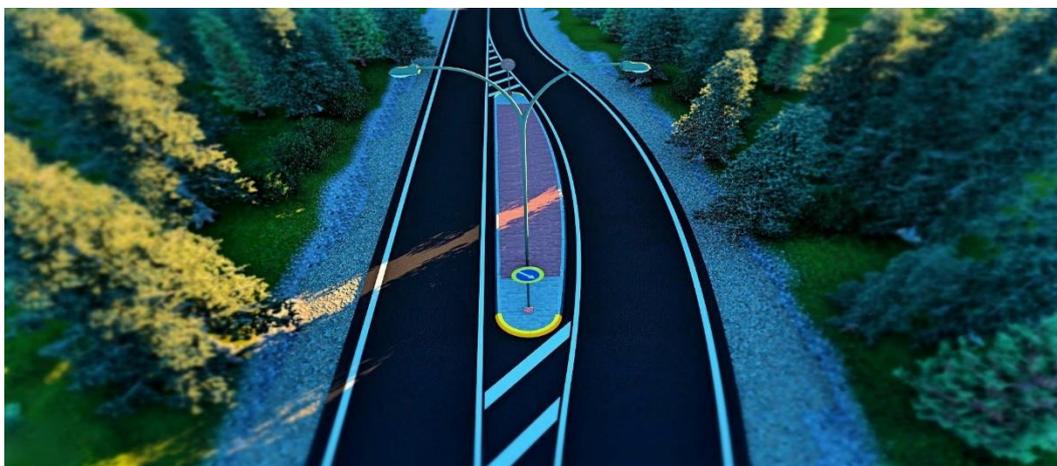
Target group: over 3,000 residents of Butivske, Zanfirivka, Kostiantynivka, Dibrov, Protopopivka.

Estimated cost: UAH 2,200 thousand per a low-floor bus such as Bohdan A22112.

Potential sources of financing: local budget.

3. To initiate construction of the two entering/exit islands at the entry points to Protopopivka (from up north) and the urban-type settlement Pryiutivka (from up south) along the road T-1215

Goal: to reduce speeds of traffic (in settlements) on the automobile road T-1215; speed reduction shall ensure the safety of the vulnerable road users.



| Fig. 7. Entering/exit island, 3D-visualization

Brief justification and description: T-1215 is the most dangerous road for Hromada residents due to regular speeding in settlements. Entering/exit islands are designated for involuntary reduction of traffic speeds on the road T-1215 at the entry points into Hromada settlements. We recommend installing one entering/exit island at the entry point to Protopopivka village (from up north) and one entering/exit island at the entering point to the urban-type settlement Pryiutivka Oleksandria.

Target group: residents of Protopopivka and Pryiutivka; transit drivers.

Estimated cost: Construction of an entering/exit island - UAH 150.0-400.0 thousand.

Potential sources of financing: State Road Fund, local budget.

4. Replacement and construction of additional pavilions at public stops

The goal is to improve the quality of services rendered to the passengers, as well as the image of public transport.

Brief justification and description: Lack of stops equipped with pavilions makes public transport less appealing to the passengers, especially on windy or rainy days. Decent stop pavilions protect from the rain and make waiting time quite comfortable.

Target group: residents of Pryiutivska AH.

Estimated cost: cost of a bus stop pavilion - UAH 60.0-120.0 thousand (works exclusive).

Potential sources of financing: State Road Fund, local budget.

5. To initiate construction of bike parking stations on the grounds and at the expense of employers

Goal: to promote cycling as a regular transport means, and as an alternative to the social bus.

Brief justification and description: Bike is fundamental for sustainable mobility, given its efficiency and affordability, a low impact on the transport infrastructure, zero noise and emissions. Arranging for a comfortable and secure bicycle parking is a strong message whereby an employer suggests a bicycle as the primary transportation means to reach the work destination. Widespread use of bicycles will allow saving on the transportation of employees in the long-run, as well as will reduce the load of a company bus. Recommendations on the form of bike parking and respective drawings are available at https://issuu.com/kyivvelo/docs/avk_bike_parking__2017.

Target group: employees of respective companies.

Estimated cost: UAH 400.0-600.0 thousand per bike parking station with a capacity of 80 lots.

Potential sources of financing: employers.

6. Pedestrian crossings equipped with a safety island and contrast spotlight near Oleksandriyskyi agricultural lyceum (6 Korystivske Roadway)

Goal: improve pedestrian visibility and safety.

Brief justification and description: Current traffic management scheme near lyceum, as well as a nearby public stop, do not ensure compliance with the statutory speed limits. We recommend installing an uncontrolled pedestrian crossing equipped with a safety island and contrast spotlight to draw the attention of pedestrians and drivers.

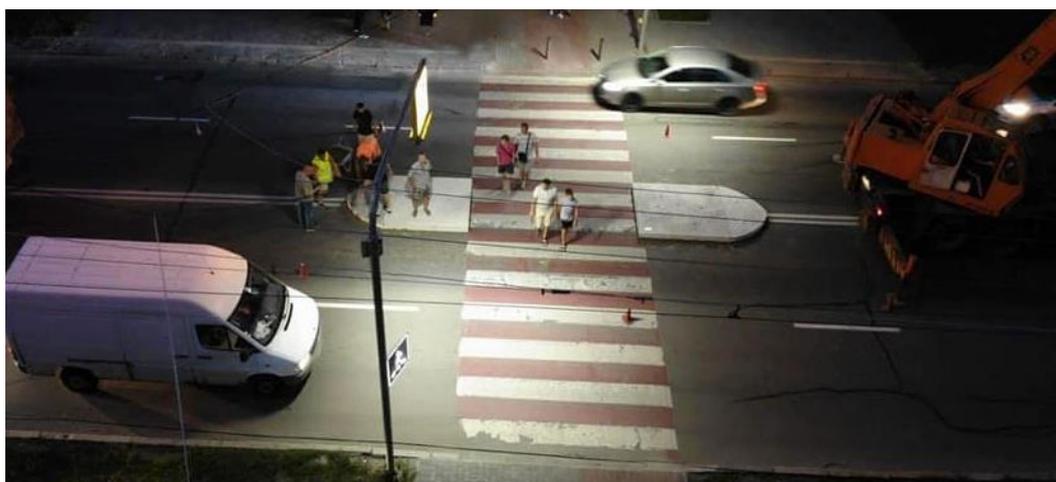


Fig. 8. Pedestrian crossing equipped with a safety island and contrast spotlight (photo.: safety island under construction, city of Vinnytsia)

Target group: students of Oleksandriskiy lyceum, car drivers, drivers of commercial vehicles (trucks).

Estimated cost: UAH 120.0-300.0 per object.

Potential sources of financing: State Road Fund, local budget.

7. To construct bike parking stations near schools

The goal is to reduce the load of school buses and encourage students and teachers to use bicycles.

Brief justification and description: Using a bike to get to school helps reduce the cost of school bus services (fewer passengers mean fewer buses, etc.). Also, cycling encourages children to get used to the bike as transportation means and increases the likelihood such children will continue cycling when they grow up, as well as the odds they will respect other cyclists. Duly furnished, secure and convenient bike parking ensures increased capacity of the school grounds to accommodate bicycles without detriment to other activities; decent bike parking also ensures secure bike storage, hence encourages cycling. For more information on the construction of a bike parking, please refer to <http://bit.ly/2yKO1rd>.



| Fig. 9. Example of a bike parking station in Lohvytska AH.
(pic.: <https://www.lmr.gov.ua/381-vidsogodni-nova-veloparkovka-v-diji.html>).

Target group: school children, teachers.

Estimated cost: UAH 400.0-600.0 thousand per bike parking station with a capacity of 80 lots.

Potential sources of financing: local budget, local business, business under the programs of corporate social responsibility, grants.

Mid-term activities (2023-2025)

8. Rehabilitation of automobile road and construction of pedestrian and cycling lane from Berezivka village to the road T-1215

Goal: to improve access to work destinations and administrative/social services for the residents of Berezivka village.

Brief justification and description: Berezivka is 5-7 km away from the urban-type settlement Pryutivka and 10 km away from the centre of Oleksandria. This distance is easily reachable by bike. Road rehabilitation and construction of a separated bike lane will help save the travelling time and will facilitate cycling safety; approximate length - 4,5 km.

Target group: 500+ residents of Berezivka village.

Estimated cost: road re-surfacing (road milling plus a new asphalt layer - UAH 1.0-1.2 thousand per m²); installation of the new asphalt road preceded by the removal of the old

road base and preparation of the new one - UAH 4.0-5.0 thousand per m²; construction of asphalt bike path - UAH 2.5-3.5 thousand per m²; construction of safety islands equipped with lights - UAH 120.0-300.0 thousand per island.

Potential sources of financing: State Road Fund, local budget.

9. [Rearrangement of the primary streets in the settlements, including the construction of pavements, bike paths \(if necessary\), and setting up traffic lanes with pedestrian crossings.](#)

The goal is to improve road safety and create proper cycling conditions.

Brief justification and description: central streets in Hromada settlements have very few pavements (if any), which makes pedestrians use traffic lanes. At the same time, primary streets shall ensure proper conditions for seamless traffic. Therefore, it is necessary to separate pedestrian traffic, cyclist traffic and vehicles traffic on such streets. Rearrangement shall transform primary streets in the settlements of Pryiutivska amalgamated hromada into the safe corridors, which are comfortable for pedestrians, cyclists, car drivers and public transport operators. Rearrangement shall include activities aimed at installation of pavements, bike lanes or paths, safe intersections or junctions, pedestrian crossings and street lighting (where necessary).

Target group: residents of Pryiutivska AH.

Estimated cost: road re-surfacing (road milling plus a new asphalt layer - UAH 1.0-1.2 thousand per m²); installation of the new asphalt road preceded by the removal of the old road base and preparation of the new one - UAH 4.0-5.0 thousand per m²; construction of asphalt bike path - UAH 2.5-3.5 thousand per m²; construction of safety islands equipped with lights - UAH 120.0-300.0 thousand per island.

Potential sources of financing: State Road Fund, local budget.

10. [To arrange for the rehabilitation of all residential streets \(pavements exclusive\) in the settlements: to set up shared space made of cobblestone](#)

The goal is to improve the comforts and safety of residential streets in Hromada.

Brief justification and description: Residential streets of Pryiutivska AH mostly lack a proper road surface. This hinders access by the residents to their houses, especially on rainy or snowy days. Residential streets shall be free of high-speed transit traffic. Therefore, this activity implies the rehabilitation of non-graded residential streets, including installation of cobblestone and setting up shared space for all road traffic participants; a general speed limit shall be 30 km/h.

Target group: residents of Pryiutivska AH.

Estimated cost: cost of cobblestone (as a material): concrete - UAH 190 - 290 per m², granite - UAH 400 - 600 per m², tactile surface - UAH 350 per m² (approximately). Remaining materials and works - approximately UAH 600-800 per m².

Potential sources of financing: local budget.

11. [To conduct a series of training dedicated to cycling safety, which should be addressed to the school children \(save for primary school\)](#)

The goal is to raise awareness of school children about cycling safety.

Brief justification and description: similar series of training (free of charge) have been conducted by Kyiv Cyclists' Association for eight years already; target group - residents of Kyiv. In 2018, the team developed a mechanism of training delivery to school children in AHs. Such training has as an objective to enhance the cycling confidence of parents and children, as well as to ensure that children are aware of the basic road safety rules. Additional materials on the matter can be found at <https://velotransport.info/?p=7400> and <https://velotransport.info/?p=739>.

Target group: school children, teachers.

Estimated cost: UAH 20.0-100.0 thousand.

Potential sources of financing: local budget, local business, business under the programs of corporate social responsibility, grants.

Long-term activities (2026-2030)

12. To cooperate with Oleksandria town and introduce a transit pass that will cover trips by both intercity and Pryiutivska AH public transport.

The goal is to facilitate mobility of the Hromada residents and accessibility of work and administrative services destinations.

Brief justification and description: Typically, public transport connects destinations outside of AH; hence, these are beyond Hromada's control. The village council aims at ensuring that residents of all hromada settlements are provided with proper transport services. Close proximity of Hromada to Oleksandria makes it possible to introduce a unified fare system for intercity and intracity public transport under a single ticket. This project should be developed in cooperation with Oleksandria city council.

Target group: residents of Pryiutivska AH and Oleksandria.

13. To initiate reconstruction of road T-1215, including the construction of pavements and bike paths within settlements.

Goal: mobility improvement for the residents of Pryiutivska AH.

Brief justification and description: automobile road T-1215 is very important for intercity and transit connection of Hromada residents. Therefore, to enhance the safety of vulnerable traffic participants, we recommend initiating rehabilitation of the road, including the construction of pavements and bike paths in settlements.

Target group: residents of Pryiutivska AH; residents of Oleksandria; transit drivers.

Estimated cost: road re-surfacing (road milling plus a new asphalt layer - UAH 1.0-1.2 thousand per m²); installation of the new asphalt road preceded by the removal of the old road base and preparation of the new one - UAH 4.0-5.0 thousand per m²; construction of asphalt bike path - UAH 2.5-3.5 thousand per m²; construction of safety islands equipped with lights - UAH 120.0-300.0 thousand per island.

Potential sources of financing: State Road Fund, local budget.

14. To initiate construction of a bike lane to connect urban-type settlement Pryiutivka and Oleksandria town.

Goal: to create proper conditions for the safe cycling on the route that connects urban-type settlement Pryiutivka and Oleksandria town.

Brief justification and description: Distance from Pryiutivka to Oleksandria - approximately 6 km of a plain terrain. Construction of a bike path along the road T-1215 (or an alternative shorter route) of 2-2.5 m width. It will help reduce the level of congestion and load on public transport; will enhance travelling among the settlements notwithstanding the public transport schedules and car availability. This activity naturally arises from activity No.13. Approximate length of a bike lane - 5 km.



| Fig. 10 Bike lane along the road N235 in the Netherlands (photo: Google Panorama)

Target group: residents of Pryiutivka, Protopopivka and Oleksandria; transit drivers.

Estimated cost: UAH 24-44 million (setting up asphalt bike path - UAH 2.5-3.5 thousand per m²).

Potential sources of financing: State Road Fund.

4. Detailed justification and description of the priority activity

1. Name of the project	Construction of bike parking stations/racks with a capacity of 160 parking lots near the three schools in Pryiutivska AH.
2. Project goal and objective	<p>The project goal is to encourage school children and staff of Pryiutivska AH to use bicycles for their regular trips to/from school.</p> <p>Project objective - to set up eight bike parking stations with a capacity of 20 parking lots each on the school grounds.</p> <p>Three parking stations/racks on the grounds of Voinovska school (I-III levels of accreditation) in Voinivka village;</p> <p>Two parking stations/racks with a capacity of 40 bikes on the grounds of Holovkivska educational institution;</p> <p>Three parking stations/racks (60 bikes capacity) on the grounds of Korystivska school of the I-III levels of accreditation.</p>
3. Territorial impact of the project	Pryiutivska AH, Kirovohradska oblast
4. The population impacted by the project	The project will impact teachers and school children of three educational institutions in Pryiutivska AH. Total number of school children - 608; number of staff - 60.
5. Description of the issue to be resolved under the project	Bicycles are parked chaotically and rarely used for the trips to/from school given that cyclists are afraid of a possible theft resulting from the lack of appropriate bike racks on the school grounds.
6. Expected qualitative and quantitative results following implementation of the project, project innovations	<ul style="list-style-type: none"> • Organized space of the school grounds; • Equipped parking that provides secure storage of 160 bicycles for students and teachers; • Majority of students and teachers already use bicycles for their trips to/from school; • Reduced demand for the school buses.
7. Main actions under the project	<p>Stage I. Inspection of the school grounds; identifying parking demands and sites for the construction of bike parking stations/racks; identifying measures for the preparation of the land plots to be used for the construction of bike parking stations/racks.</p> <p>Stage II. Preparation of a land plot (if necessary).</p> <p>Stage III. Procurement of materials/services/works for the construction of a bike parking.</p> <p>Stage IV. Construction of bike parking on the school grounds.</p> <p>Stage V. Informing students and teachers on the availability of parking, rules of its use; providing guidelines on the proper bike fixing.</p>

8. Project implementation term (from (month/year) till (month/year))	January 2020 - September 2020.			
9. Financing, UAH'000	2020	2021	2022	Total
	1,200.0			1,200.0
10. Sources of project financing⁵	Donors - UAH 500 thousand (42%) Grants - UAH 400 thousand (33%) Pryiutivska village council - UAH 300 thousand (25%)			
11. Project implementation stakeholders and their functions	Educational institutions concerned shall be responsible for the choice of construction sites; coordination of efforts on the preparation of a land plot; communication with school children and teachers. Pryiutivska village council - implementation, funding. (local business) - partial funding.			
12. Additional project-related information (if necessary)	-			

⁵ Sources and funding shares were mentioned as an example.

5. Additional information

1. The Baseline study of local mobility in Ukrainian AHs - <http://bit.ly/2KPpFdq>
2. Information bulletin "Mobility in Hromadas" - No. 1, December 2018 - <http://bit.ly/2P5xOyn>
3. Information bulletin "Mobility in Hromadas" (public transport) - No. 2, January 2019 - <http://bit.ly/31QxbdM>
4. Information bulletin "Mobility in Hromadas" - No.3, February 2019 - <http://bit.ly/2Nvdu7h>
5. Information bulletin "Mobility in Hromadas" - No. 4 (cobblestone roads repair), March 2019 - <http://bit.ly/2KQ0t6v>
6. Overview of sustainable mobility best practices - project training materials - <http://bit.ly/2L9xCJsT>
7. Integration of public transport and alliances of transport operators - <http://bit.ly/2Mei7CZ>
8. Pursuing more comfortable living conditions and safer cities - <http://bit.ly/2Mcs1F7>
9. Walking and cycling as the means to reduce road traffic: measures toolkit - <http://bit.ly/2loBKfn>
10. Infographics - Comprehensive approach to road safety: German experience - <http://bit.ly/2ZYX1M8>
11. Sustainable mobility: Ukrainian legal framework and case-study - <http://bit.ly/3244bPX>
12. DSTU Project on road safety Traffic calming measures. Technical specifications - http://dorndi.org.ua/ua/zasobi_zaspokoennya_ruhu
13. 10 PRINCIPLES OF SUSTAINABLE URBAN TRANSPORT - <http://bit.ly/2TwPOAn>
14. How to run a campaign "Bike to School" - <http://velotransport.info/?p=7400>
15. Road safety guidelines for bike mentors - <http://velotransport.info/?p=7396>