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**Drobot B.**

*National Aviation University, Kyiv*

## **LANDSCAPE ARCHITECTURE IN DESIGNING THE CITY TRAFFIC FLOWS**

The narrow and mazy streets of medieval cities were built for pedestrian traffic, so it was inevitable to meet face-to-face here. But in the XVIII century, the streets became wider to allow for carriages to move at high speed along them. Such spaces began to alienate people from each other, but at the same time the special areas for pedestrians — sidewalks — were constructed. Every traffic "element" (pedestrians, cars, trams, etc.) moves at different speeds along its assigned territory. On the one hand, this makes the city traffic more efficient, but, on the other hand, this results in a "death" of street space.

We do not consider a modern street as a set of paths for different types of traffic. Transit spaces play an important role in the life of the city.

Nowadays safe streets for pedestrians are becoming more and more popular. In addition to individual green areas urban environment needs transit spaces combining them into a single "green network". These are pedestrian streets, boulevards, embankments, etc.

The possibilities of landscape architecture for creating transit spaces are the same as in residential and business areas: zoning, formation of the attractiveness of space, and creating an image of the place.

A special feature of the transit space is the availability of a large number of different groups of users in the same area. It is important to combine the possibility of comfortable rapid transit and slow, measured movement of people. Such "line of promenade" can include not only the required lanes for cars, bicycle lanes and hiking lanes; it can also contain a variety of safe entertainment, shops, areas for passive and active recreation.

The means of landscape arrangement of recreation areas and areas for pedestrian services belong to the components of the environment. To give attractiveness to the space is an important task of landscape architecture.

Thus, the role of landscape architecture in the formation of the city transit transport and pedestrian spaces is as follows:

1. Delimitation of the pedestrian and different transport flows (bicycles, cars, city public transport) using plants and small forms;
2. A variety of space, creating areas for different pastimes (quick and convenient transit, recreation, visiting cafes, shops, etc.).
3. Formation of the attractive space.
4. Creation of the image of the place using specific natural and artificial materials and shapes of their combinations.

*Scientific supervisor: Konoplianyk L., PhD, Associate Professor*