



Alina Hamalia 
Nataliia Voiko 

<http://dx.doi.org/10.35630/978/3.00.032886.2.2>

WORLD TRENDS IN LANDSCAPE PLANNING OF GREEN PEDESTRIAN NETWORKS

*Kyiv National University of Construction and Architecture,
Kyiv, Ukraine*

The process associated with the growth of human mobility and the variety of motivations for its movement in a modern city leads to the inevitable functional transformation of the pedestrian streets in cities and changes the way of their use. There are specific problems of transforming urban walking routes and communications spaces in many cities of Ukraine, even small ones. On the contrary, in foreign practice, landscape organization and the creation city “greenways” (green paths) are widespread due to the important spatial and recreational meaning.

The “green” pedestrian network (GPN) is a multifunctional component of the modern architectural environment and urban greening system. It is a locally defined linear open green space along green natural eco-corridors, water-green city systems, pedestrian streets, parks, embankments, linear landscape systems (rivers, slopes, etc.), historical trade routes and railways. It performs the function for pedestrian, bicycle, tourist, biological and at the same time for ecological corridors and combines parks, nature reserves, cultural sites or historical places with the city’s districts. The main users of green corridors are cyclists, pedestrians, runners, people with disabilities in wheelchairs.

For a long period of time green routes as a part of a green pedestrian network remain an important factor for cultural, economic and political development in European cities. Some facets of this problem are investigated in the works of Ukrainian and international architectural and urban planning theory and practice. In particular, M.V. Lazareva, A.N. Nikulin, I.M. Georgitsa, N.N. Gear, V.A. Shemyakina and L.V. Gasenko devoted their works to the addressing the general problems of the architectural and planning organization of a pedestrian communication networks in cities.

The most noticeable changes in the green walking routes organization have been observed since the 1950s and relate to the gradual approximation of the pedestrian networks with the landscaping and a combination of both with tracks for non-motorized individual transport. The first green routes appeared as a response to the needs of society in conditions of an industrial and a technological

revolution. The time when a production method significantly changed the urban and rural landscapes due to the exploitation of natural resources and the intensive urbanization of the urban landscape, which led to environmental degradation.

Further development of green routes dates back to 1960-1985. During this period, greenways that were formed from the city system of open spaces that connect urban and rural spaces with park areas, turned into the urban green corridors.

After 1985, the large-scale development of the green pedestrian network began. During this period, green pedestrian networks focused on the aesthetic and recreational needs of urban residents, complement greenways for non-motorized vehicles and alternative corridors were created to protect the urban environment from the effects of transport.

Today it is impossible to imagine the high living standards of modern cities without urban green pedestrian paths that create a combination of a quality living conditions for the population. A “green” pedestrian network, “green” spaces and “green” ways are becoming an integral part of a modern city. The landscape-planning organization of green pedestrian networks requires changes in an urban development paradigm. It means a change in a way of thinking of architects responsible for the development and implementation of city programs. The results of the landscape-planning organization of green pedestrian networks should comply with the environmental standards of world urban planning as well as the expectations and needs of urban residents ensuring the preservation of an environment and improving a public health.