

Communicatory Transportation Hubs of the Medium and Small Towns of Lviv Region

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Abstract – The local experience in the development of communicatory transportation hubs of the medium and small towns of Lviv region, their current state and prospects for their future extensions have been analyzed.

Keywords – communicatory transportation hub, medium and small towns, current state, prospects for extension.

I. Introduction

There are a lot of small and medium towns in Lviv region, which have been formed during many years. It was historically formed that the most important "centers" of these towns were train stations, and soon bus depots usually with the trading areas near them. These zones were named as communicatory transportation hubs. Under the definition "communication hub" we mean a territory, building, complex, which fulfils some social functions. The space planning and the lay off organization of a communicatory transportation hub consists of the following three main zones: transportation, auxiliary and for public use one. In course of time the towns have extended, the amount of traffic has increased, the requirements of people have changed and the standards of town planning have changed as well. The most of communicatory transportation hubs, especially those in medium and small towns, don't correspond nowadays at all with the modern requirements and need to be studied thorough, so that they are adapted for the current needs.

II. Problem Definition

The following researchers have investigated in such an area of architecture as communicatory transportation hubs [1]: H.Ye. Holubiev "Multi-level transport hubs", "Underground urban planning", A.A. Segedinov "The problems in the economics of development of towns' infrastructure", V.V. Tovbych "The principles of the formation of multi-functional public transportation complexes", I.A. Urbah "Multi-level public trading centres", and E.V.Vasyliiev, I.V. Dreval', A.F. Modorov, N.N. Shchetynin.

The purpose of this work is to research and analyze the communicatory transportation hubs of some small and medium towns of Lviv region, the characterization of their current state and prospects for future development.

III. Main information

There are 3 medium and 19 small towns in Lviv region nowadays [2].

The organization of communicatory transportation hubs started with the forthcoming of traffic. At first the railway stations were formed, after them some bigger train stations appeared. With the following evolution of traffic the first cars appeared, after them buses, rather the public service vehicles. There were formed some depots for them (in the first instance for service), and as the following - bus stations. As usual the bus stations were situated not far from the railway stations, so that they formed one whole complex, which could be called a communicatory transportation hub. The places with a large human transit started by themselves to attract the trade. There is a trading area almost at every bus or railway station. It is convenient not only for the sellers, retailers, but also for the customers. Such communicatory transportation hubs are the most lively part of a town. As usual these hubs are communicational and trading centers of a town. In most cases such a hub is more important than the city center. We are going to consider the organization, state and functioning of the communicatory transportation hubs as exemplified by those in the Lviv region.

Chervonograd. There is the train station [3] of the town near the railway station, which goes through the western border of the town. It was reconstructed in the times of Independent Ukraine (fig.1).



Fig.1 The Train Station

Across the road there is the bus station (fig.2), which consists of ticket office, telecom cabin, baggage room, WC and some staff rooms, which are not used for any purpose. The bus station was built in 1970s, it needs repairing and replanning long since and more modern architecture, notwithstanding there are not any money for it.

Behind the bus station there are bus stops for public vehicle and places for taxi. On the left side of the station there is a grocery market (fig.3), behind which there is a manufacturing market.

The primary conception of this communicatory transportation hub was thought of and built very good (fig.4).

Nowadays it doesn't have enough places for private vehicle parking, it needs the widening of the road at the trading area and the organization of a new scheme of the transport junction.



Fig. 2. The Bus station



Fig. 5. The Train Station in Sambir



Fig. 3. The Market



Fig. 6. The Bus station

However after some changes of building and planning norms and with the development of the town this communicatory hub wasn't developing at all.

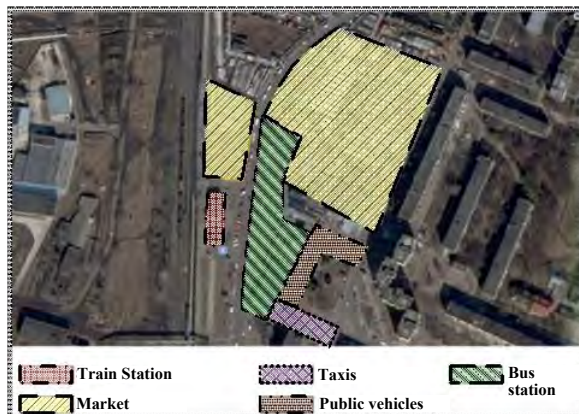


Fig. 4. The scheme of the communicatory transportation hub in Chervonograd

Sambir. We are considering the communicatory transportation hub in Sambir. The building of the train station was built in 1917. It is one of the oldest train stations in Lviv region. Recently it has been rebuilt and renovated. (fig.5).

Nowadays it is more comfortable for passengers and working staff as well. Inside of the building of the train station there are working railway ticket office, booking office and the information desk. In these ticket offices the workers have good circumstances for an effective work and comfortable rest.

There are rest rooms, hygiene rooms and some places where they can eat. The staff rooms and some attached areas of the station have been rebuilt. Beside of this some new seats were installed in the waiting area, and some benches - on the platform. The interior hall and some rooms are covered with slabs, there are lamps on the walls. On the same place there was installed a cash machine.

The exterior of this building has changed in full. It was rebuilt in the style which is characteristic for architecture in the foothill of the Carpathians. The roof is covered with the metal shingles. For the decoration of the walls some special energy efficiency technologies were used, which help to give less money for heating. The platform is covered with the modern paving slab. Almost all materials, which were used for decoration of the train station, are local.

Behind the railway station there is a place for taxis and bus stops, which depart to Lviv. (fig.6). Across the road there is a bus station for the rest of the public vehicles.

The bus station is in the open air, what is inconvenient for the passengers. The station is neglected and untended, there are not any rubbish bins or benches. Behind the station there is a market - unorganized and spontaneous. It is not convenient for the customers, neither for the sellers, because there is not a sense of coziness. As a conclusion we would like to say that this hub (fig.7) needs some care and modernization.

Morshyn. The train station of Morshyn has recently been rebuilt, has three floors (fig.8). It consists of the railway ticket office, a luggage room, toilets, a cafe, an information desk, a waiting hall.



Fig. 7. The scheme of the communicatory transportation hub in Sambir



Fig. 8. The train station of Morshyn



Fig. 9. The scheme of the communicatory transportation hub in Morshyn



Fig. 10. The view to the train station of Sosnivka



Fig. 11. The scheme of the communicatory transportation hub in Sosnivka

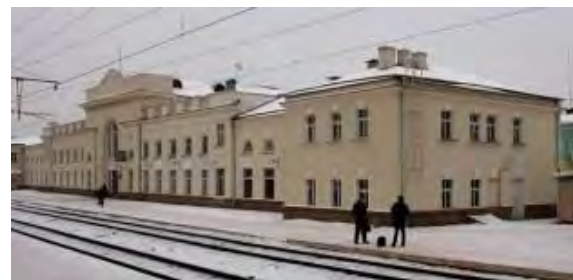


Fig.12 The train station of Stryi

The windows are so tall as almost the walls of each floor, so that there is enough light. Not far from it the bus station is situated, but it is neglected and untended and has the only floor. On its territory there are not any benches or waiting areas. Across the road there is a pumroom, where people can buy some souvenirs and revitalize.

There isn't a zone for private vehicle parking, what makes a lot of embarrassments for the citizens and guests of the town. The train station, the bus station and the pumroom make a communicatory transportation hub (fig.9). The city center is inside this hub, what is unusual and occurs very rarely.

Sosnivka. The train station has recently been rebuilt. It is not big, but rather sympathetic. (fig.10). The park, where one can have a rest, is situated between the train station and the bus station. [7].

The bus station is a one-storey building, which hasn't been rebuilt since a long time, a cafe and some stores. The territory for the public vehicles is rather small, there are not any platforms. Across the road from the bus station there is a small market.

Stryi. The train station needs some renovations. (fig.12). In front of the train station there are stops for public vehicles and places for private vehicles parking, taxis are also here (fig. 13).

Across the road there are some stores and servicing points. This communicatory transportation hub is not developed very well, but the big amount of people is transiting here.



Fig. 13. The bus station

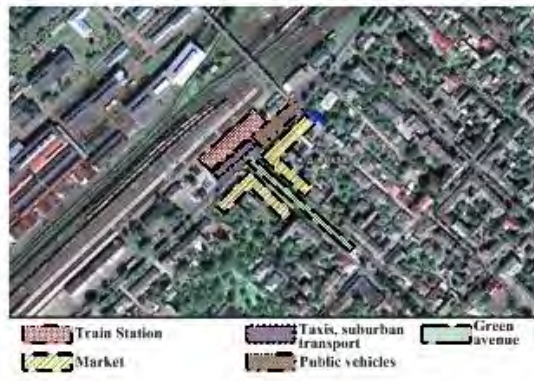


Fig. 14. The scheme of the communicatory transportation hub of Stryi

Conclusion

This scientific paper has researched the communicatory transportation hubs of some medium and small towns of Lviv region. Nowadays the most of them are not in the appropriate state and need modernization in the context of the city organization and of the architectural planning as well.

Architecture is an important, at the beginning, social psychological factor of any communicatory transportation hub. The most of the towns have a typical Soviet planning and people - the stereotyped thinking. That's why the architecture of new communicatory transportation hubs

should be modern, but should naturally and unassumingly blend into the natural landscape.

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