

## Community-led Urban Strategies in Historic Towns (COMUS)



### "Community-led Urban Strategies in Historic Towns (COMUS)" Preliminary Technical Assessment

#### Traffic in Old Town (Lutsk)

Lutsk  
Ukraine  
February 2016



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## 1. Introduction



### Traffic in Old Town



### The map of the main road in Old Town



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- 1.1. *Country or Territory*: Lutsk, Volyn region, Ukraine
- 1.2. *Name of organisation compiling the information*: Active traffic in Old Town
- 1.3. *Contact*: Ihor Polishchuk, in charge of Lutsk City mayor
- 1.4. *E-mail address*: [office@lutsk.rada.ua](mailto:office@lutsk.rada.ua)
- 1.5. *Name and address of building or site*: Old Town in Lutsk, Lutsk, Volyn region, Ukraine
- 1.7. *Building type*: The road through the main tourist centre of the city
- 1.8. *Main dates*: *Creation* – 13-14<sup>th</sup> centuries; c. 1950s – asphaltting, including in the system of intercity roads.
- 1.9. *Current use*: cars and public transport active movement

### 2. Executive Summary: the site and its management:

The city road, a road protected for its local significance, Danyla Halytskoho St., connects the historic streets of the historic core of the city: Yov Kondzelevich – Danila Bratkovskoho – Drahomanova, was created in the late Middle Ages (14-15<sup>th</sup> centuries) as the route that connected the former Zahlushets suburbs alongside Velyka Str. and Market with the Hnidava suburbs. Map regression analysis for the period 1862-1930 gives a clear picture of the urban layout of the streets in the historic core, where the modern city road is named - Basilicans - Berka Yosylevycha.

During the Soviet period the road was asphalted and became part of the intercity Lutsk-Horokhiv-Lviv route.

Since the historical and cultural reserve "Old Lutsk" was created, the street has become the city road, connecting the city centre with the industrial areas and dormitory quarters of the city. The main load is public transport - trolley buses and taxis, but also private transport – as it is a represents a convenient connection to the historic suburbs of Gnidava.

### 3. Administrative information

- 3.1. *Responsible authorities*: Lutsk City Council; The Cultural Heritage “Staryi Lutsk”.
- 3.2. *Building/ Site, Name and Address*: The city road that goes through the modern streets of Iov Kondzelevych, Danyla Bratkovskoho, Drahomanova and Danyla Halytskoho. Volyn region, Lutsk, Lutsk district, Ukraine.
- 3.3. *Map reference in extra files*
- 3.4. **Type of monument**: The city road - the part of the intercity Lutsk – Lviv route.
- 3.5. *Ownership*: municipal.

### 4. Summary of condition

#### 4.1. Summary of Physical Condition

Traffic in the marked part of Old Lutsk is extremely intense in the daytime (public transport, private cars), worsening the situation and location in the historical core of the city market, which provokes the influx and concentration of cars in the Old Town, including Danyla Halytskoho St., as it is a convenient motorway connection.

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During the night time, it is mainly a private transport and private traffic, but it is not critical and is single. The constant traffic of urban public transport destroys the probability of increasing the tourist attractiveness of the historical core of the city, and the existence of the urban market creates an additional burden on the entire historical part of the city.

### 4.3. *Priority for intervention* – medium

## 5. Existing information

### 5.1. *Documentary sources:*

[https://uk.wikipedia.org/wiki/Вулиця\\_Данила\\_Галицького\\_\(Луцьк\)](https://uk.wikipedia.org/wiki/Вулиця_Данила_Галицького_(Луцьк))

<https://www.volynnews.com/news/society/u-lutsku-vidkryly-pershu-platnu-parkovku-v-staromu-misti/>

### 5.2. *Fieldwork already conducted:*

In 1977, excavations were held 13<sup>th</sup> century ceramics and bricks identical to the ones used in Lower castle construction were found, indicating that the system of ancient city fortifications had expanded to the area.

### 5.3. *Projects in progress:*

According to the city's general plan, published in 2009, the transport highway (now Danyla Halytskoho St.) continues beyond the Old Town, as does Danylo Halytsky's St., as an ordinary city street, for private private transport to the historic core.

### 5.4. *Projects already planned:*

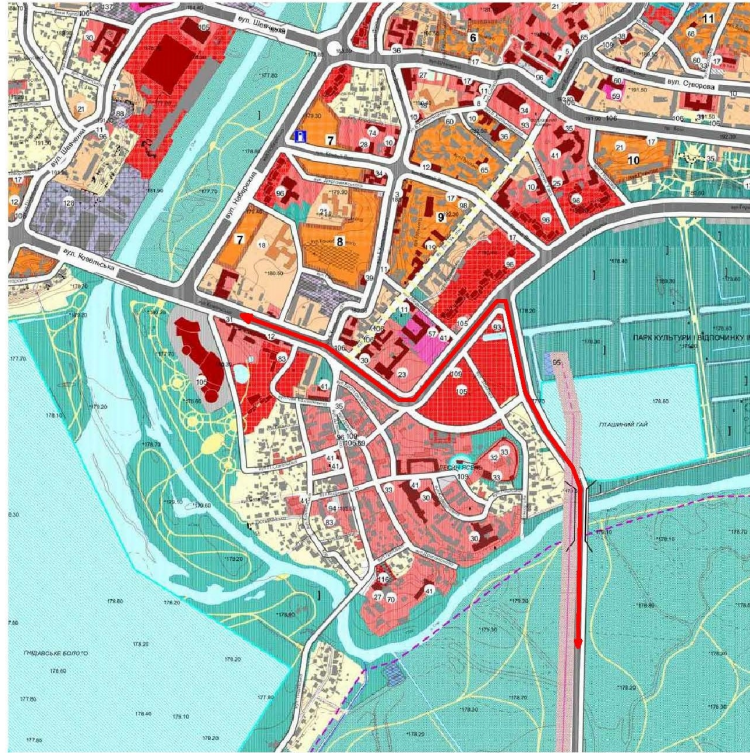
The city government has started to tackle traffic problems. A paid parking area was created and a few car checkpoints were set-up on Danyla Bratkovskoho St. and the Castle Square.



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### Section of the Master Plan



## 6. Scope of the PTA

### 6.1. Extent/Nature of the assessment

The Preliminary assessment of project ideas was conducted by the national experts: Historian **Olena Serdiuk** and Architect **Liubov Apostolova-Sossa**.

## 7. PTA

### 7.1. The background: form, function and evolution

7.1.1. Summary description of the building/site, with comments on its urban or rural context if appropriate.

The problem of transit traffic in the Old Town is well known. The problem of unloading at the Danyla Halytskoho St. periodically arises at meetings of the city administration, city building council of architects and historians, and public councils hearings.

Noise pollution impacts on both the tourist experience and the quality of life of local inhabitants and is detrimental to the atmosphere of the old downtown, detracting from the character of the temples and monuments and architecture and the urban street layout.



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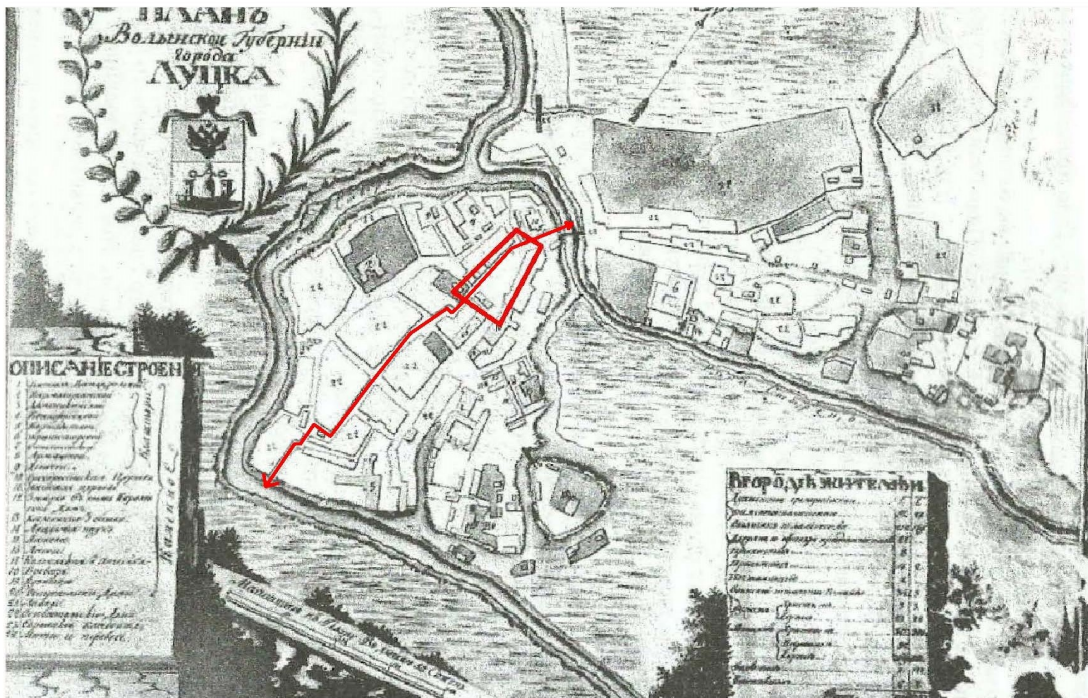


The architectural monument of the Brotherhood complex (the Monastery of the Basilians and the Holy Cross Church), the oldest site, Protection of Virgin Orthodox Church, the synagogue, and the residential buildings adjacent to the highway suffer from the greatest damage. The road is used often not only by locals but also by travellers heading to Lviv from Belarus and Poland. These vehicles have a devastating impact on Lutsk's antiquities.

### 7.1.2. Summary historic development and evolution of the building or site, from the earliest times until the present day

The roads of the Old Town developed together with the city of Lutsk and were the markers of the city's progress. The street is an integral part of the structure of the town-plan in the historic part of the city, it can be clearly traced in all historic plans and is part of the historic core's integrity. However, the current traffic circulation and its impact on the historic buildings is a big concern for the local population.

### Historical map of Lutsk, 1865





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### Historical town map, 1929





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### Modern condition



However, nowadays, heavy traffic does not positively assist but destroy the valuable Old Town's historic atmosphere. Thus, the problem of the traffic regulation of the abovementioned road is extremely relevant and urgent.

Solving the problem will positively affect the overall image of the Old Town, will add more silence and regularity having deprived the noise and will stop the gradual destruction of old buildings due to the road transportation fluctuation.





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### 7.2 Significance

#### 7.2.1. *Summary statement of significance/historical and heritage importance.*

The Old Town, where the loaded part of the road takes place, is the location of ancient authentic monuments. Among others, they are the Church of the Exaltation of the Cross, Market Square brick-built with cellars of XVI – XIX centuries, the Church of Protection of Most Holy Lady, synagogue, etc.

That is why it is important to unload the abovementioned territory from the heavy traffic.

According to the City Master Plan (2009) the problem should have been solved by shifting the heavy traffic to Hlushets Street – Rovantsi village – Hnidava route. Nevertheless, the issue has not been solved yet.

#### 7.3. **Vulnerability/ Risk assessment.**

The probable and real threats in the implementation of project ideas might be:

- opposition of the townspeople accustomed to the movement through the road against another routes driving;
- the passivity of the local authorities towards the complete settlement of the issue.

#### 7.4. *The technical condition*

Municipal road. The road condition is satisfactory. Asphalt road coverings, road markings, specified pedestrian crossings, road signs present are made according to norms and standards. Covering of sidewalks in many places requires repair, it is necessary to transfer paving. There is a need to arrange a public transport stop. Install garbage bins in certain locations.

#### 7.5. *Outline summary of required repairs.*

A traffic regulation in the historic core of the city will require:

- developing a clear plan for transportation with preserving the communication between Lutsk and Hnidava through Lviv direction;
- settlement of the implementation plan and receiving the permission from the local government to reorganize the movement.

For a period of time, while a global project is being implemented, it is possible to apply less radical methods for the gradual traffic, namely:

- restrict the traffic of private transport, leave the passage only for residents of the old part of the city, with clearly defined parking places;
- restrict public transport, leave only routes that are mandatory for the delivery of residents of tangent areas;
- to prohibit private car parking, whose owners come to the city market in the historic core of the city, (parking places can be arranged near the market, restoring the former parking of cars near the market). In perspective, the market will be reduced, and this will reduce the traffic load in the old part of the city;
- as the road directly adjoins the Market Square, it is necessary to plant protective green planting, which will create a cozy atmosphere on the square.

- restore paving, put additional information sights.



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#### 7.6. Conservation/rehabilitation policy and proposals

Unloading the traffic in the Old Town will promote the tourism potential of the city, will preserve the cultural and historical heritage of the city for our future generations.

#### 7.7. Finance

##### 7.7.3. Assessment of (real) possibilities for recovering investments.

Making the necessary implementation steps will require intensive and goal-seeking work of the City Council. The project should be covered with the local government budget since this issue is specifically internal. From the side of the city authorities should be developed a strategy for implementing the project of unloading highway from the territory of the historical core, each stage must be confirmed financially, that is, to create a business plan. It is necessary for the city to involve the corresponding structures and organizations which will be responsible for a separate segment of work.

#### 7.8. Management.

The works should be made and headed by the appropriate department of the Lutsk City Council.

## 8. Documentation



Road map in Old Town



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*Traffic problems in Old Town*