

Alternative energy. There are many ways of generating energy at home. Developments in solar power, for instance, have meant that it is now possible to generate electricity from the sun on even overcast days.

Building materials. Eco friendly building materials are necessary for a green home. This means that, where possible, materials are sourced from sustainable supplies and are produced with a minimum carbon footprint. This might include using recycled materials such as recycled wood or recycled rubber flooring.

Reduce, Reuse, Recycle. Reduce your need for buying new products that are not environment friendly.

To Trade, to the way of life and food wastes actively influence on ecological factors, furthermore render substantial influence on living organisms. First of all it belongs in the complement of atmospheric air. In an atmosphere gaseous and hard wastes come as a result of combustion of fuel and various technological processes.

Utilization of food wastes in the production of building material of Utilization of food wastes for building will promote cyclic to the economy, in that organic wastes will not be thrown out on dumps, but will begin to be of the use.

In conclusion you get a lot of natural lighting, very high quality of air, healthy and soothing indoor environment and natural temperature regulation. These are just some of the standard benefits for eco-friendly house users, and there are quite a lot more.

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THE RELEVANCE OF THE FORMATION OF THE BICYCLE TRANSPORT STRUCTURE IN THE LARGEST CITY

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Nowadays, urban space is distributed very disproportionately to the number of participants in the movement, "imposed on man (auto) mobility" leads to increased costs (from material to time) to overcome distances to newly created cultural and residential facilities located on the periphery of cities. This means that, in general, one of the most important urban tasks of a modern city today is improving the conditions of transport accessibility, unification of urban space,

reducing the structural and planning contradictions. Town-planning structures of large cities have a complex infrastructure, which unites separate subsystems: composite, functional, transport, etc. into a single harmonious whole. Safe and reliable mobility of the residents is one of the main challenges faced by cities.

The urgency of the development of bicycle infrastructure became apparent in Europe in the second half of the XX century, following increasing attention to environmental problems and transport difficulties in the historical centers of the largest cities, as well as to the high costs of maintaining and operating private cars.

A bicycle is an interesting example of affordable, ecological, economical transport that has been widely used since its invention. Today it has become one of the most priority vehicles in Europe and in the leading countries of the world. Cycle infrastructure is being improved annually; decisions are made to increase cycling and pedestrian zones instead of highways; bills on the comprehensive support of cycling are lobbied at the state level, cycling and pedestrian network transforms the territory, increases its attractiveness and comfortability for the inhabitants.

Many large modern cities in Ukraine, such as Lviv, Odesa, Dnipro, Kyiv, have already developed cycling and pedestrian infrastructure that enriches the image of the modern city, completing it with various routes along historic sights and scenic landscapes. However, Kharkiv, having a rich history and an attractive multifaceted natural component, unfortunately, is not included into this list, with the exception of the bicycle path coming along the forest-park area on the periphery of the city. Cities such as Copenhagen, Bogota, Montreal, Portland, Berlin, Paris have been improving the city's cycling conditions for decades, and Amsterdam for more than half a century has a proud title for the European cycling capital.

The developed bicycle infrastructure creates optimal conditions for using bicycle as a means of rest and provides comfortable living conditions. It solves not only the transport problems of the city (especially in the downtown), but also creates a favorable social environment, reduces the cost of medicine, increases life expectancy and working age, develops tourism, favorably positions the city as an environmentally friendly territory, which, in turn, attracts high-quality human capital and investments. Developed cycling infrastructure generates a positive social effect. Bicycle culture ideas are united around an ecologically friendly accessible environment, a healthy lifestyle, freedom of expression, communication and social equality.

The majority of the population spends a significant share of time outside vehicles that is why a continuous development of safe and comfortable bicycle and pedestrian structures will help to revive the "social suitability" of streets for all the citizens. It is also necessary to take into consideration that regulatory requirements for cycling are much closer to the pedestrian movement than to the automobile one. Therefore, the infrastructure created for cyclists is much more in line with the criteria of public spaces than the criteria for transport infrastructure. This approach is justified at the initial stages of the development of bicycle infrastructure. In developed cities such as Amsterdam, the emphasis has shifted towards providing

the transport function. However, for Ukrainian cities, the situation is different - the development of public spaces is a trend in itself, and bicycle infrastructure acts as a catalyst and an element of development of urban areas. In turn, a developed public space raises the general cultural level of the city, creates and strengthens social ties in the society, attracts market services, serve as drivers of social and economic development of the city districts.

Equally important is traffic safety. A city that is convenient for cyclists is a comfortable city for all categories of people, because it is primarily a barrier-free city. In addition, convenient conditions for cyclists' movement involve reducing the speed of vehicles.

Necessary qualitative conditions for the cycling structure is its informational richness, artistic unity and engagement with the person, where the elements interact, complementing each other and creating a coherent idea of a large urban system.

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VERTICAL GARDENING

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Green Facades are a type of green wall technology whereby climbing plants (vines and shrubs) are trained and maintained to cover specially designed supporting trellis structures. Plants are rooted at the base of these structures, in the ground, in intermediate planters or even on rooftops. Green Facades can be anchored to new construction, existing walls or built as freestanding structures, such as fences or columns.

Green facades attract and lose less heat. The plants also cause evaporation, that helps to keep the town or city's climate cooler. Vertical vegetation is currently of interest. For centuries certain climbing plants such as wisteria and virginia creeper have been used to adorn building facades. In Germany the greening of walls is called Architektentrost, as many failed designs have been hidden from sight using vertical vegetation. Recently in the larger cities this vegetation is used for many more purposes, such as capturing fine particulate matter and contributing to the cooling of a city. The advantage is that it takes up little space in an already intensively used urban area, while providing many vertical metres of green. One should not forget that a climbing plant that can cover a five story building in the span of a few years requires sufficient space for its roots to remain healthy. The plant does not need much space on the ground, but some space is required underground.