PART 2 GROUP I DSR ACCESS OVER SPEED

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THE NEW LINK – AN 'URBAN AVENUE'

> The aim of the ring road on the edge of the inner city is to reduce pressure from car traffic in the city centre. Building a road with high car capacity seems to defeat this purpose, as It has been well-documented that increasing motor capacity leads eventually to an increase in car use. Besides congestion, a car-oriented route carries many other negative factors, noise, air pollution, ugliness and the creation of unpleasant, unsafe surroundings. The road itself would present a huge obstacle to pedestrians and would divide the city further.

> The challenge is to provide a link between the two ends of the city, in such a way that traffic is actually reduced in the long term and that the route serves as a link rather than a barrier. The central location of this link in an area with relatively high density and close to the city's inner core, led us to design this link not as a high capacity motor road, but as a multi-modal 'urban avenue'.

< Our 'urban avenue' would combine car traffic with 2x2 lanes alongside other transport modes. Its layout would include separate lanes for cars, trams and bicycles, as well as wide sidewalks with trees and green spaces.

< Future re-adaptation of a road designated for multi-modal transport is assured. Positioning the tram line near the pedestrian sidewalk, as opposed to the middle lane of traffic, prioritises public transport by facilitating access to it. A mobility study should show the best moment to introduce the tram line. Frequent pedestrian crosswalks are essential to increase their mobility and prevent the avenue from becoming a north south barrier of the city. Such an avenue would reconcile the current car mobility needs with the use of more sustainable transport modes. Quality of life in the surrounding neighbourhoods would not be compromised by such an avenue, as its infrastructure and accessibility would improve their conditions, together with new public spaces and activities, and aesthetic enhancement due to regeneration.

MAIN CHALLENGES

< The proposed DSR avenue will be composed of redesigned existing streets, improved areas, and completely new sections. The six segments would require different approaches, ranging from simple interventions and traffic reorganisation to expropriation and demolition of buildings to accommodate trams and cycle lanes. The new stretches would need planning, consultation and changes in the neighbouring fabric.

SAMPLE SECTION

< We made proposals for a section which includes the construction of a new avenue, the redesign of an existing avenue and the treatment of several critical points along it, such as a railway underpass.

< Four modes of transportation, all necessary, are competing for the same space. The width of the passage is most likely too narrow to include all the desired transport modes, the proposed tram causing the most problems. We thus have to accept an undesirable underground passage for cars to reserve the existing space below the viaduct to public transport and non-motorised traffic. However, improved lighting and small stalls could turn the passage into a lively area protected from natural elements.

< The construction of the new avenue would require careful relocation of the traditional street market to retain its informal character and unique spirit. It is essential to retain as many open spaces as possible

and to design the route to create opportunities for the surrounding neighbourhoods while preserving privacy of residential areas.

MAGNETS

> Our proposed route will affect major magnets in the wider area. They include a central bus and train station, linked by our avenue to the business centre under construction, a major magnet which will serve as an administrative and commercial hub, adjacent to a protected area. The avenue will therefore not only connect the eastern and western edges of the city, but also improve people's accessibility to the major nodes of this particular area.

SPATIAL DEVELOPMENT FRAMEWORK

> We proposed masterplan for the avenue and its surroundings. Besides proposals for reuse of heritage buildings such as the old railway school, we propose new functional facilities for each sub-regional core, connected to existing open green spaces to provide a pleasant and pedestrian friendly environment. We also redesigned the roads within the neighbourhoods to increase residents' accessibility.

> Details are proposed for the most important junctions in the area: entrance to the area with new street market leading to the railway station; transition from the main avenue to the secondary neighbourhood road network with pedestrian paths and bicycle lanes; at city-scale level, the business centre, shopping mall, neighbourhood market and specialist facilities, with parking availability and pedestrian access to the main square.

CONCLUSION

< Planners and urban developers have always aimed to satisfy the travel needs of inhabitants by increasing mobility through fast underground transport systems or high-capacity motor roads. Sustainability, displeasure with the aesthetics of car based neighbourhoods, and the knowledge that increased road capacity has no long term benefits changed this approach to accessibility which reduces travel demand. Promoting compact, mixed-use urban patterns would shorten the distance between points in a city, thereby increasing accessibility without requiring considerable increase of mobility infrastructure.

< We therefore seek ways of solving the mobility problem in Wrocław which do not require the construction of a high-capacity road inside an urban centre and propose an urban avenue with pedestrian access and capacity for various modes of public transport. The redesign of the various sections will create a real link between the eastern and western edges of the city which will increase the connections between different neighbourhoods rather than function as a barrier, and which will accommodate various modes of transport, instead of merely serve to increase car use and dependency.

DSR – critical points
based on Google Maps