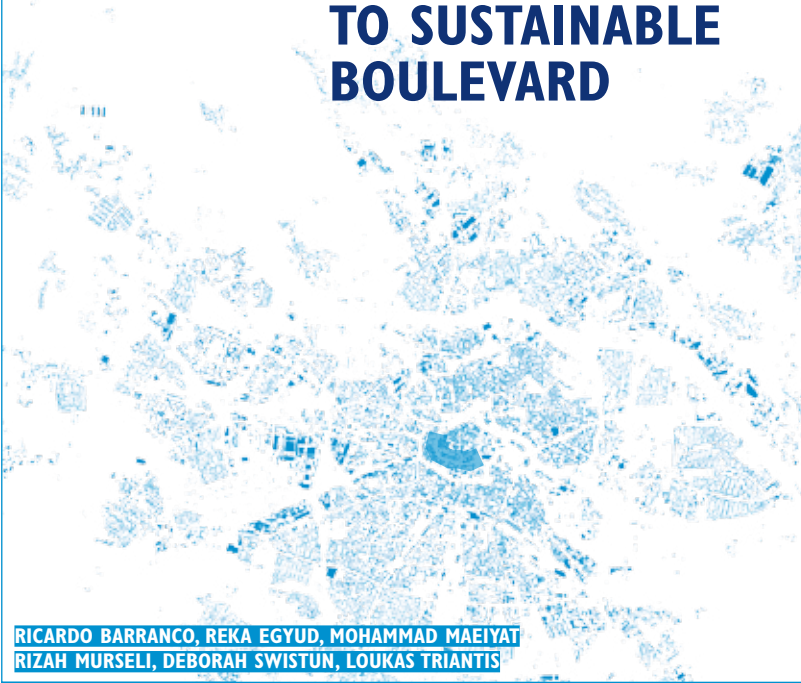


PART 2

GROUP 5

**RING ROAD (WZ)
FROM BUSY ROAD
TO SUSTAINABLE
BOULEVARD**



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VISION

- > The inner ring road Kazimierza Wielkiego is curtailing people’s mobility and disrupting communication and exchange between the affected adjacent areas. It needs to be given a public space profile. All the intersecting roads can work as bridges between commercial, cultural, recreational and residential areas on either side, connecting to, and reinforcing the grid which constitutes Wrocław’s fabric. The main focus is on walking mobility, turning Kazimierza Wielkiego street into a pleasant public space, with activities happening alongside to favour human presence on it.
- > The desired vision aims to unify what has been divided till now. It is important to bring together the diverse areas which form the city centre, so that all their distinct functions can be fully expressed and interact with each other, converting the city centre into a kind of ‘organic being’ capable of adapting itself to people’s wills and daily needs.

TRANSFORMATION PLAN

Our vision can be expressed in the physical realm < through the following measures:

- creating connections between important spaces,
- eliminating cross traffic, allowing only end-traffic,
- reducing traffic (2x1 lane),
- keeping the tram lines (optimise the current line system, and following distance),
- accommodating bicycle lanes,
- designing more pedestrian friendly streets,
- renovating facades,
- incentives for development of additional activities at the ground level to attract people,
- recuperating the existing actual water channel as an alternative aquatic transportation mode.

**FUNCTIONAL DIVISION
OF KAZIMIERZA WIELKIEGO**

Kazimierza Wielkiego distinguishes different main < functions. We aim to keep this functional division and develop public spaces fitting to its characters located along this road. On the cultural stretch of the road we propose to deepen the pathways to provide open air spaces for cafes and bars and to implement visual elements to attract people. On the commercial part, wide pathways are important elements as well, in order to give the possibilities to transform this part into a more lively area with broader commercial offers. On the part with adjacent housing some of the sidewalk width is allocated to a row of parking spaces to satisfy the needs of residents and local citizens.



Existing situation - functional distribution

based on a map from Wrocław Development Office

WATER HERITAGE

- > Like in many historic cities, the inner ring was instated in the place of an ancient moat made up of a water channel. One of our ideas is to bring back the water course with visual elements on the street and thus to revive the past atmosphere. Our other idea is to reopen the existing tunnel on its whole section. It can have transportation function as a boat taxi and it can be a tourist attraction as well.

THE MOBILITY FRAMEWORK

- > In our perspective and as expressed in the Urban Compendium, a successful mobility framework for Wrocław should:
 - provide maximum choice for people's mobility – making it as easy to walk, cycle or take a bus as it is to travel by car,
 - take full account of the kind of movement future developments will generate,
 - make clear connections to existing routes and facilities.
- > To develop the mobility framework Wrocław will have to:
 - undertake a mobility assessment to understand which routes should be developed or improved,
 - a measurement of walking distances to facilities,
 - an analysis of how to create direct, attractive connections to existing routes and facilities,
 - an assessment of appropriate block types,
 - think about actions to promote and support less car use.

CHANGE OF BEHAVIOUR

- > Besides the physical interventions to reshape the present flows of pedestrians, public transport and cars, some policies and actions will have to be implemented concerning different transport modes in order to reduce the flow of traffic in the city. Some of the initiatives could be the promotion of car sharing among citizens, as well as for daily work commuting, a public bike system and bike-friendly companies.

CONCLUSION

- > As it is expressed in our transformation plan, our approach and proposed interventions consist of a combination of traffic flow reorganisation and change of mentality and behaviour to achieve a new mobility framework. We consider this combination the only successful possibility to turn the current situation of Kazimierza Wielkiego into a more balanced one, by connecting and facilitating the flow of activities and actors through the city.



Vision

based on a photo from Wrocław Development Office



Transformation plan

based on a map from Wrocław Development Office

