

## PART 2

## RING ROAD (WZ)

## GROUP

## 6

DESIGNING  
A LIVEABLE  
PLACE

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**ANALYSIS**

- > The analysis of this road serves to establish its potential. It encompasses street typology, cultural place typology, and residential typology. In design terms it included the notions of points, lines, grids and direction leading to infinity.

**STREET TYPOLOGY**

- > The street typology focuses on the distinction between a street, a lane and a boulevard. Streets could lead to infinity, but in reality they are closely related to the surrounding fabric which contributes to their profile. Their use as origins and destinations interrupts the flows through the streets. It distinguishes between pedestrian streets, pedestrian priority streets, public transport streets and boulevards. While purely pedestrianised streets constitute gathering points for people, pedestrian priority streets facilitate movements on foot. Public transport streets are heterogeneous, providing access and forming shared spaces between mass transit movements and pedestrians moving alongside and crossing into the surrounding areas. Boulevards have a more cultural recreational character. Their wide pavements with trees, greenery and street furniture encourage informal activities, walking, lingering and stopping.

**PLACE MAKING**

- > The place typology responds to the question of what constitutes a real place rather than a place-design. The group agreed with 'Project for Public Spaces Inc' that design remains an important component but not the only factor of creating a place, while generating access, active uses,

economic opportunities and programmes were often more important than design.

**PUTTING NEW LIFE INTO ROAD SPACE**

The group explored appropriate urban design instruments to convert this busy through-road into a liveable place, such as refurbishing and adding public squares, greening and urban furniture. Besides physical design measures they proposed to take advantage of, and enhance the activities alongside and across the road by endowing it with cultural attractions.

The study included activities on and alongside the ring road and in the wider surroundings to identify favourable points of intervention. One of the major deficiencies were the poor connections between the historic market square Rynek and cultural activities of citywide importance interrupted by the ring road which required better, safer and more conducive links across. The analysis uncovered a great diversity of activities along and in the vicinity of the ring road which could be favourably enhanced to enrich life in the city centre.

**PROJECT PROPOSAL**

The spatial and functional analysis provided a starting point to identify activities which would improve the area and reduce the nuisances of the traffic flows along and across the ring road. Examples of good design solutions for similar situations in other European cities were explored to illustrate how better design could lead to better uses. A rich and diverse environment and attention to detail were seen as a successful approach to attract people, encourage them to use these spaces, and to make passing through them a pleasant experience. The road would be converted into a succession of connected places with small public squares, green stretches, water features, street furniture and public art. These spaces regained from traffic would enrich everyday life and encourage public events. Some design examples are shown below.

**SMALL PUBLIC SQUARE**

The picture shows the current square at the intersection of Kazimierza Wielkiego and Olawska street (1). The latter is a shopping street for pedestrians. The square is more oriented to Kazimierza Wielkiego and lacks quality. It has a terrace, but it is not clear to which restaurant it belongs.

The proposed design turns this square into the symbolic entrance to the residential part of Kazimierza Wielkiego. The square has a distinctive and active feel to it, making it a place for both shoppers and inhabitants around the Kazimierza Wielkiego. A public space with small art forms is more playful for little children. People can sit and relax when they go to the street. Such

a transformed space should attract both local residents and people from further away.

**GREENING THE ROAD SPACE**

- > The picture of the current situation shows a part of the ring road which serves mainly as an artery for car and tram use. The rails which fence off the tram divide the street in two sections: north and south. This part of the street does not invite people to travel on foot or by bike.
- > The photo shows an impression of the improved design of this street section. The transformed place gives priority to people on foot and bikers. The fence for the tram has been removed and the number of car lanes has been reduced.

**URBAN DESIGN ELEMENTS**

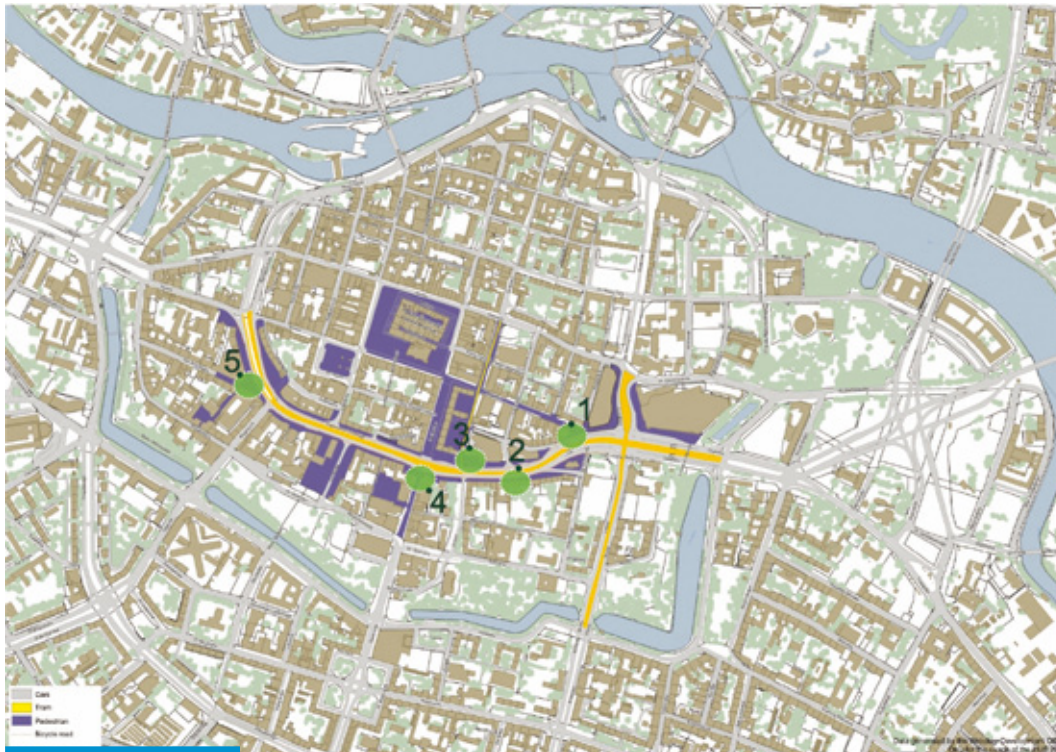
- > The photo shows a landscaped treatment on the edge of the pavement running along the ring road. The bushes add some green to this otherwise hard environment.

Our proposal aims to make better use of this left over space. We are transforming the area filled with bushes into a children play space and shield it towards the pavement with plants and public art.

**TRANSFORMING A PARKING LOT INTO A RECREATIONAL SPACE**

The intersection of Św. Antoniego with Kazimierza Wielkiego, is currently used as a parking lot.

Our vision is to create an attractive square with fountains and cultural components. It aims to become a gateway expressing the distinctive character of the culture and art district, as well as serving as a meeting place for people. One of the walls shows a map of the inner city of Wrocław adds to the character of the place and helps visitors to get around in the city.



Location of points



Oławska old and new



Św. Antoniego old and new



Zamkowa old and new



Kazimierza Wielkiego old and new



Kazimierza Wielkiego old and new