

INTRODUCTION

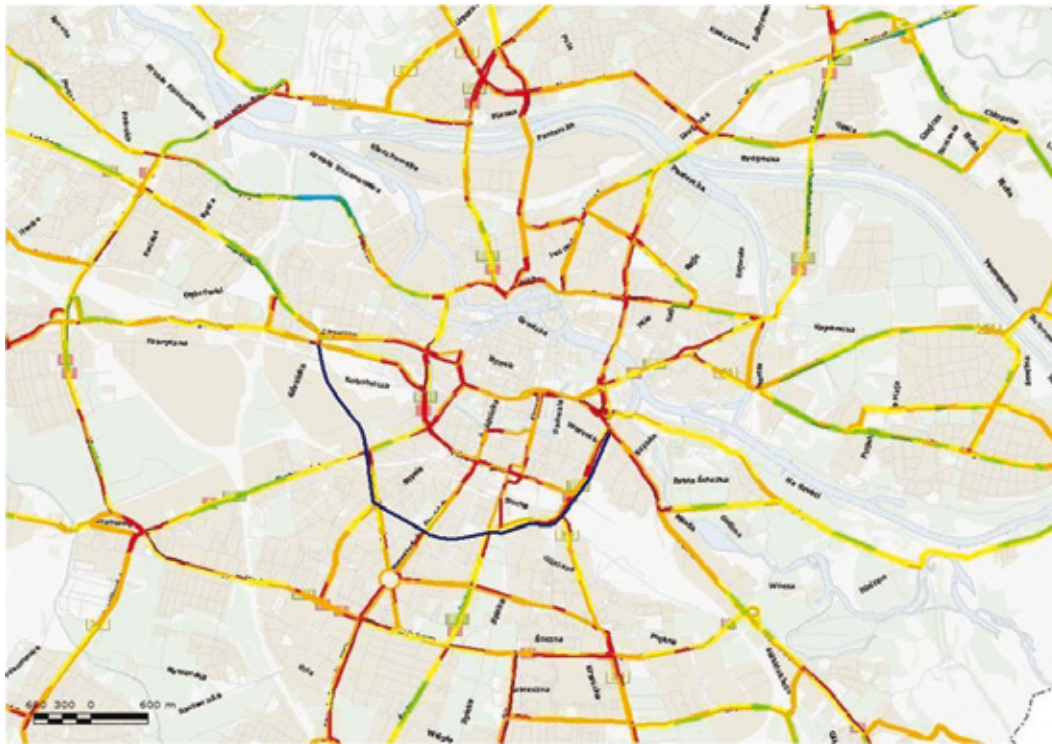
DOWNTOWN SOUTHERN ROUTE (DSR)

- > The City of Wrocław has been facing heavy traffic problems, especially in the inner city and on the inner city ring. Not only it is a problem of everyday commuting, but also for transit that uses the downtown street system. Therefore, the municipality planned to build a southern downtown ring that connects Plac Społeczny in the east to the new development area in the west. This road is believed to change the existing situation, to release the city centre from transit traffic, and to reduce congestion and pollution in the old town.
- > The current proposal for the Downtown Southern Route (DSR) consists of a high-capacity six-eight lane ring road, which will be made up from existing and readapted streets, as well as completely new road connections. The proposed route is to run south of the Old Town, connecting Kazimierza Pułaskiego with Poznańska and thereby creating a high-capacity on the edge of the inner city. It is important to note that the proposed planning area is one of the most congested in the city where traffic flows at an average speed 20-30 km/h and are often interrupted.

Fig. 1 shows the location of this proposed link, as well as the average car speeds of Wrocław's streets during morning rush hour (using a scale in which red represents the slowest-moving cars and green the fastest-moving). <

The site is characterised by two different types of urban fabric. The eastern part is dominated by old housing blocks alongside the existing roadway. The building structure is dominated by inner court yards, and some of them are used as allotments. Ground floors are generally occupied by small businesses while the upper floors are used for housing. Most of the buildings are in bad condition and in need of renovation. A mix of industrial (petrol station), infrastructural (bus terminal and railway bridge), commercial (used-car dealerships) and cultural/educational elements (church, university) creates a vibrant and busy atmosphere. <

By contrast, the western area is predominantly a residential area, characterised by large scale post-war housing blocks, arranged in a strict geometrical grid, facing north-east/south west with wasted open spaces located in between. Most of the building blocks contain 10 storeys and two very tall buildings along the Powstańców Śląskich form an impressive gateway. The only two retail establishments are a supermarket in the centre of the estate and a market on its eastern edge. Both supply the area with products needed on a daily basis and function as important meeting points for local residents. The open spaces between the blocks are badly managed, many are neglected and not used to their full potential as recreational areas. An extensive network of informal trails is used for shortcuts and by people walking their dogs. <



1. Average car speeds of Wrocław's streets during morning rush hour (using a scale in which red represents the slowest-moving cars and green the fastest-moving. The proposed ringroad is in dark blue.

source:
www.targeo.pl

- > The interface between the two areas is a green space extension of the Park W. Andersa into a northern direction, recognised in the Development Framework of the city, as an important environmental link from the outskirts into the city. Within this south-northern green corridor lies the water fun park 'Park Wodny'. But the entire green link between them is cut off and isolated by Dyrekcyjna street, a large road which includes tramway tracks. With the new proposed road link through the post-war housing estate, this junction will become a very busy traffic hub, connecting the ring road with one of the main roads into a southern direction.
 - > The existing magnets (hospital, university, supermarket, regional bus station) are accessed by a network of subordinated streets which link the dense residential areas in the western part of the development site to the main roads while local access streets lead to residential buildings and parking areas.
- Shortage of parking spaces is common to both areas. Parking lots are provided next to the bus station, the super market and along residential streets in nearby surroundings. However, cars park anywhere along the road and in adjoining open areas, transforming green spaces into informal parking areas.