

10th European Urban and Regional Planning Awards 2013-2014

Entry written description

1] Title of project **Comprehensive Transport Master Plan of the City of Piešťany**
/Územný generel dopravy mesta Piešťany/, acronym: ÚGD-PN

2] Location of the project **City and sub-region of district of Piešťany**

3] Responsible planner/team leader and author of Entry

Dr-Ing. Peter Rakšányi, PhD., Slovak University of Technology in Bratislava (STU BA), DOS-SvF

4] Main planning team / co-authors:

Ing. Arch. Peter **Vaškovič** – town-planning, maximal urban development scenario

Ing. Milan **Ondrovič**, PhD. – alternative modes of transport, cyclists and disabled pedestrians, graphics

Ing. Peter **Eos**, PhD. – mobility and transport problems surveys, public transport and citizens' scenario

and other experts for partial tasks: scenarios development, demography and socio-economic potential, transport development trends and forecasting, inter-regional and super-regional (Bratislava, Vienna) relations, town-plans of suburban villages Moravany and Banka, PC modelling support, revitalisation of urban water surfaces (creek Dubová) and other sensitive areas, landscaping and greenery, energy saving concepts, air transport, in-land waterways development (Váh river), pavement structures, representatives of the Municipality of Piešťany;

5] SAS – **Spolok architektov Slovenska, Slovak Architects Society, Union Internationale des Architectes**

6] Date of approval or realisation of the proposal:

The order was procured by a public tender of the city of Piešťany and was approved by the letter of acceptance no. Dopr./1012/22/2008 of 17.10.2008. The contract no. P221 of 10. 10. 2008 was concluded by The Municipality of Piešťany and the Contractor – Department of Transportation Engineering, Faculty of Civil Engineering, Slovak University of Technology in Bratislava. The ÚGD-PN was deliberated by the on June 20, 2010 and approved all propositions to be reflected in Changes and Amendments of the valid Town-plan of the City of Piešťany, the proposal of which is now being further developed by Ateliér Olympia, Bratislava, Ing. Arch. Eva Žolnayová, all.

7] Investor: **The Municipality of Piešťany**

8] Main ideas of the work

In terms of the Building Law of the Slovak Republic, the “Master Plan” is recognised as a specific cross-sectoral town-planning document, which is elaborated in comprehensive scope and for the area identical with the Town Plan delimitations. A Comprehensive Transport Master Plan (of a region, city or other exigent zone) gives a special focus in transport field.

The Comprehensive Transport Master Plan of Piešťany is an integrated planning work grounded in harmonisation of substantive components of the spatial development, in particular urban structure, landscape and interests of various stakeholders: owners, administrators as well as citizens. The principles of the cross-sectoral approach and creative efforts during elaboration of the document were reinforced by co-operation of officers of the Municipality of Piešťany and deputies of Commissions of the Municipal Parliament for transport and safety, environment, urban development, Nature Preservation Authority, police, the Cyclo-club and other public engaged e.g. in improvement of the urban and suburban public transport. The crucial inputs were provided by citizens who had formulated their requirements and constructive comments on draft proposals in respective phases of the Master Plan elaboration.

By elaboration the ÚGD-PN, the own genuine methodology for Comprehensive Transport Master Plans of cities and regions was used, which were developed and verified by applied research within previous work on Master Plans of other Slovak towns: Bratislava-Vrakuňa, Banská Bystrica, Zvolen and Levice.

The philosophy of the methodology stems from an integrated process, in which a lot of discrepancies are eliminated between requirements of respective stakeholders and users of the study area: the region, the city,

or a particular zone.

The process of public participation is covered in all steps of scenario development. Four initial urban development scenarios are proposed based on primary analysis and surveys. The citizens select two preferred scenarios during public rehearsals. The detailed assignment for two scenarios is consequently formulated by the contracting entity supported by representatives of the municipal parliament. The other stakeholders (citizens, interest groups) are also involved in the process of scenario development. Before the assignment definition, common features and differences of initial scenarios are evaluated in a public discussion on:

- Civic level: comments of stakeholders, interest groups and citizens are reconstructed in graphical form from oral and/or written entries (questionnaires, petitions, etc.);
- Local representatives' level: transport, environment, urban development, economics and financial city parliament commissions are among the least required ones;
- State authority level: positions of different subordinated authorities are required (Self-government region, Slovak Road Administration, Railway infrastructure manager, other relevant authorities upon requirements of the contracting entity);

The pros and cons and impact assessment of respective solutions are naturally based on prognosis and modelling outcomes.

9] Preparation and phases of elaboration of the ÚGD of Piešťany

1996-8 – The Town Plan of the city of Piešťany – deficient in description of real economic and political development of the region and Slovakia;

2000 – Reintegration of the transportation area of the through-road I/61 – analysis and design proposal (Bezák, Rakšányi, all.);

2002 – 2nd prize in town-planning competition „Extension of the central pedestrian zone of Piešťany“ (Janák, Rakšányi, Vrana, Krížik);

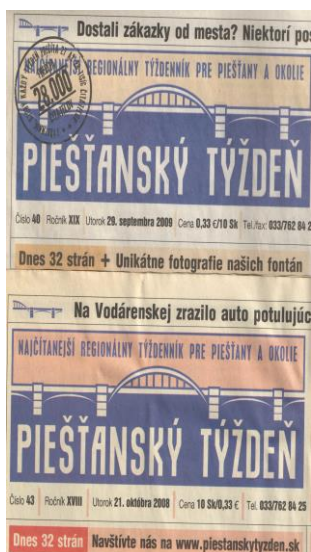
2004 – Mikroregion Piešťany 2020, Strategy of urban development of the city and adjacent municipalities of Banka a Moravy, (ProPolis and M.E.S.A.10);

2006 – Feasibility study “Piešťany, road I/61 Žilinská/Bratislavská”, (PRIDOS, Rakšányi, all.);

2008 – Public procurement of the ÚGD Piešťany: mobility surveys and questionnaires of public interests, analysis (STUBA/Rakšányi, Kysel/Janík);

2009 – Forecasts: transport, demography and socio-economic development – review by main authorities (Self-government region, Municipality, others...);

2009 – June: 4 Urban Development Scenarios: Spatial and temporal trajectories to reach the Vision (Public workshop with participation of municipal administration, interest groups and other stakeholders), Local media publicity: regional TV, newspaper “Piešťanský týždeň”, Internet;



2009 – October: Scenario selection – proposal of two concepts (workshop and institutional review);

2010 – Processing of comments, final draft of ÚGD in various scales: region, municipality, central city zone, propositions on Changes and Amendments of the Town Plan;

2013/14 – Legal acknowledgement of the Changes and Amendments – binding document for the new Town Plan of the city of Piešťany (Ateliér Olympia);

10] Outcomes and Recommendations

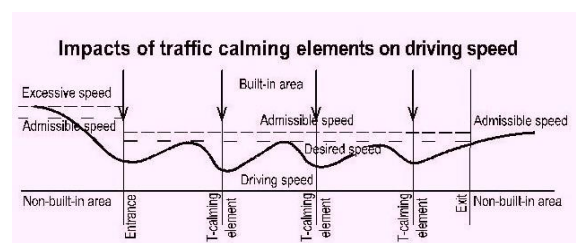
The final draft of Comprehensive Transport Master Plan of Piešťany is founded on principles ecologic scenario (ECOCITY), with a vision of long-term horizon of urban development across the city borders in line with the Scenario 3. Following principles can be distinguished:

1. **Blue residential and leisure quarters – zones** in Piešťany are defined historically. The calmed spaces can be found in intra-block areas and lanes without civic facilities, tied to parks and/or water elements of the urban structure. Two measures must be adopted, in order to minimise negative impacts of the dynamic traffic in calmed quarters: the services should be clustered in zone centres within pedestrian access range and fast through-traffic must be ousted to intact zone perimeters, where the traffic is not a disturbing element on red arterials;
2. **Violet strong centres of civic facilities and parking**, where the business, administration and services are concentrated already today. Such centres must have good connection to main arterials and sufficient number of parking lots for visitors from the outlying zones. This violet centres with schools, administration, restaurants, shopping and cultural facilities should be located no farther than 500-800m away from blue residential areas, which is acceptable untiring distance for pedestrian access;
3. **Red arterials** for regional origin-destination and transit traffic are (relocated) main collector and through-roads, which should satisfy the dynamic traffic requirements: speed limit **50km/h**, continuous traffic flow and safety. The collision-free traffic in Piešťany could only work in an offset buffer, apart of the blue residential and leisure zones, as well as violet polyfunctional centres with high pedestrian densities;
4. **Orange supplementary collector streets (functional class B3) and boulevards of social functions** with regulated speed up to **40km/h** that ensure continuous traffic flows and simultaneously are these streets safe for movement of traversing pedestrians. Orange streets serve for interconnection and feeding of polyfunctional centres but also enable direct access to blue zones. They will take over only a part of traffic load on regional through-roads and then could be re-arranged to boulevards – streets with widened pedestrian paths, greenery and urban mobiliary: e.g. Bratislavská, Žilinská, Krajinská, A.Hlinku streets;
5. **Blue main access streets (functional class C1) – axes of blue zones** may also be used for complementary civic facilities. They should mainly serve pedestrians, rather than parking and with the desired speed **30 km/h** will contribute to further enhancement of urban quality and safety. Even today, there are often restaurants and small shops located here, visited mainly by pedestrians, served with small city/light carriages and not heavy goods vehicles with trailers. In the Scenario, these main access streets are “intra-urban” connectors;
6. **Strengthening of the function alternative modes of transport is the prerequisite of functional blue zone concept.** Such measures remind the tranquillity of the historical spa of the world format and are reflected in the concept of the Scenario 4. Advantages are accentuated by integration of regional public transport lines and mini-bus urban mass transit lines, complemented with private lines of commercial and spa companies adjusted to transport of disabled, sightseeing “trains” and historical carriages – fiacres, cycle-rikshas and electromobiles;
7. **Extension of the existing pedestrian zone Námestie Slobody-Winterova** supported by functionally specific access streets with a special regulatory regime, eliminating the through-drives. On the other hand, the accessibility and supply of the widened pedestrian zone in Piešťany should be strengthened so that the preservation of the city park would not be harmed by traffic activities of solitary facilities: hotels, spa court and spa houses, PG, hospital, museum and other cultural facilities as well as restaurants;
8. It is suggested that young inhabitants of Piešťany would often like to live in more natural localities above the city (Červená Veža, Banka, Ratnovce); the old flats and apartments in the centre are potential for temporal accommodation of the city visitors
9. Along with the replacement of the road II/499 into the OP corridor of the railway track it is necessary to offer inhabitants a compensation – continuous stripe of the greenery and garages, solving the lack of long-term parking facilities in the Adam Trajan residential area;

10. Examples of Scenario concepts for the ÚGD-PN:

Four alternative visions and sustainability goals for Comprehensive Urban Master Plan of Piešťany

Fig.: Example a graph of desire speed regulation (SNOWBALL/CROW):



Vision in the perspective to environment type	Development Scenario	Priority aspects	Primary goals of sustainability and way of reaching them
1. Urban development of Piešťany will continue in line with the current Town Plan with related regulation tendencies and essentially spontaneous ad-hoc private development	1. Economical (based on Town Plan 1988)	1 - transport 2 - urban	How to regulate? Integration of capital in transport infrastructure, changes of competences, controlled stagnation and/or slow development, use of available urban potential within city borders defined by the Town Plan, only achievable through restrictions of private car transport and traffic-calming measures.
2. „ECOCITY“ reference to traditions of the spa city, self-sufficiency: spa, tourism, leisure and recreation, cultural avantgarde, philharmony, balls, festivals, folk music, swimming, golf, tennis, moto-sport and veteran cars, horse-riding parachutes, sailplanes, modellers	2. Traditional	3 - ecology 2 - urban	Strengthened socio-cultural identity, red arterials, orange boulevards and commercial streets, blue calmed zones: promenades by foot, by bike, fiacres, rikshas. Spa functions and services for healthy environment, city-based tourism: guest houses, gastronomy, No heavy industry (in untacked areas), small companies, medicals, groceries, ...
3. Maximal urban development of Piešťany as a polyfunctional regional centre with developed and attractive peripheries and suburban villages	3. Maximal	2 - urban 1 - transport	Undemanding economic and transport development: LTP - complex civic facilities in zones and for suburban municipalities. Support of alternative modes of transport: rail, bikes, bus paratransit in transverse directions, event. enhanced air and water-borne transport with good connectivity to the city and to the region.
4. Green ECOCITY of Piešťany – for citizens and visitors of the city, reduced trip-lengths, strong interactions between urban and rural environments, inwards orientation, accessibility	4. Citizens' voice	3 - ecology 1 - transport	Environmentally safe environment, reduction of functions with negative impacts (services are primary) and rural-oriented development. Improvement of alternative modes of transport, local public transport and strong role of rail and bus by commuting, “green” pedestrian and bicycle paths.

11] References:

LEDA - Legal and Regulatory Measures for Sustainable Transport in Cities, 1999-2000. EU-4FP-RTD, UR-97-SC-.2171, ILS Dortmund;

TRANSECON - Public Transport and Socio-Economic Development, 2001-2004. EU-5FP-RTD, GMA1-2000-27049, BOKU Vienna. <http://www.transecon.org>;

ECOCITY – Urban Development towards Appropriate Structures for Sustainable Transport. EVK-CT-2001-00056. TU Vienna, 2002-2004. www.ecocityprojects.net

Comprehensive Transport Masterplan of the City of **Zvolen**, 2004

SNOWBALL – Research and demonstration, take-up and further dissemination of sustainable integrated planning methods in European cities. 6FP, EIE/105/SI2.419575. Goudappel/Coffeng Deventer, STUBratislava, 2006-2008. www.steer-snowball.info

ROSEMAN – Cross Border Road Safety Management. CBC AT/SK 2007-2013. ATMOS N00022, 2009-2012, KFV Wien and STU Bratislava;

Comprehensive Transport Master Plan of the City of **Levice**, 2006

Comprehensive Transport Master Plan of the City of **Piešťany**, 2010, www.piestany.sk/MESTO/DOPRAVA

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IFHP – International Federation of Housing and Planning, Collect. Member of STUBA. www.ifhp.org