

- > The 'Trasa WZ' (the East-West road) is the first inner ring enabling cars to avoid the city. It is located on the medieval moat, which was filled in during the second half of the 19<sup>th</sup> century. While the early 20<sup>th</sup> century plans for the city development have already acknowledged the role of this road as a communication axis, it has taken its present shape between 1977 and 1991.
- > In physical terms, the length of the WZ road is approximately 1,5 km. It has 7 traffic lights (5 concentrated on the first 350 m of its western part and then approx. every 500 m). It has 6 crossings, and 5 entry/exit points to the north and the south. It is a large road, with 2 or 3 lanes on both sides, two lines and a short road tunnel (next to Plac Dominikański) separated from the traffic. For pedestrians, there is an underground passage linking both sides of the Świdnicka street (which is the main historic north-south axis), together with two passages in its eastern part close to the Plac Dominikański.
- > The WZ road has a pavement, but its width is not homogenous (it ranges from less than one meter to more than ten meters). What is most striking is the absence of pedestrians, except close to the pedestrian underpasses and the crossings with Szewska street and Ruska street. Most of the facades are degraded by pollution. The few existing retail and service activities are concentrated on the western part of the road (south of Plac Solny, between Eugeniusza Gepperta street and Świętego Mikołaja street), while economic activities on the central and eastern part seem to be disused or abandoned. The western part acts as a cultural-nightlife hub (linking the city centre with the Four Faiths district). The central part is an all-purpose link, and the eastern part is mostly a commercial hub. The overall level of noise is difficult to bear, and too loud to permit normal conversation. Particularly appreciated are two small places, which have a distinctively human scale: the surroundings of the Bialoskornicza street, and Psie Budy street. They also have a strong architectural unity, which contrasts with other parts of the street and they are separated from the traffic flow by a line of trees. The development of an outer ring (DSR) assumes a reduction of traffic on WZ and the municipality envisages its transformation into a more pedestrian friendly area. <



Inner city ring road (WZ)

source:  
Wrocław Development Office