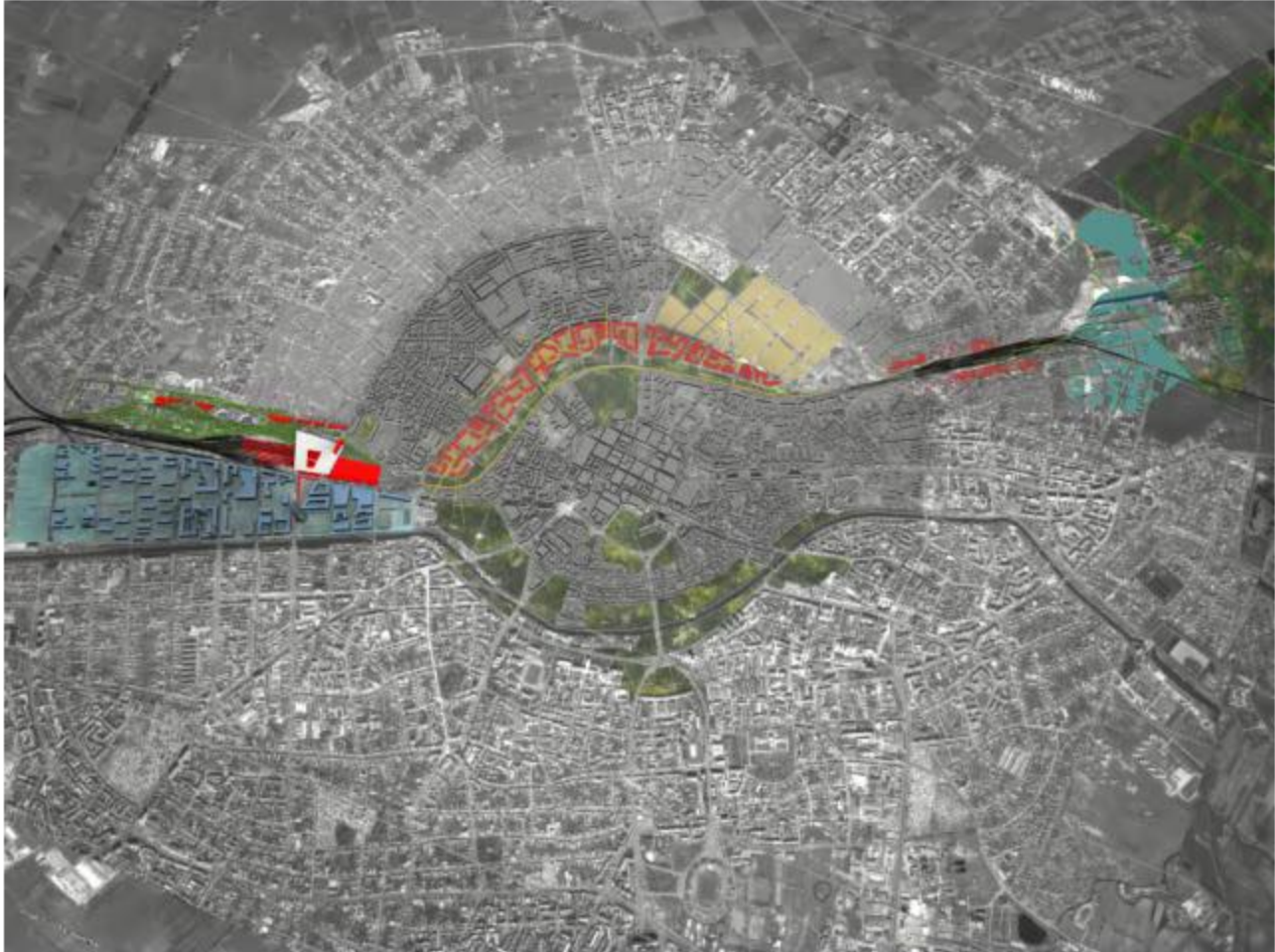
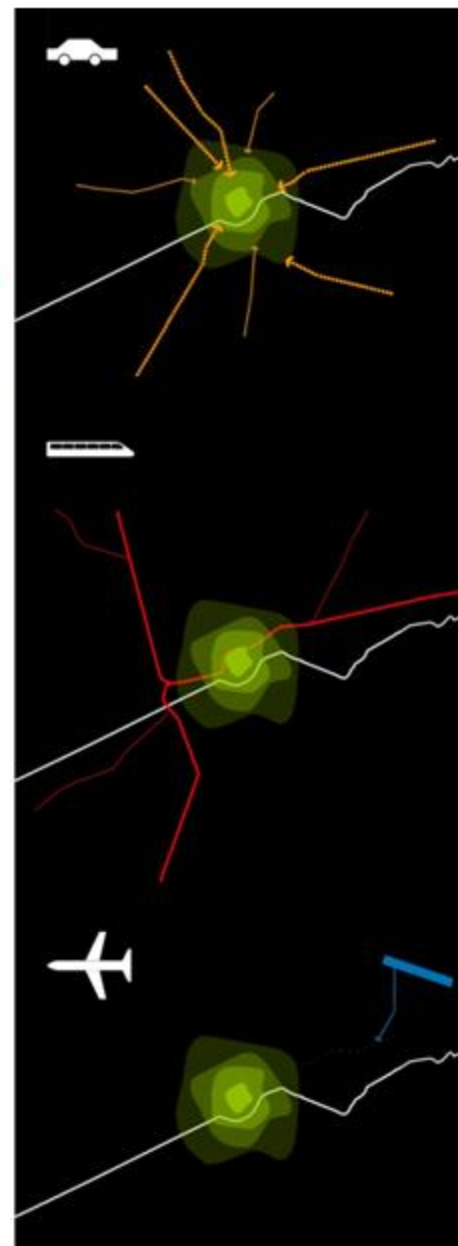


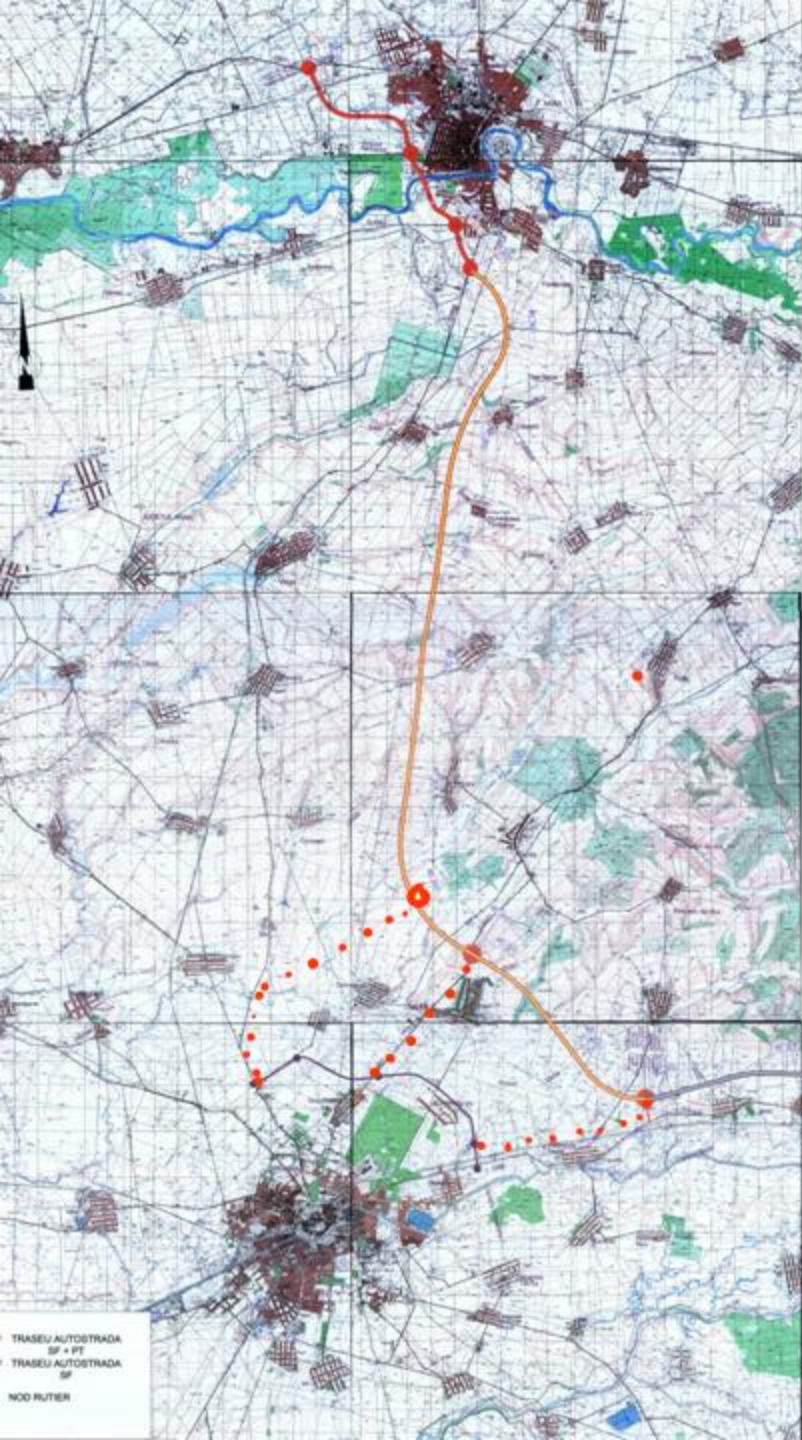


TIMISOARA, SECOLUL XXI





accessibility



AUTOSTRADA 2 x 2 Lanes

PROFIL TRANSVERSAL TP - DUBLIU



PROFIL TRANSVERSAL TP - SINGURU



Autostrada de Ocolire ARAD 2 x 2 Benzi

PROFIL TRANSVERSAL
Prima Etapa 2 x 1 Benzi



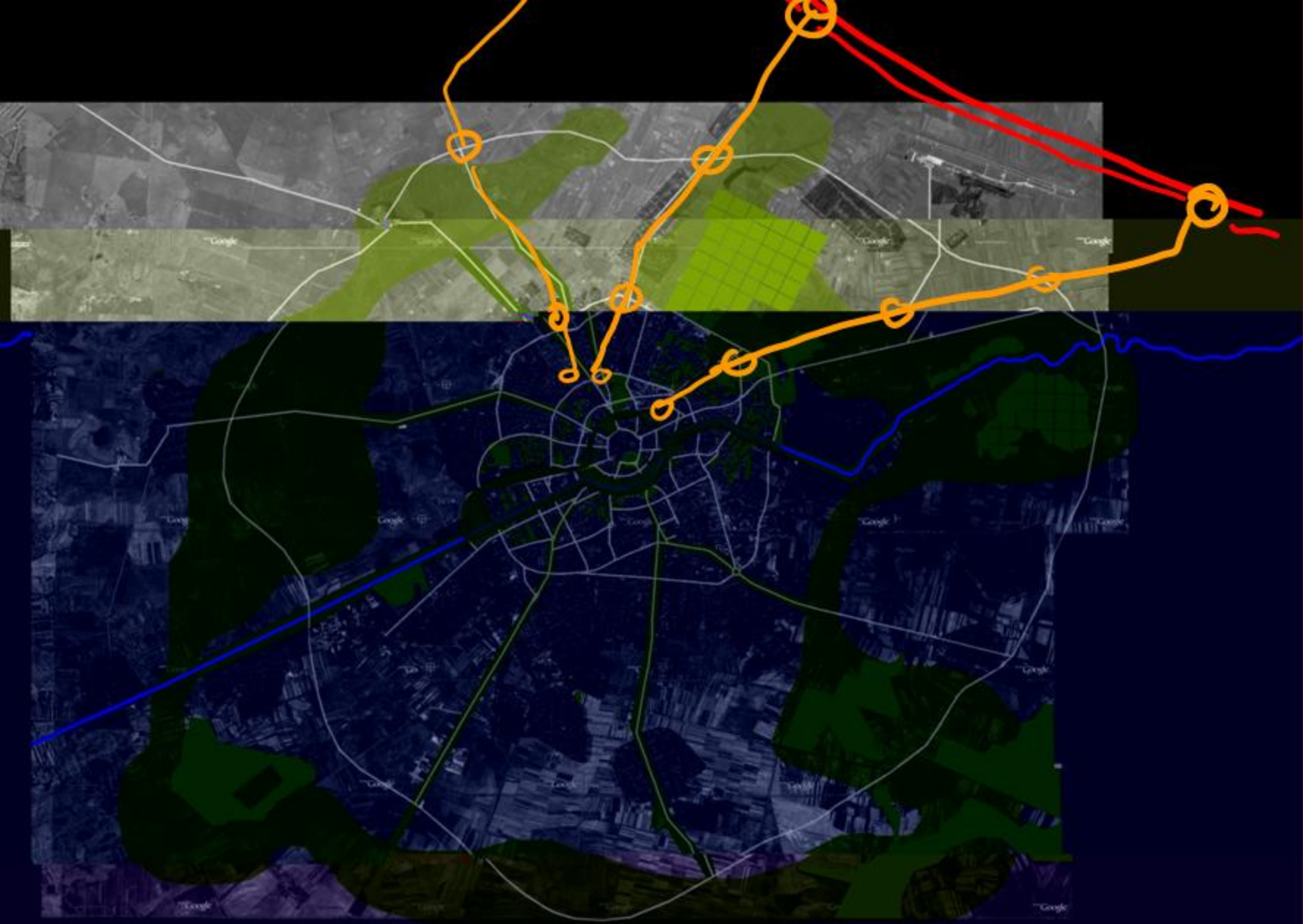
Autostrada de Ocolire ARAD 2 x 2 Benzi

PROFIL TRANSVERSAL
2 x 2 Etape 2 x 1 Benzi



TRASEU AUTOSTRADA
SF + PT
TRASEU AUTOSTRADA
SF
NOD RUTIER





a city-wide green system

PRAHA

2006

TERRITORIO ACCESSIBILE
IN TRENO ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY TRAIN
WITHIN 4 HOURS



Stranordinario strumento di integrazione nel cuore d'Europa, il treno veloce offrirà a Praga un'occasione unica: quadruplicare la popolazione che vi potrà accedere, raggiungendo i 50 milioni (43 volte la sua popolazione). Le connessioni aeree sono più efficaci rispetto al treno veloce: 60 milioni contro 50. La città presenta anche le differenze più consistenti in termini di reddito pro capite: € 23.200 nelle aree servite dall'aereo, € 18.300 in quelle servite dal treno, in testimonianza della capacità di quest'ultimo di offrire occasioni di sviluppo alle regioni deserti.

The expanded high speed train network will be a strong vehicle that promotes European integration. Prague will quadruple the number of people that can be reached by 2025, providing access to 50 million, 43 times its current population. Air connections will nonetheless be more efficient serving 60 million people, though there is a dramatic income gap between the average income per worker of the airport (€23,200) and that of the city (€18,300).

2025

TERRITORIO ACCESSIBILE
IN TRENO AD ALTA
VELOCITÀ ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY HIGH-SPEED
TRAIN WITHIN 4 HOURS



INQUADRO AL 2006
COMPARATO CON IL 2006
[+272%]

POPOLAZIONE ACCESSIBILE
50.200.000 A

AREA PER CAPITE
347.000 KM²

REDDITO PRO CAPITE
16.185 €

TERRITORIO ACCESSIBILE
IN AEREO ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY AIRPLANE
WITHIN 4 HOURS

INQUADRO AL SISTEMA
RENDIMENTO 2006
COMPARATO CON IL 2006
[+344%]

POPOLAZIONE ACCESSIBILE
60.000.000 A

AREA PER CAPITE
186.500 KM²

REDDITO PRO CAPITE
23.439 €

WIEN

2006

TERRITORIO ACCESSIBILE
IN TRENO ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY TRAIN
WITHIN 4 HOURS



POPOLAZIONE ACCESSIBILE
19.400.000 A

AREA PER CAPITE
153.700 KM²

REDDITO PRO CAPITE
13.984 €

2025

TERRITORIO ACCESSIBILE
IN TRENO AD ALTA
VELOCITÀ ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY HIGH-SPEED
TRAIN WITHIN 4 HOURS



INQUADRO AL 2006
COMPARATO CON IL 2006
[+145%]

POPOLAZIONE ACCESSIBILE
53.100.000 A

AREA PER CAPITE
376.300 KM²

REDDITO PRO CAPITE
17.820 €

TERRITORIO ACCESSIBILE
IN AEREO ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY AIRPLANE
WITHIN 4 HOURS

INQUADRO AL SISTEMA
RENDIMENTO 2006
COMPARATO CON IL 2006
[-20%]

POPOLAZIONE ACCESSIBILE
34.700.000 A

AREA PER CAPITE
122.300 KM²

REDDITO PRO CAPITE
21.399 €

Vienna è collocata ai confini di paesi quali Ungheria, Slovenia, Repubblica Ceca, Slovacchia, Polonia, nei quali l'azione sui confini Trans European Network (TEN) produrrà gli incrementi percentuali più consistenti. La popolazione che potrà raggiungerla in meno di 4 ore usando il treno veloce passerà dagli attuali 19 milioni a 53 (7 volte la popolazione austriaca). Due la sua geografica posizione (on the borders of Hungary, Slovakia, Poland, Czech Republic, Slovenia and Poland, Vienna will see a dramatic increase in accessibility with the number of people reachable by high speed train within 4 hours growing from 19 to 53 million (7 times the entire population of Austria).

WARSZAWA

2006

TERRITORIO ACCESSIBILE
IN TRENO ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY TRAIN
WITHIN 4 HOURS



POPOLAZIONE ACCESSIBILE
15.000.000 A

AREA PER CAPITE
126.300 KM²

REDDITO PRO CAPITE
8.222 €

2025

TERRITORIO ACCESSIBILE
IN TRENO AD ALTA
VELOCITÀ ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY HIGH-SPEED
TRAIN WITHIN 4 HOURS



INQUADRO AL 2006
COMPARATO CON IL 2006
[+217%]

POPOLAZIONE ACCESSIBILE
47.500.000 A

AREA PER CAPITE
355.400 KM²

REDDITO PRO CAPITE
7.022 €

TERRITORIO ACCESSIBILE
IN AEREO ENTRO 4 ORE
URBANISED AREAS
ACCESSIBLE BY AIRPLANE
WITHIN 4 HOURS

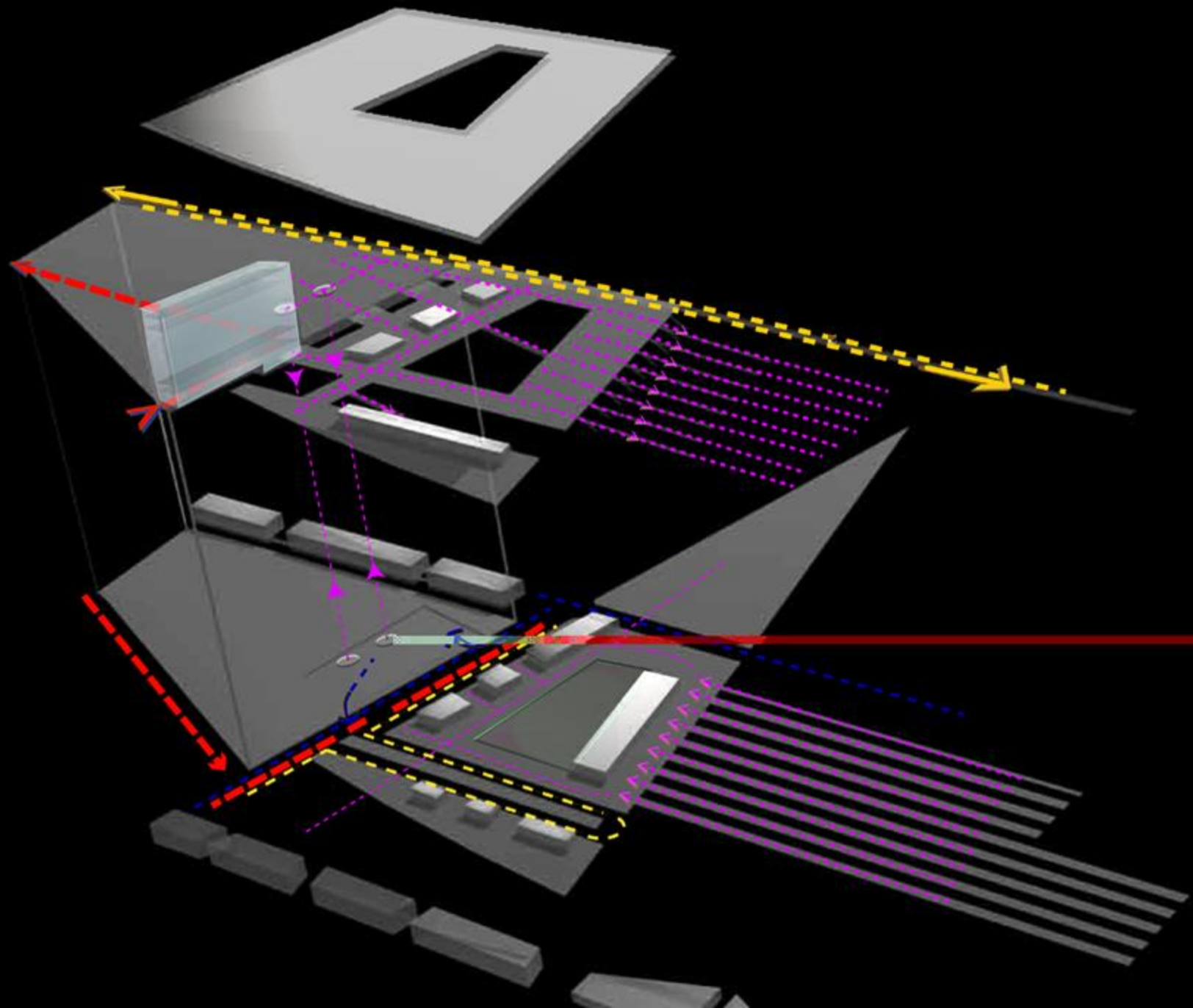
INQUADRO AL SISTEMA
RENDIMENTO 2006
COMPARATO CON IL 2006
[+73%]

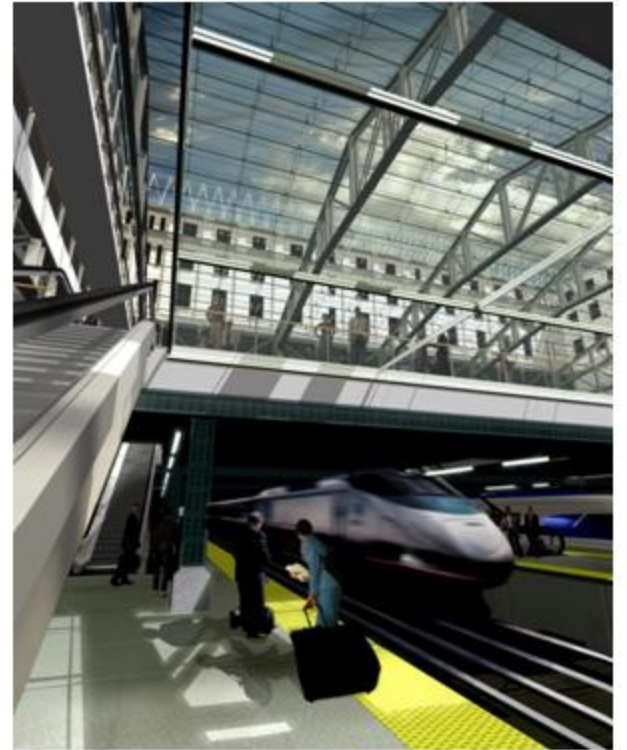
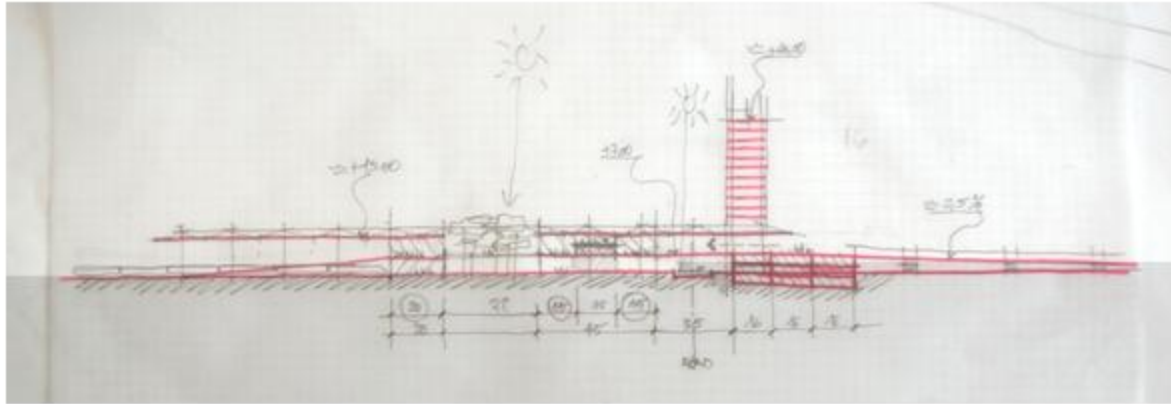
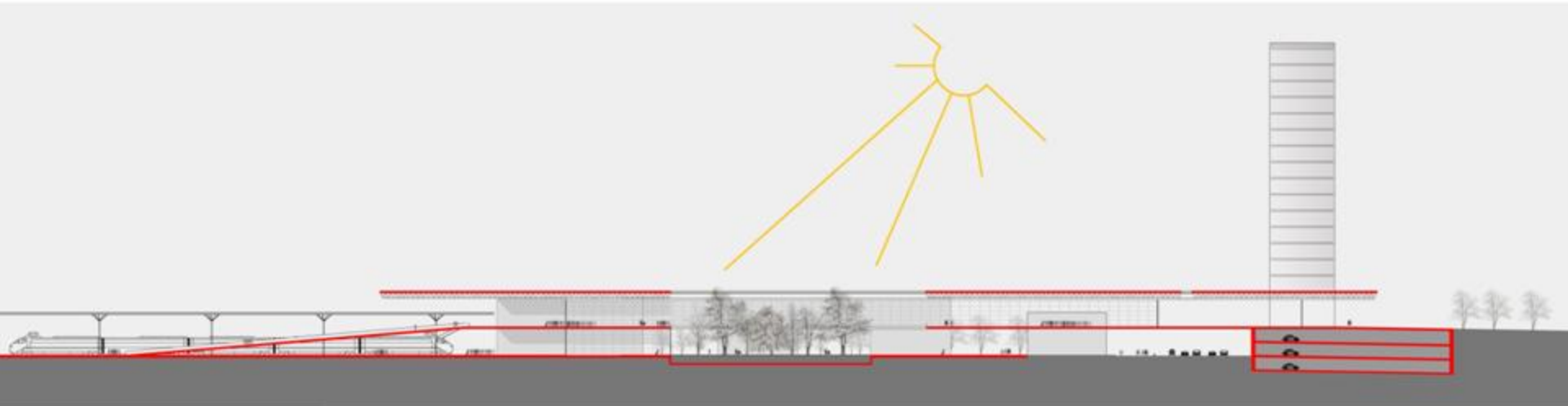
POPOLAZIONE ACCESSIBILE
25.900.000 A

AREA PER CAPITE
128.400 KM²

REDDITO PRO CAPITE
11.886 €

La più semplice tra le città europee beneficia delle opportunità offerte dai confini Trans European Network (TEN). Visitando il network di persone che potranno raggiungere sotto i 4 ore con il treno veloce è possibile da 15 a 47 milioni di cittadini europei. The expansion of the European TEN in this sample benefits substantially the urbanised high speed rail network, bringing the number of people that can be reached in less than 4 hours to 47 million.







BUDAPEST

BUCAREST

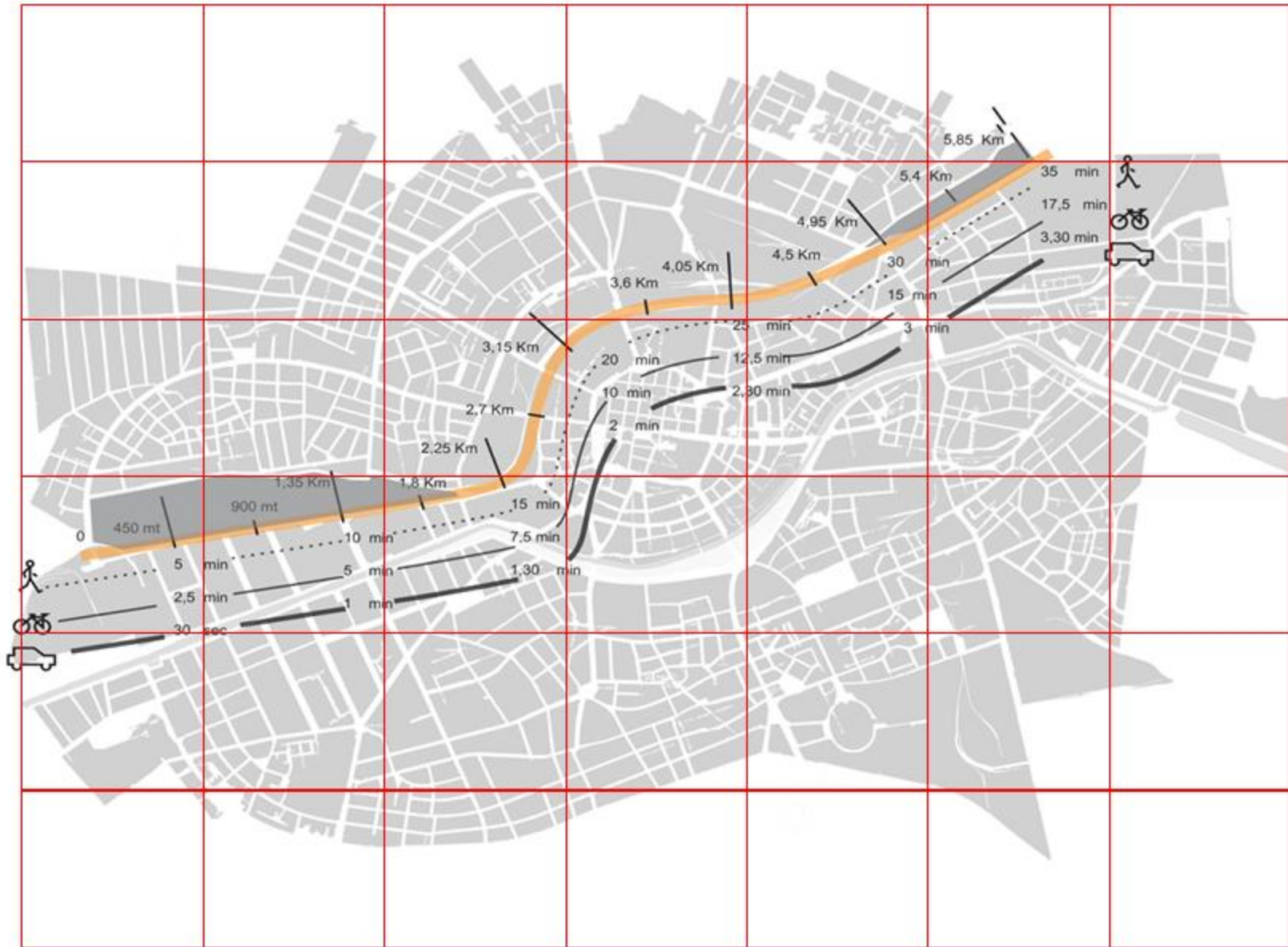
a new
light rail system

BEL GRAD

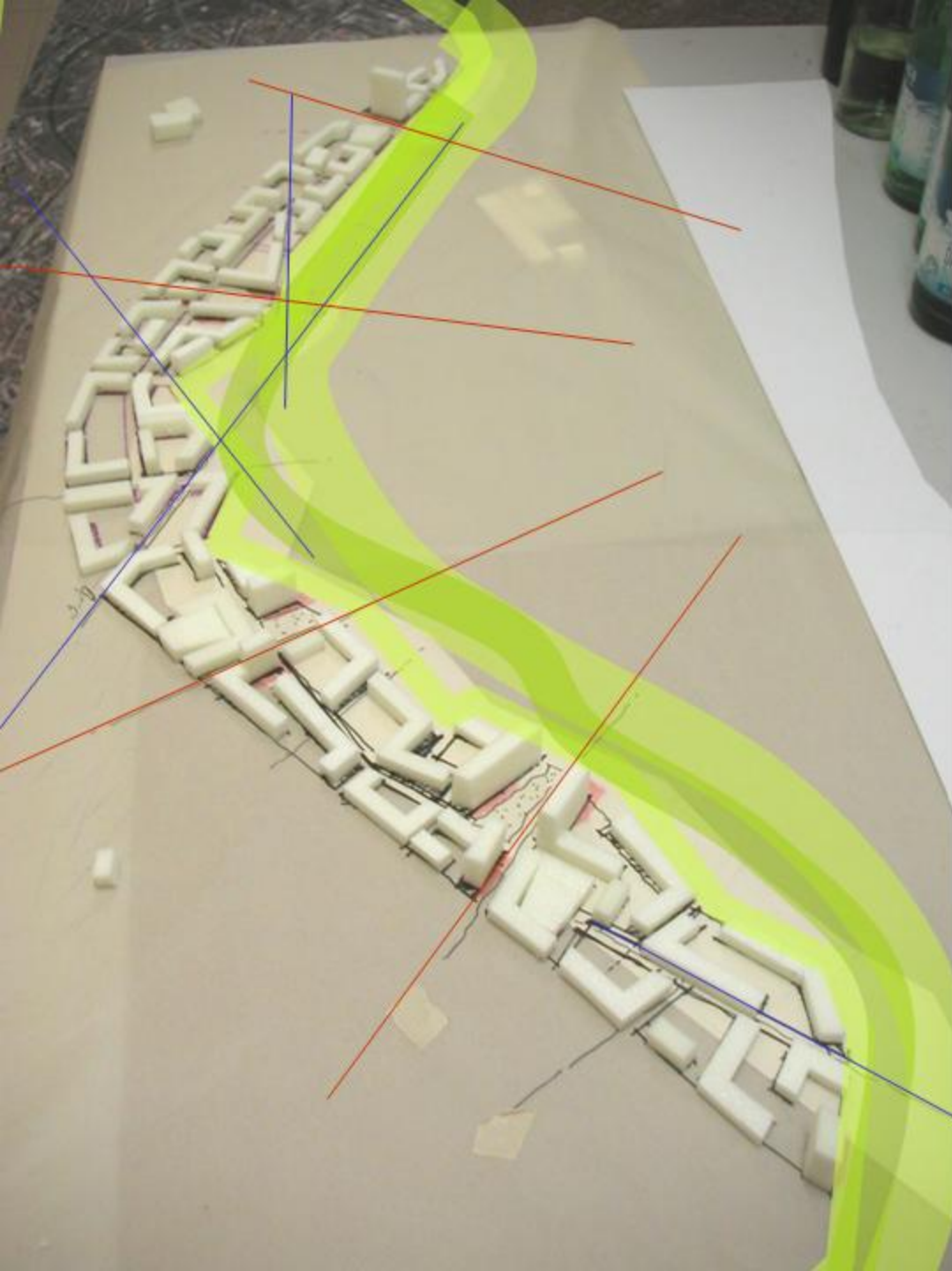
the new rail network – removing the barrier

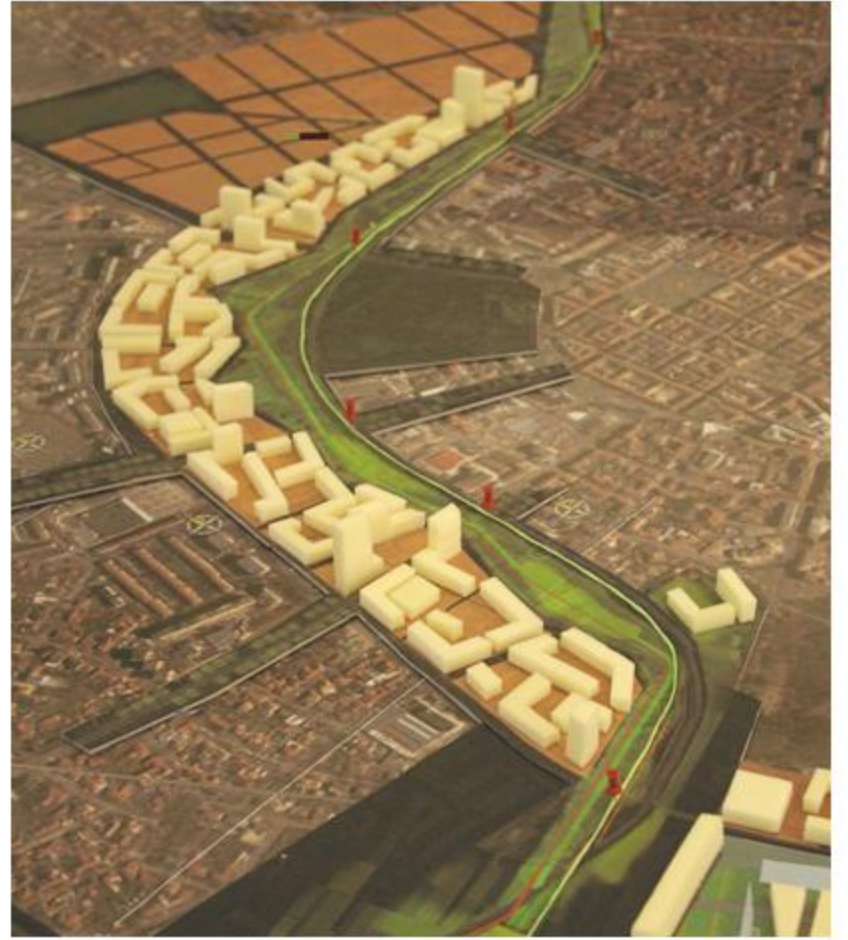


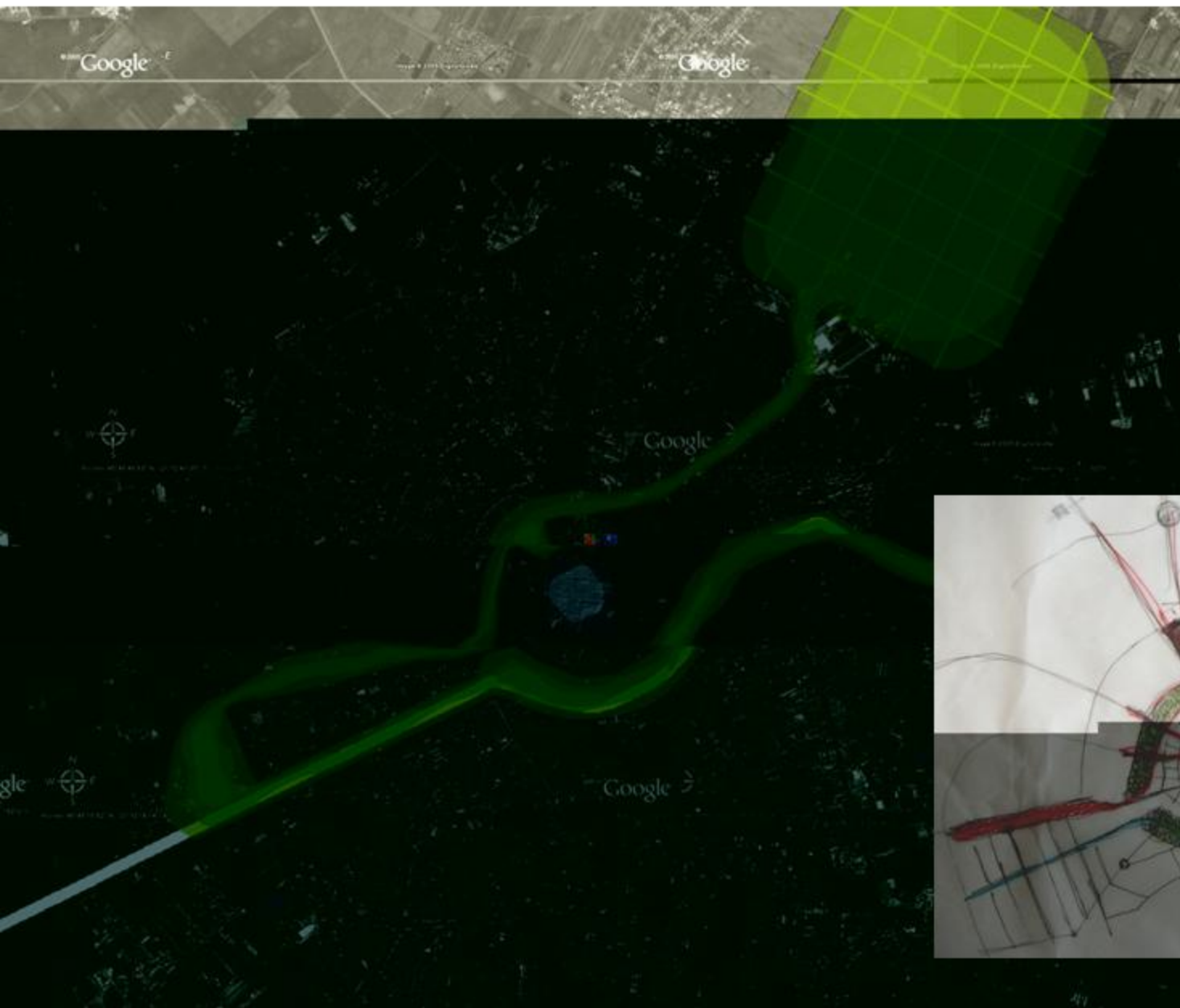




0 100 m 500 m 1 km

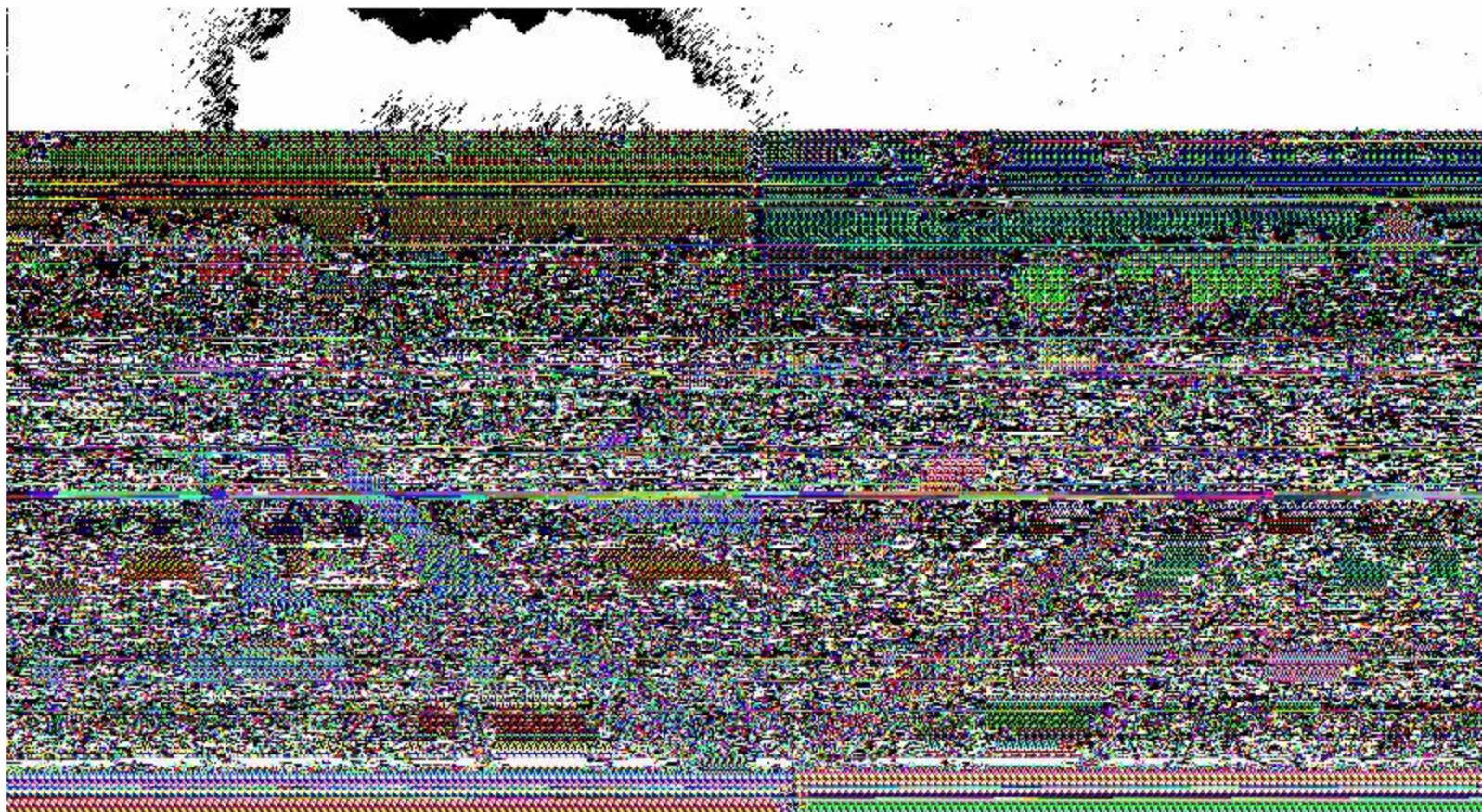




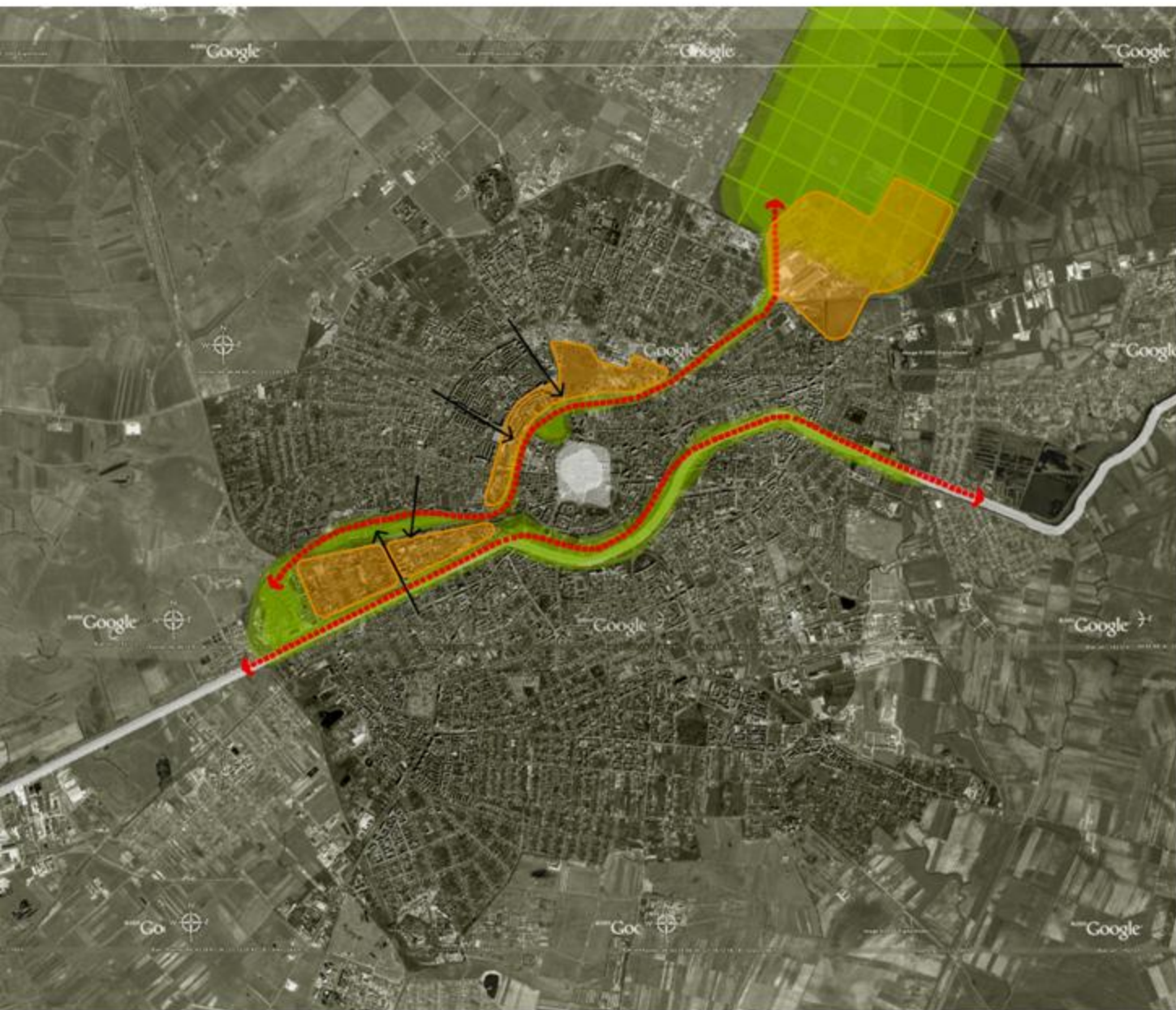


a linear park system

AMENAJAREA CANALULUI BEGA

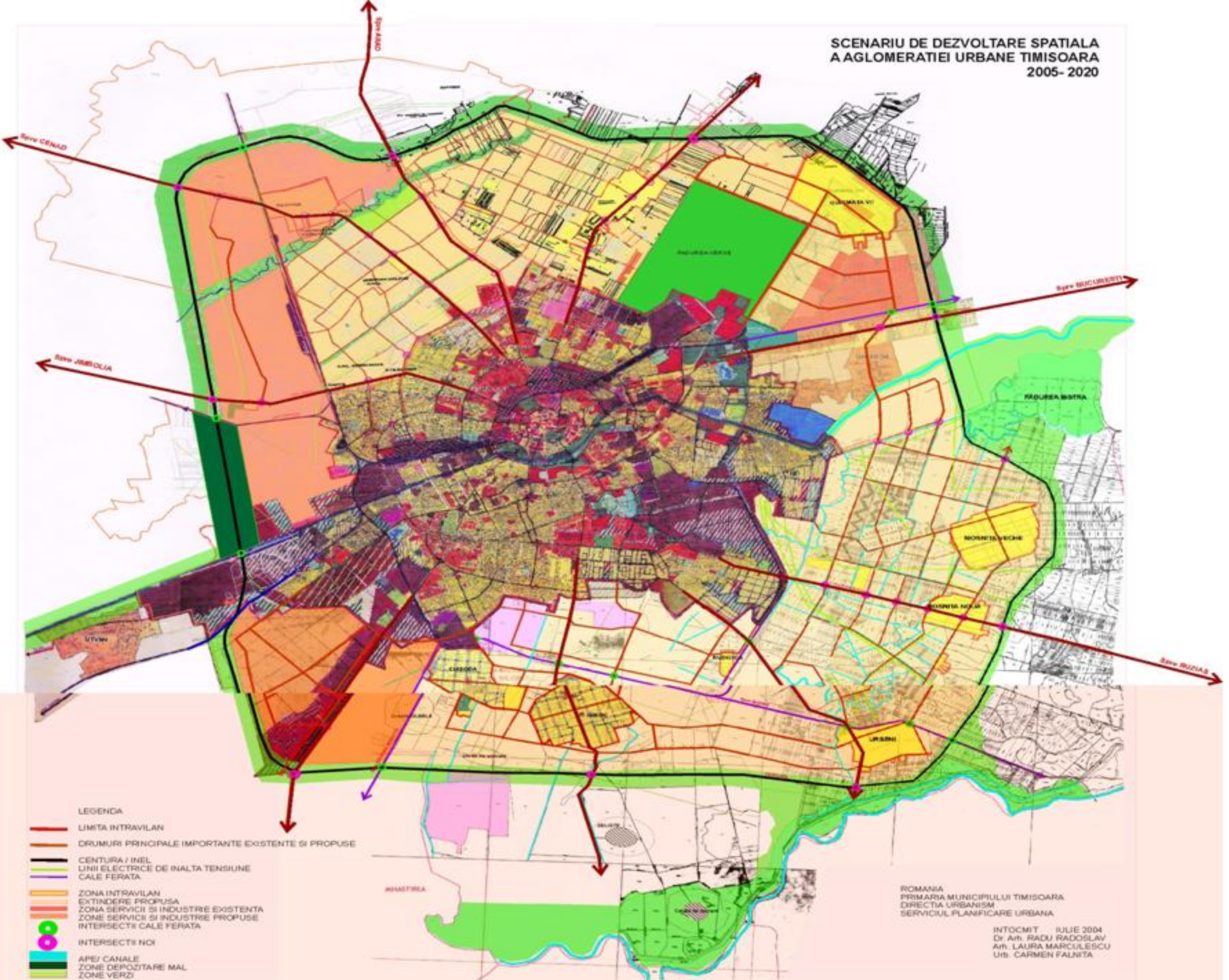






removing the barrier and connecting districts together

SCENARIU DE DEZVOLTARE SPATIALA
A AGLOMERATIEI URBAINE TIMISOARA
2005-2020

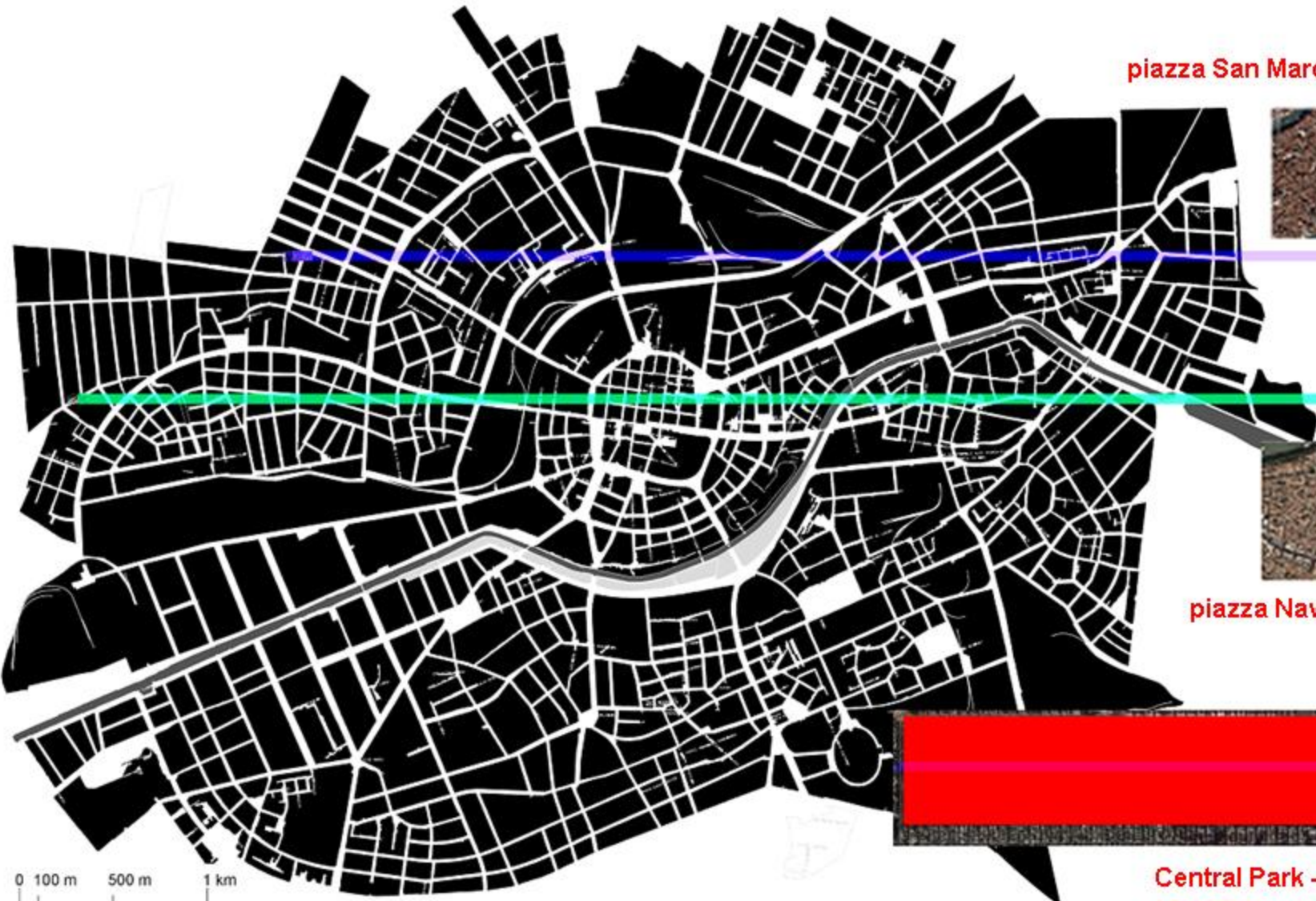


LEGENDA

- LIMITA INTRAVILAN
- DRUMURI PRINCIPALE IMPORTANTE EXISTENTE SI PROPUSE
- CENTURA / INEL
- LINII ELECTRICE DE INALTA TENSIUNE
- CALE FERATA
- ZONA INTRAVILAN
- EXTINDERE PROPUSA
- ZONA SERVICII SI INDUSTRIE EXISTENTA
- ZONE SERVICII SI INDUSTRIE PROPUSE
- INTERSECTII CALE FERATA
- INTERSECTII NOI
- APEI CANALE
- ZONE DEPOZITARE MAL
- ZONE VERZI

ROMANIA
PRIMARIA MUNICIPIULUI TIMISOARA
DIRECTIA URBANISMI
SERVICIUL PLANIFICARE URBANA

INTOCMIT - IULIE 2004
Dr. Arh. RADU RADOSLAV
Arh. LAURA MARCULESCU
Ub. CARMEN FALNITA



piazza San Marco – Venice



piazza Navona – Rome



Central Park – New York



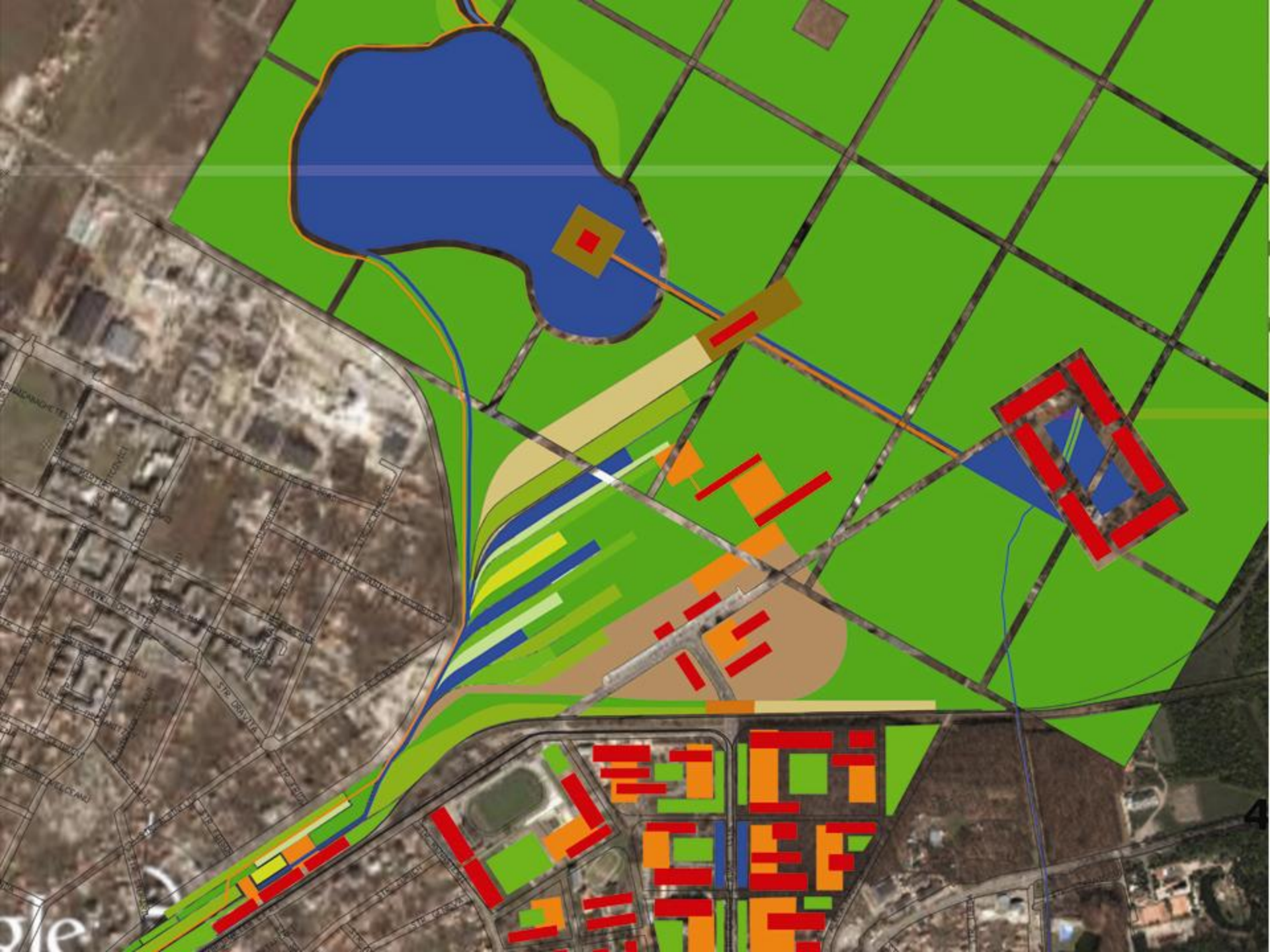


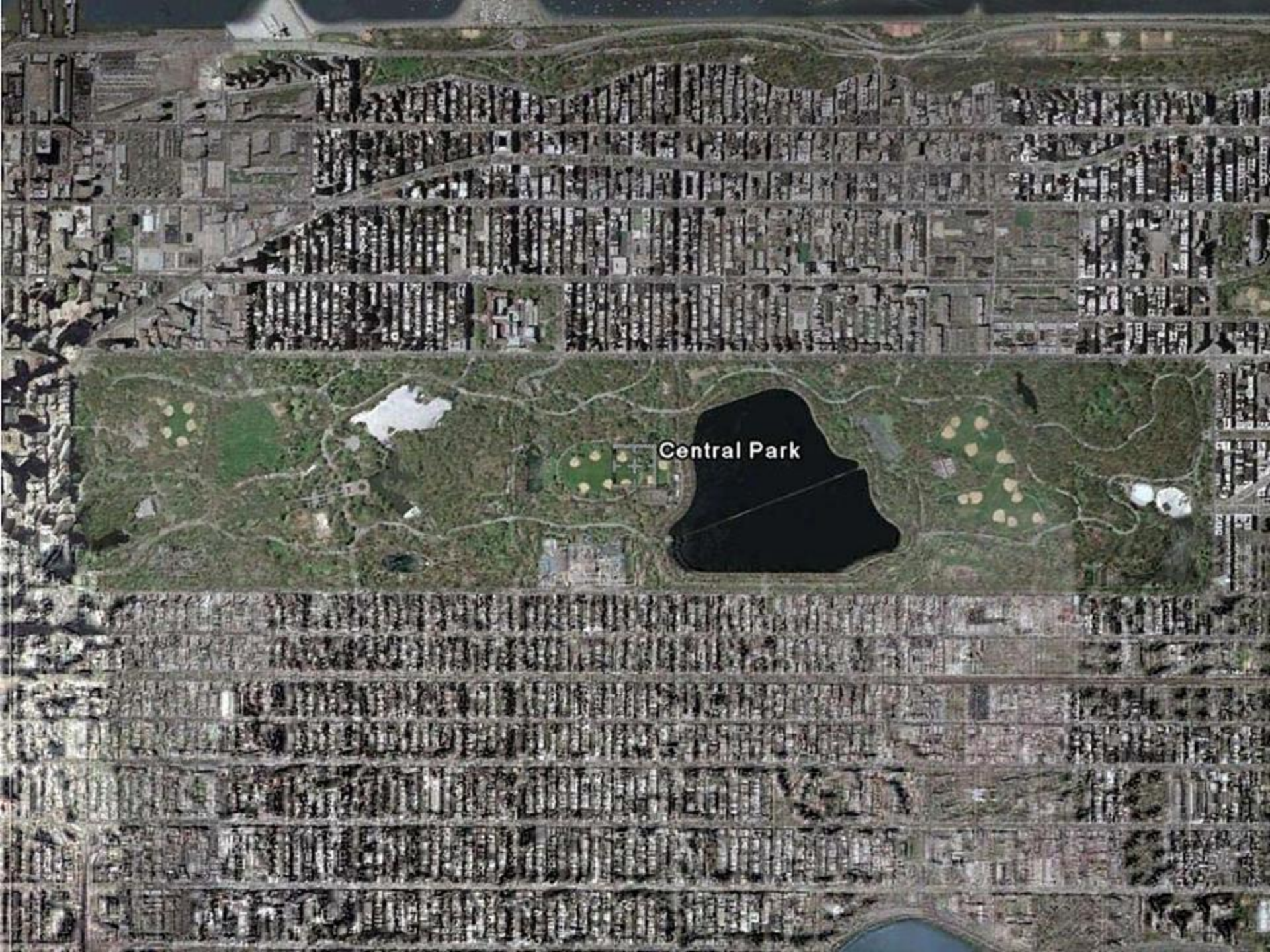




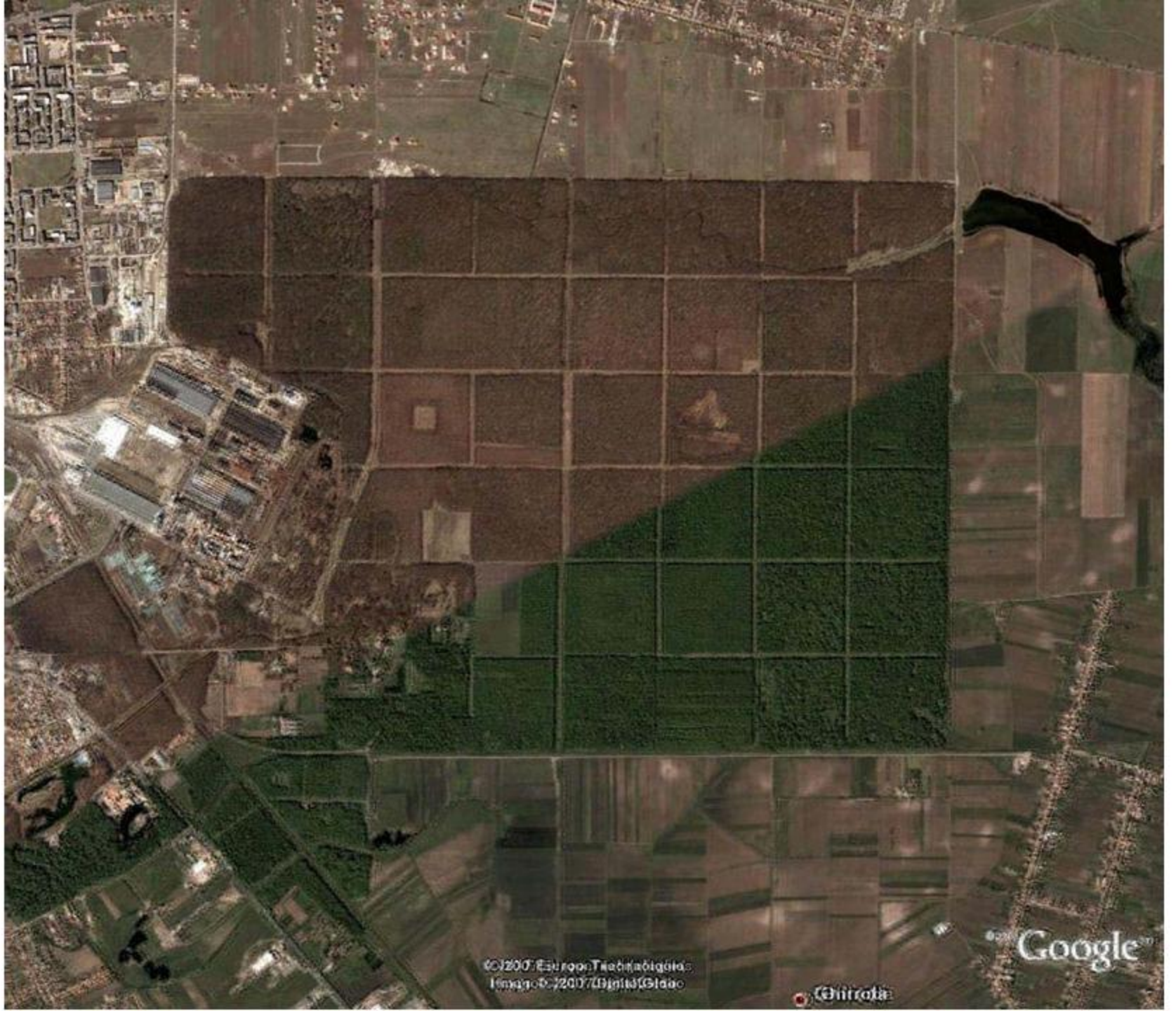
Imagem © 2007 DigitalGlobe
Imagem NASA

© 2007 Europa Technologies





Central Park



© 2007 European Telecommunications
Infrastructure Institute (ETII)

© 2007 Google

Google







056-10 The red ribbon and one of the four pavilions, each of which is named after a native grass species, and is integrated with environmental interpretative design



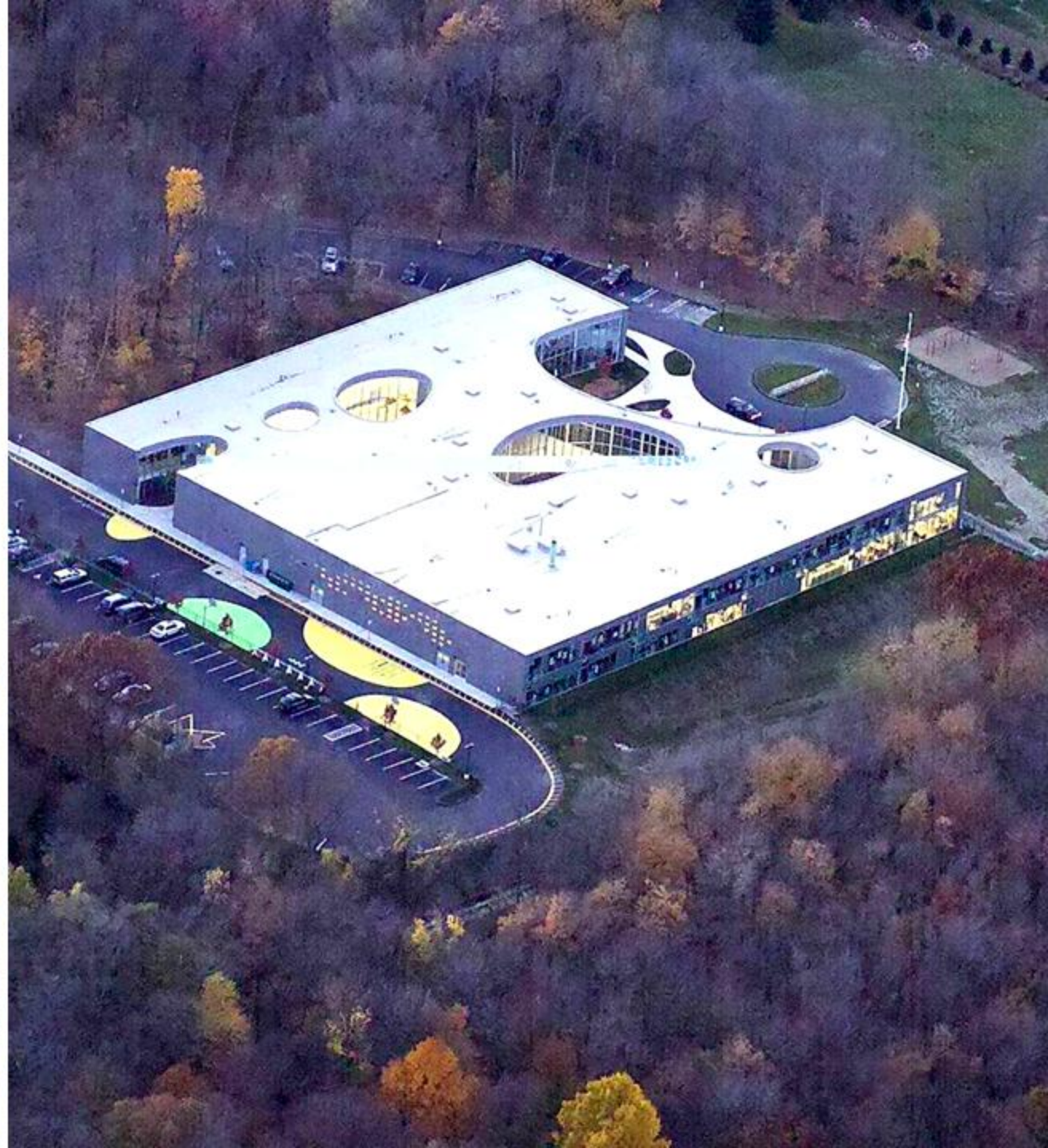
056-06 The red ribbon runs through the grove and bends with the terrain



056-12 The red ribbon acts as a lighting facility during the night and gives orientation across the forest



056-07 The red ribbon as a gathering place. The natural site has been dramatically urbanized and modernized, two attributes highly sought after by the local residents, many of whom are former farmers and newly urbanized, while keeping the ecological processes intact.



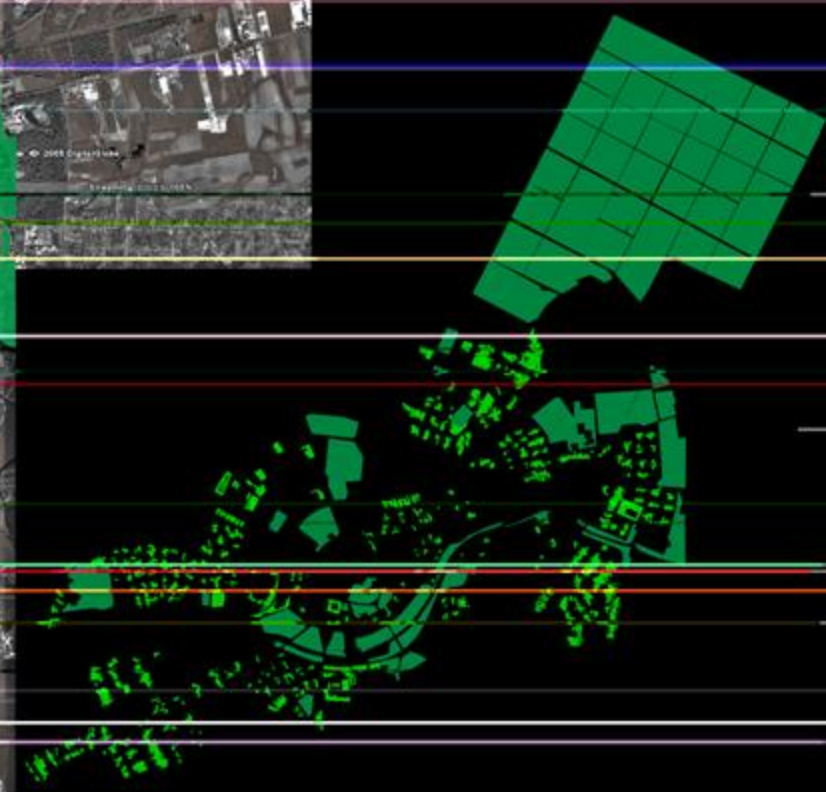


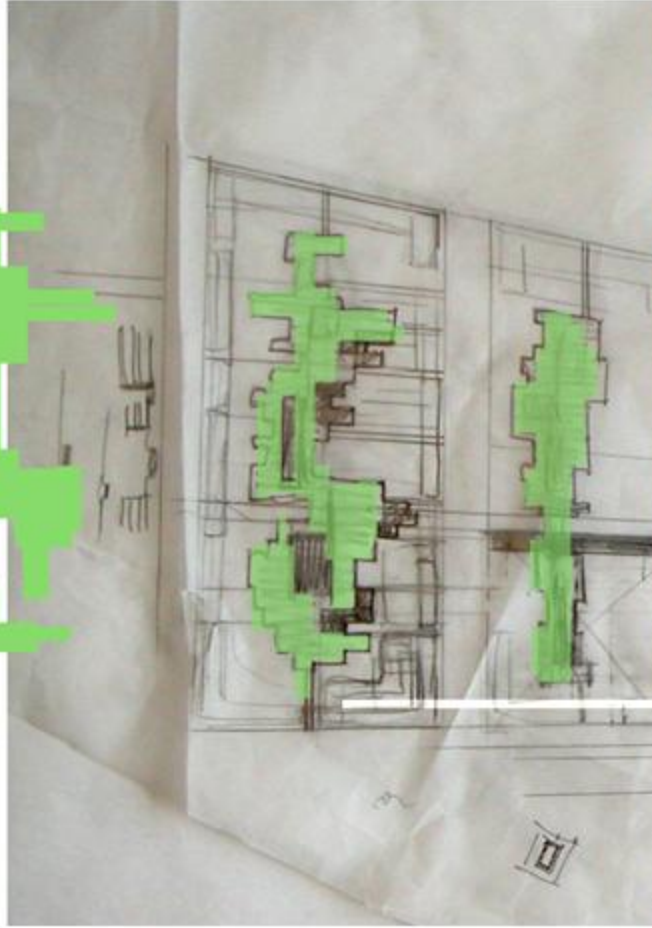


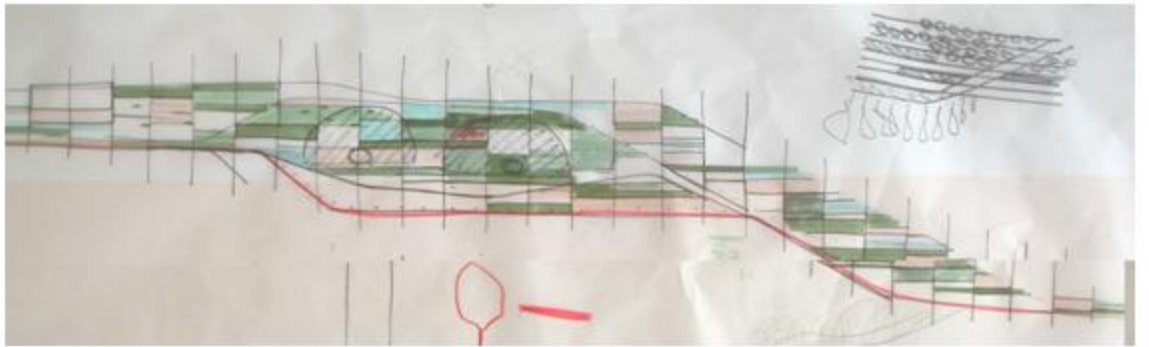
SYSTEM OF
PUBLIC GREEN



SYSTEM OF
PRIVATE GREEN









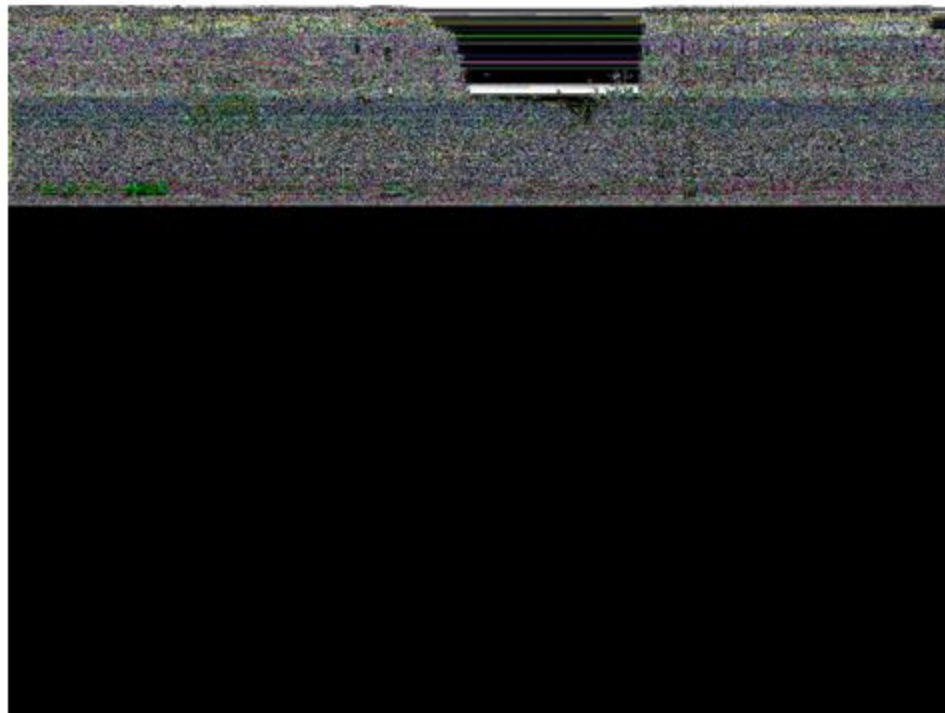
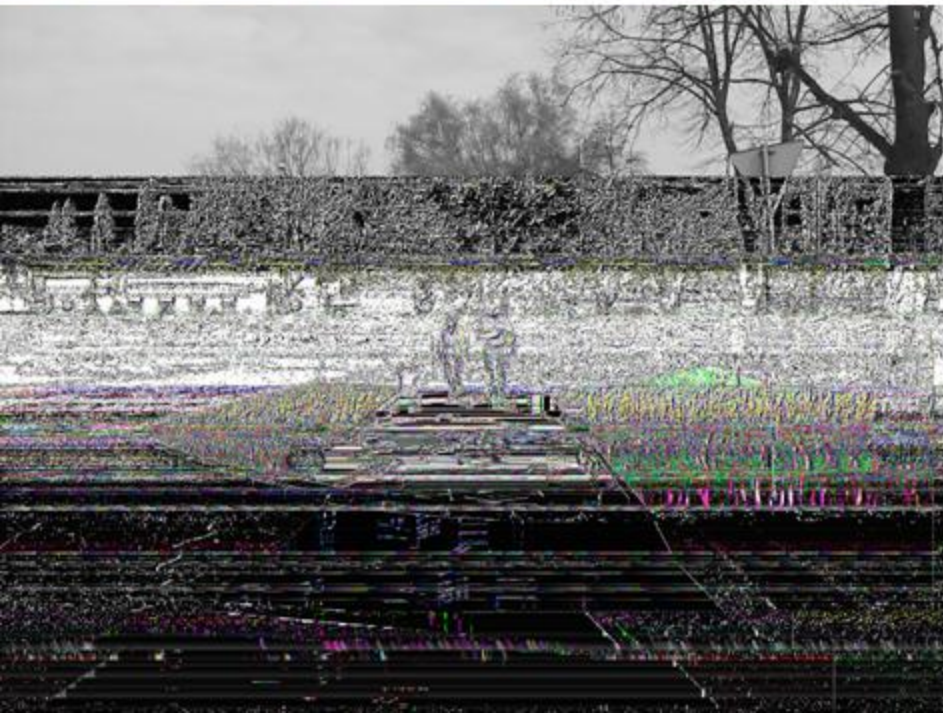
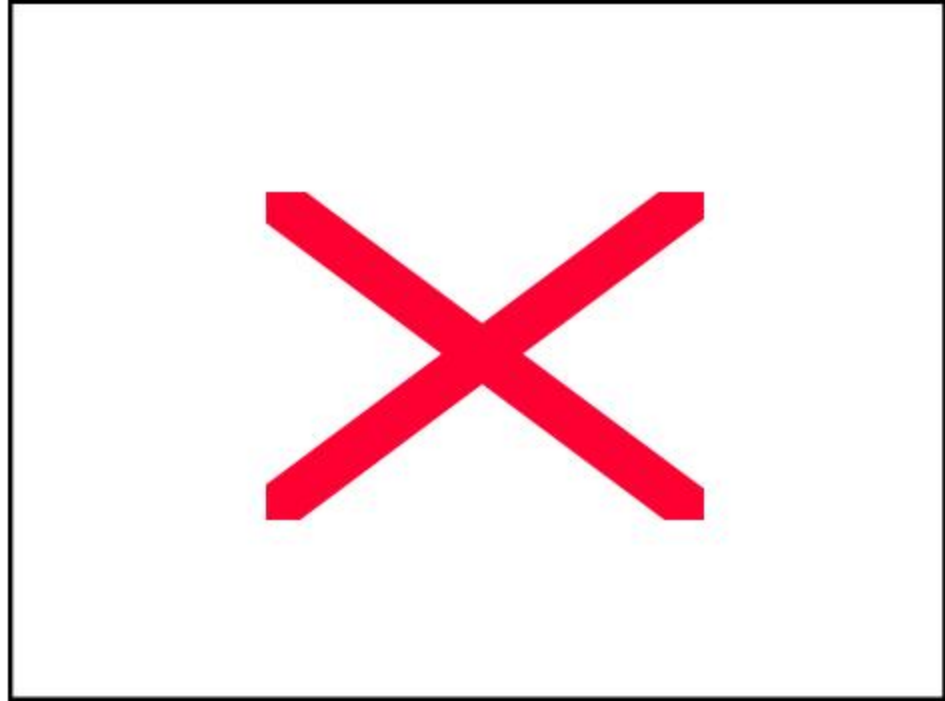
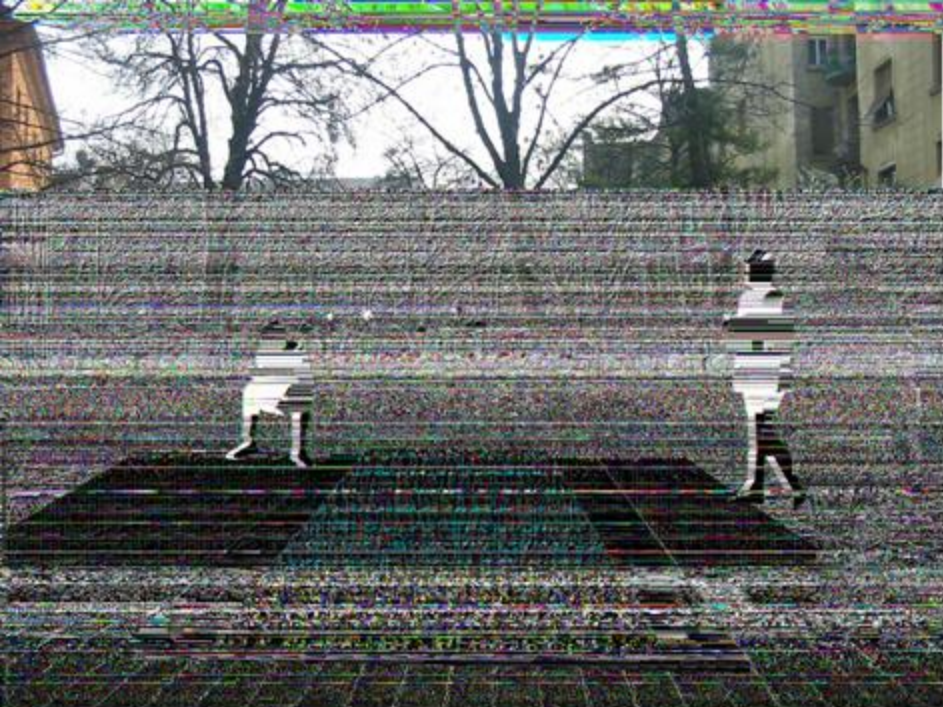


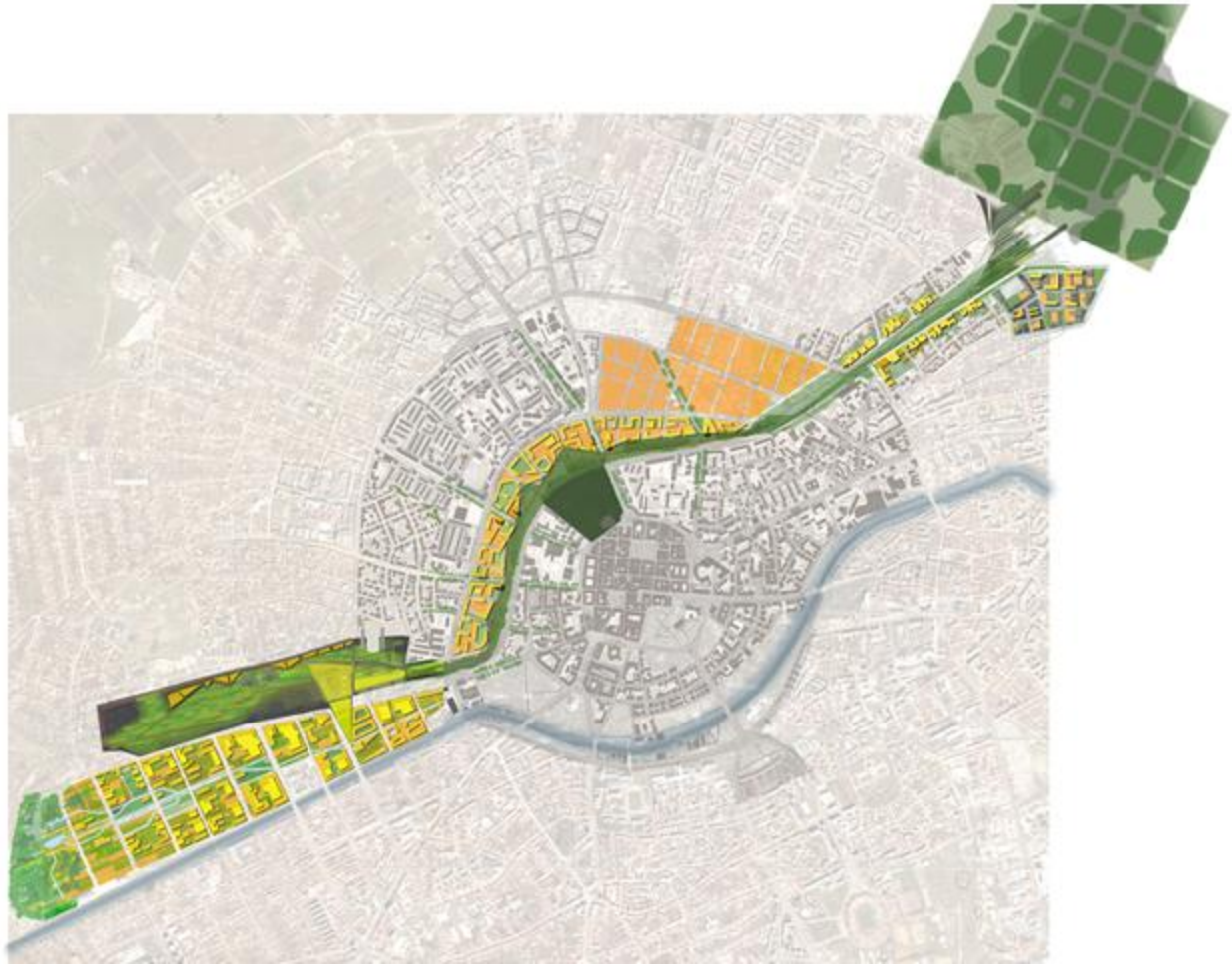










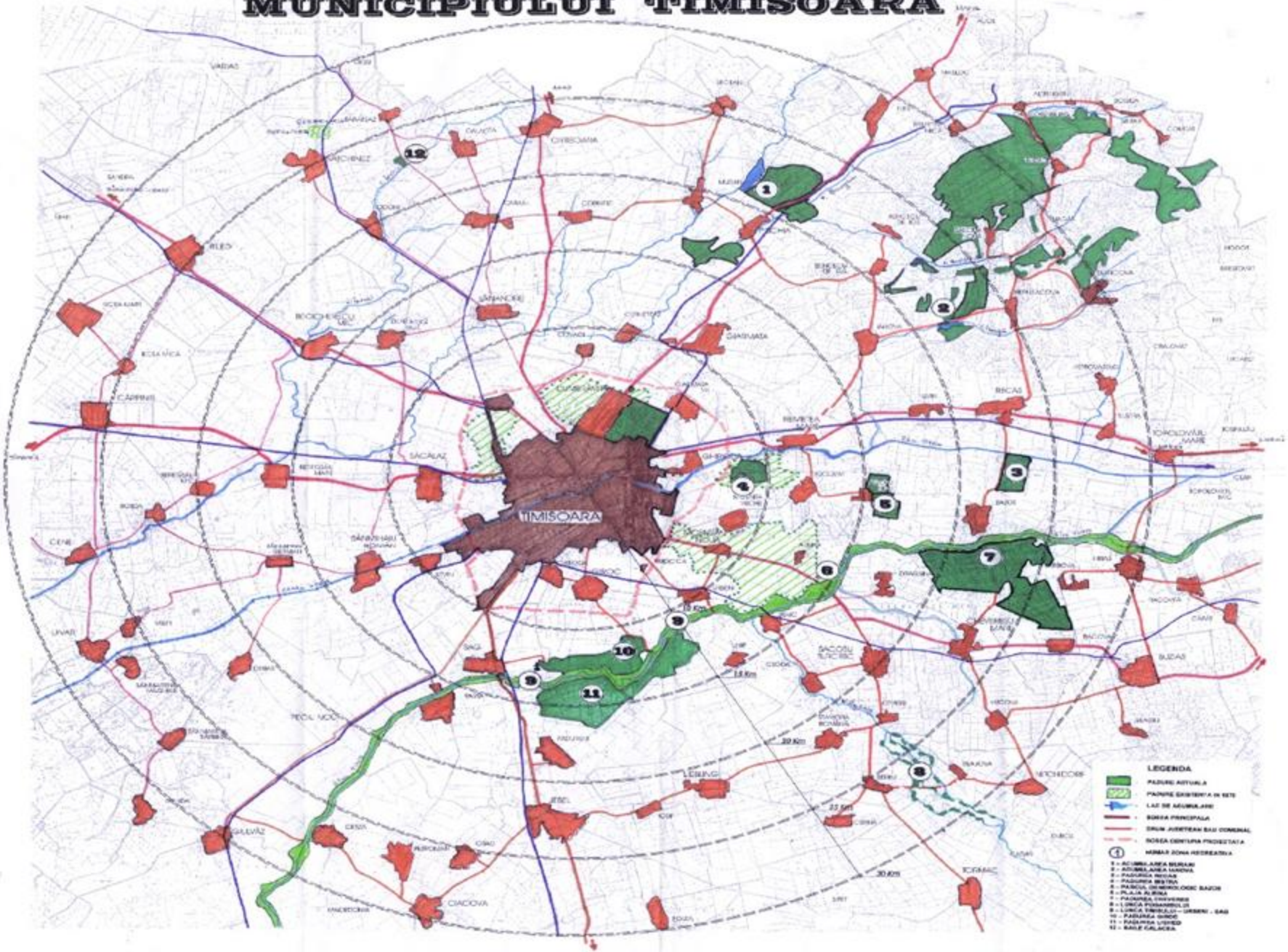




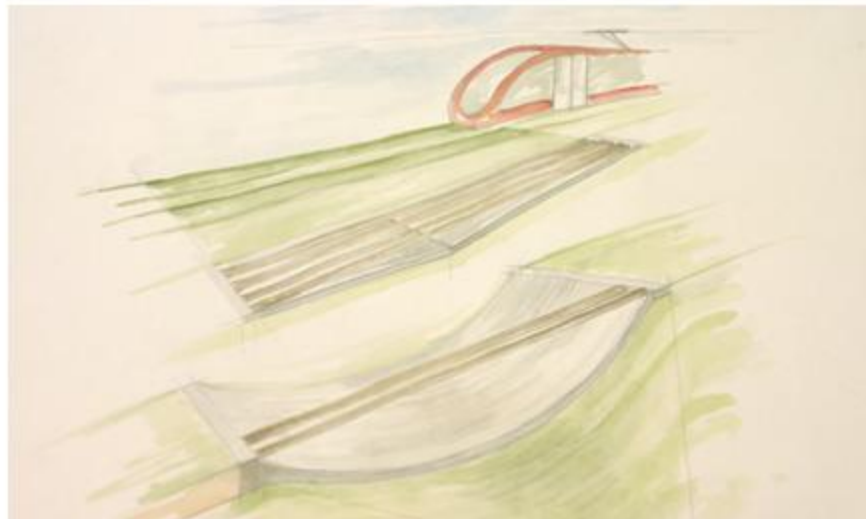
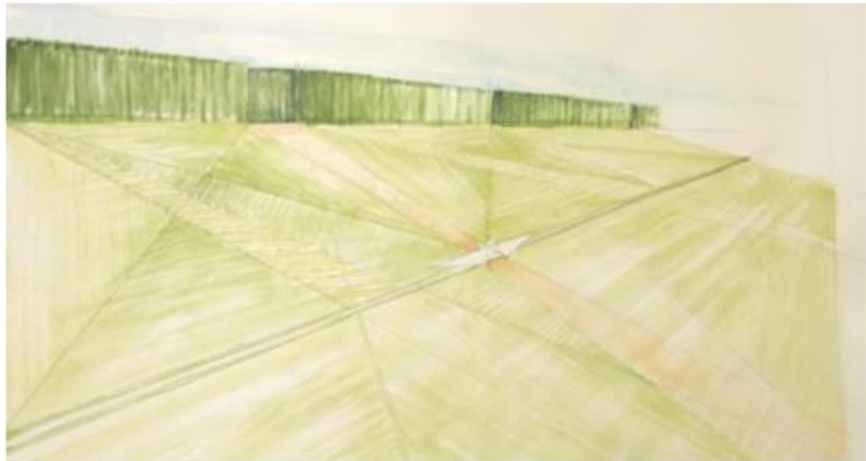


056-03 Computer-rendered bird's eye view of the park

SISTEMUL EXTRAVILAN DE SPATII VERZI A MUNICIPIULUI TIMISOARA



- LEGENDA**
- PĂDURE ACTUALĂ
 - ▨ PĂDURE SĂBIEȚĂ ÎN SETE
 - LAZ DE ACUMULARE
 - ȘIRUI PRINCIPALĂ
 - ȘIRUI JURISTENI SAU OMBRAL
 - ȘIRUI OMBRALĂ PROIECTATĂ
 - MARCĂ ZONĂ RECREATIVĂ
 - 1 - ACUMULAREA BERLIM
 - 2 - ACUMULAREA SÂMBĂTA
 - 3 - PĂDUREA MIVIAS
 - 4 - PĂDUREA MIVIAS
 - 5 - PĂDUREA DE MIVIAS
 - 6 - PĂDUREA DE MIVIAS
 - 7 - PĂDUREA DE MIVIAS
 - 8 - PĂDUREA DE MIVIAS
 - 9 - PĂDUREA DE MIVIAS
 - 10 - PĂDUREA DE MIVIAS
 - 11 - PĂDUREA DE MIVIAS



underground wildlife corridor

