

PLANIFICAREA SPAȚIALĂ ÎN ROMÂNIA



ROMANIA
REGIONAL DEVELOPMENT PROGRAM

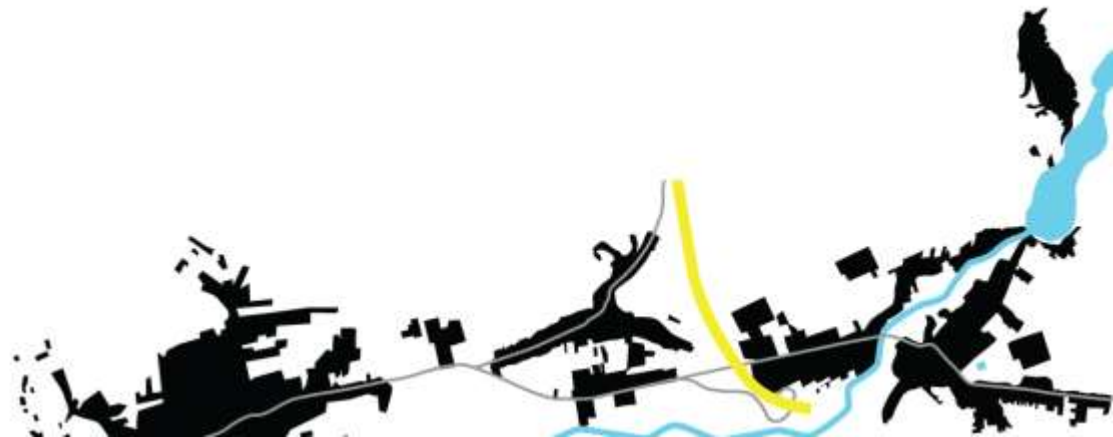
Politica publică pe urbanism



Principii generale de dezvoltare urbana sustenabila

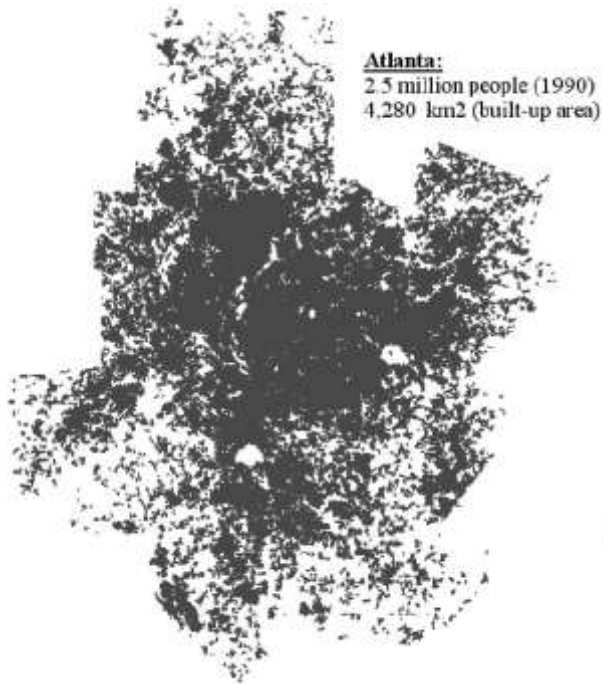
O politica publica pe urbanism ar trebui sa aibe in vedere principii cheie de dezvoltare urbana sustenabila:

- 1 Densitatea urbana
- 2 Structura masei urbane
- 3 Marimea zonei urbane



1 De ce este densitatea urbana importanta?

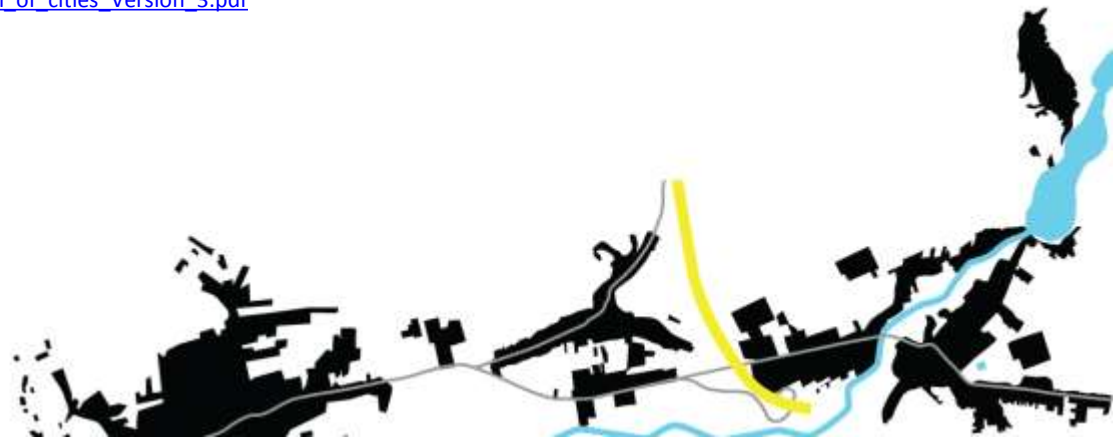
Masa urbana a Atlantei si a Barcelonei



Barcelona are 99 km linii de metrou si 60% din populatie se afla la 600 de metrii de o statie de metrou. Atlanta are 74 km linii de metrou, si 4% din populatie se afla la o distanta de 800 metrii de o statie de metrou.

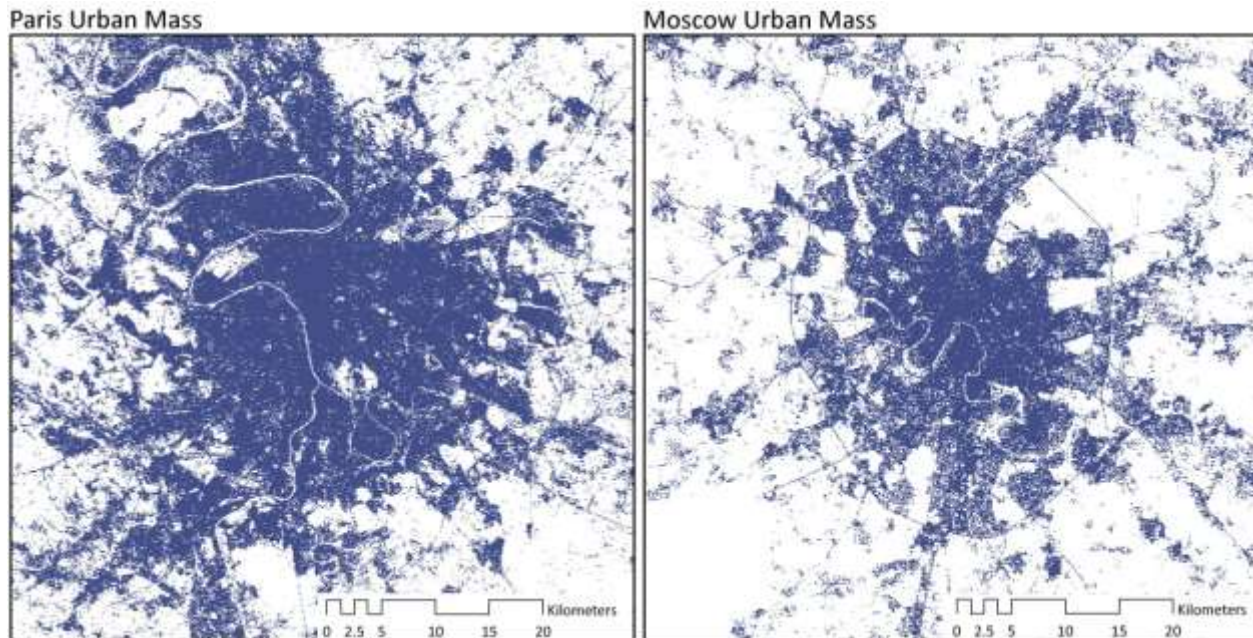
Pentru ca Atlanta sa aibe 60% din populatie la 600 metrii de o statie de metrou (ca in cazul Barcelonei), ar trebui sa construiasca 3,400 km de linii de metrou in plus, si 2,800 noi statii de metrou.

Sursa: http://alain-bertaud.com/images/AB_The_spatial_organization_of_cities_Version_3.pdf

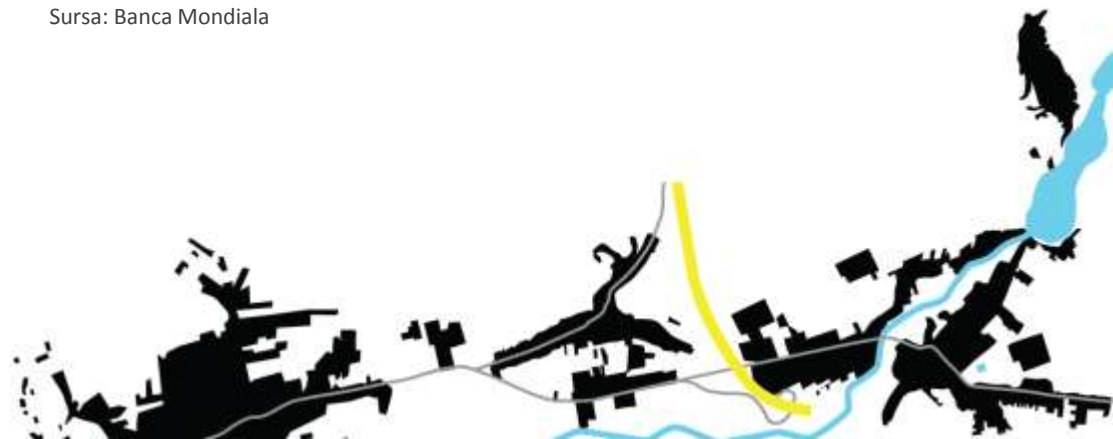


2 De ce este structura masei urbane importante?

Paris are o masa urbana dubla fata de cea a Moscovei, dar timpul mediu de naveta spre centru celor 2 orase este acelasi

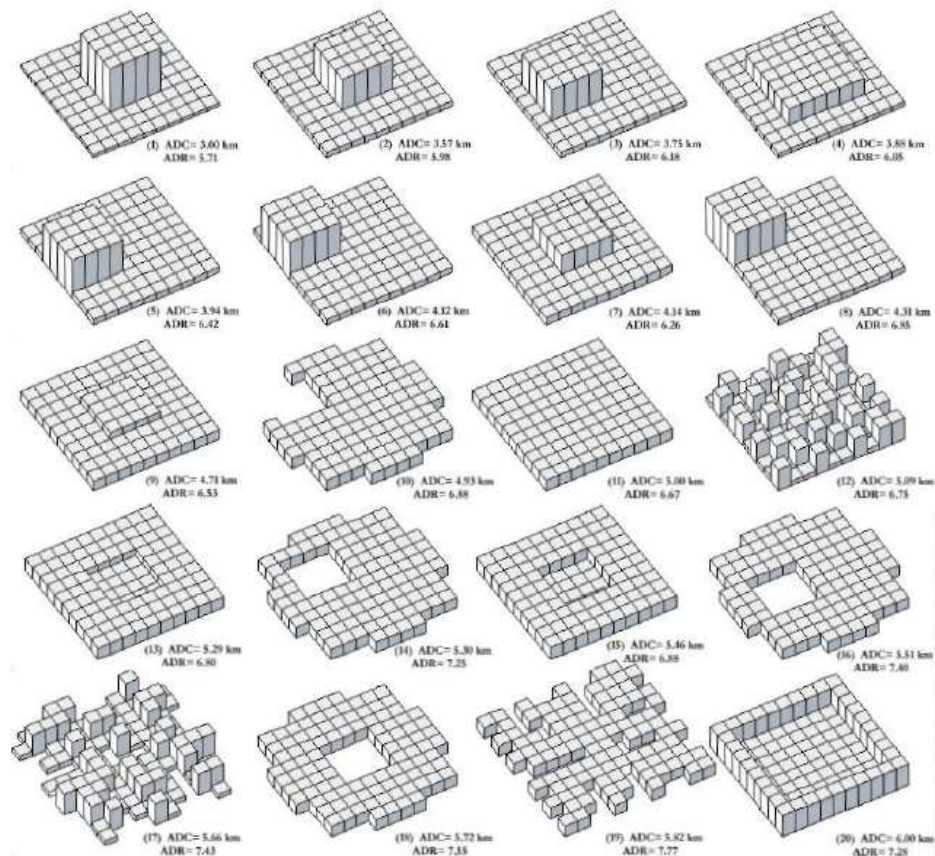


Sursa: Banca Mondiala



2 De ce este structura masei urbane importanta?

Configuratii schematice pentru diferite tipuri de structura urbana, cu densitatea medie si marimea masei urbane pastrate constante

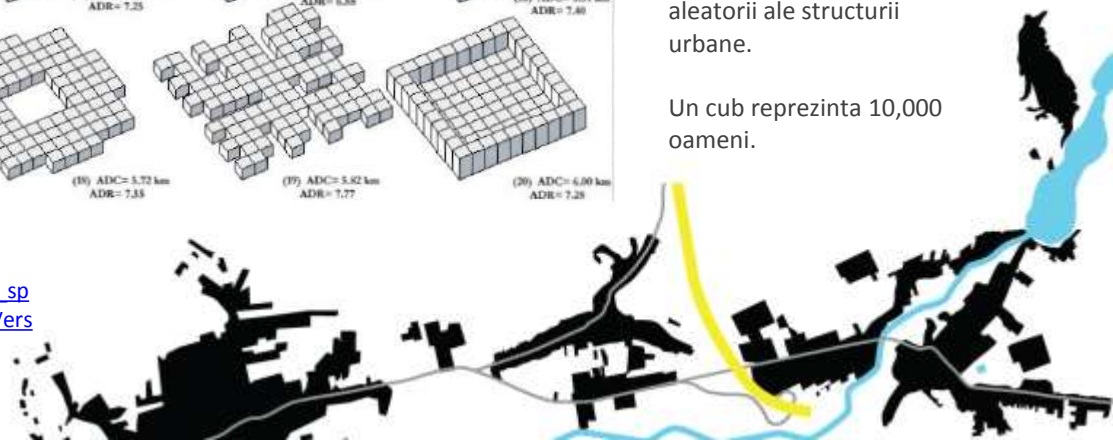


Nota:
ADC=Distanța medie pe
persoană spre centrul de
gravitație al structurii
urbane;

ADR=Distanța medie pe
persoană între puncte
aleatorii ale structurii
urbane.

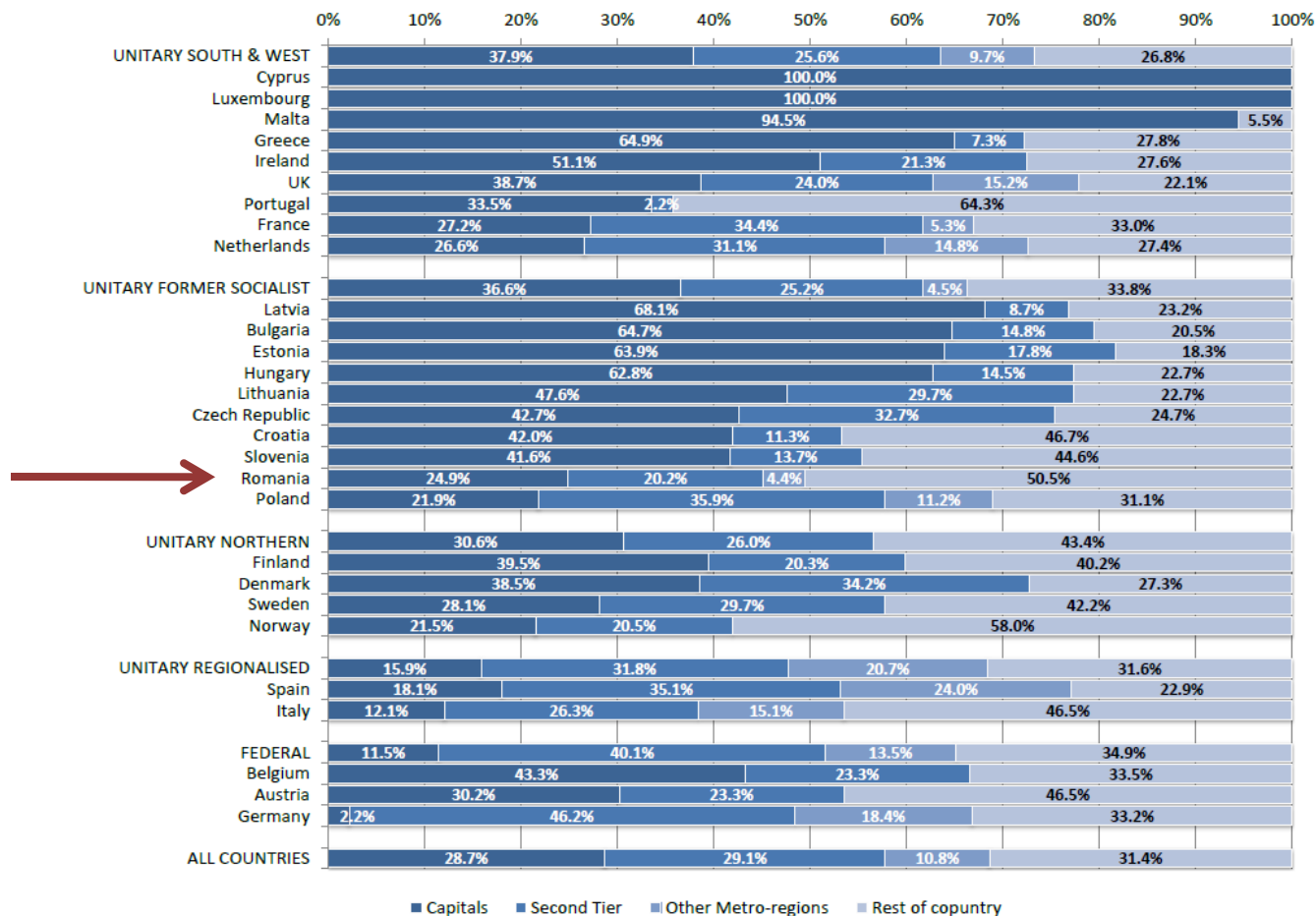
Un cub reprezintă 10,000
oameni.

Sursa: http://alain-bertaud.com/images/AB_The_spatial_organization_of_cities_Version_3.pdf

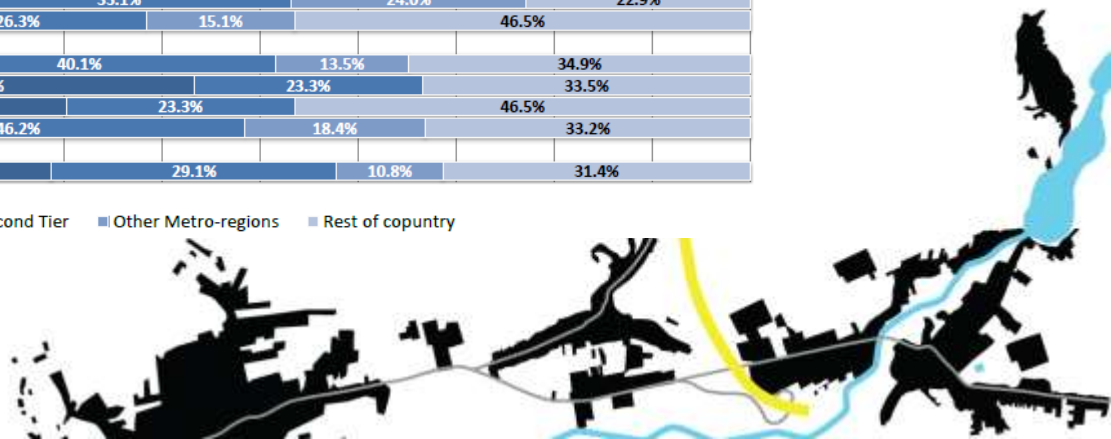


3 De ce este marimea zonei urbane importante?

Ponderea creșterii în total PIB (%), 2000 – 2007

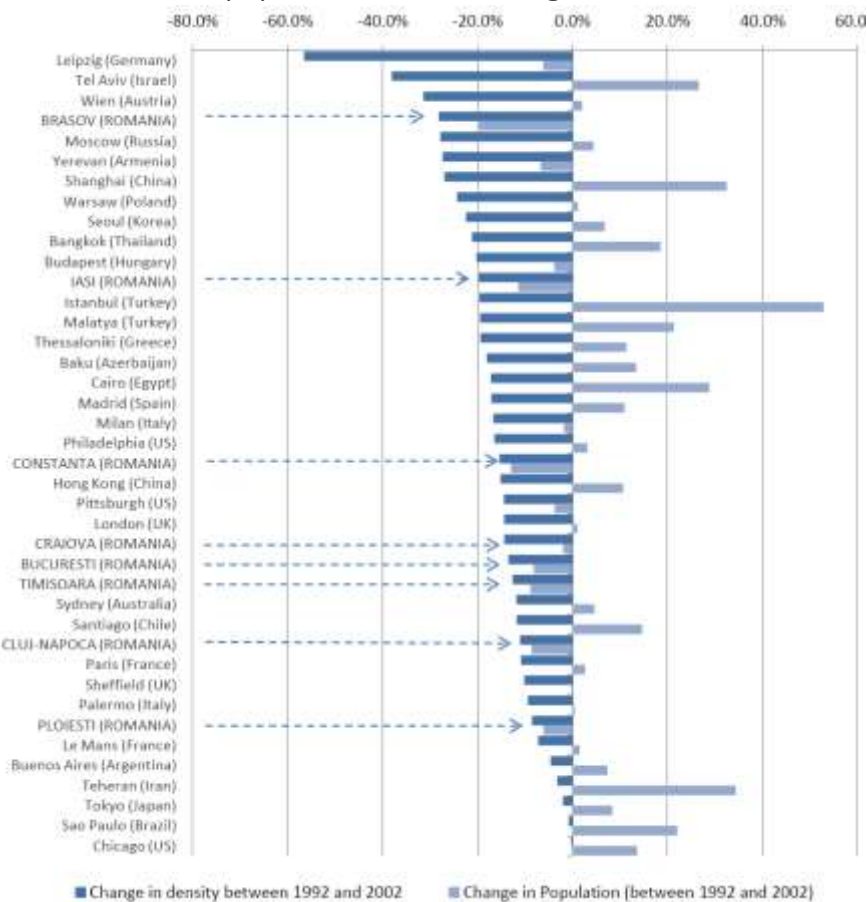


Surse: ESPON și Eurostat



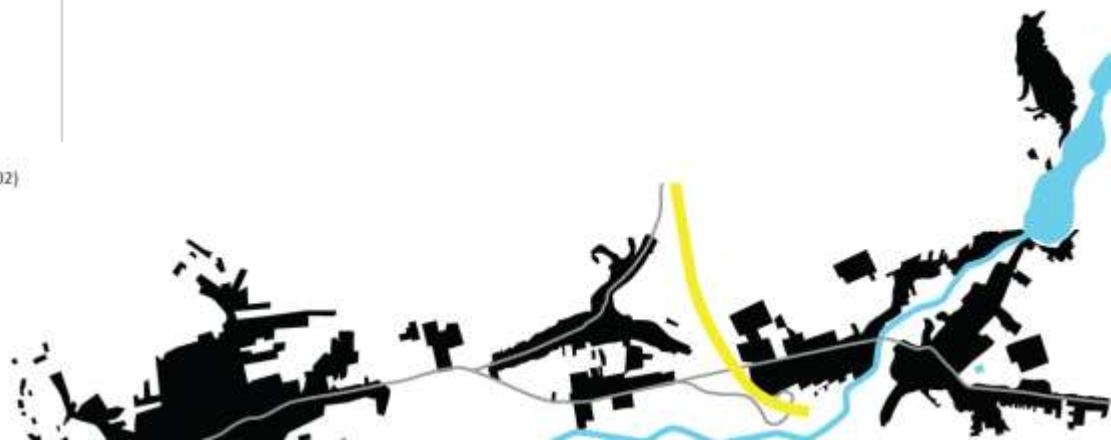
1 Dinamici privind densitatea urbana

(Mai) toate orasele pierd din densitate, indiferent daca au populatie in crestere, stagnare, sau declin



	Densitatea populatiei in zonele construite (oameni/hectar)			Schimbare a densitatii
	1992	2002	2012	1992 to 2012
Braşov	101	73	52	-48.4%
Bucureşti	104	90	70	-32.7%
Cluj-Napoca	76	67	58	-23.6%
Constanţa	84	71	56	-33.7%
Craiova	76	65	47	-37.6%
Iaşi	95	77	62	-34.6%
Ploieşti	83	76	61	-26.7%
Timişoara	69	60	55	-20.6%

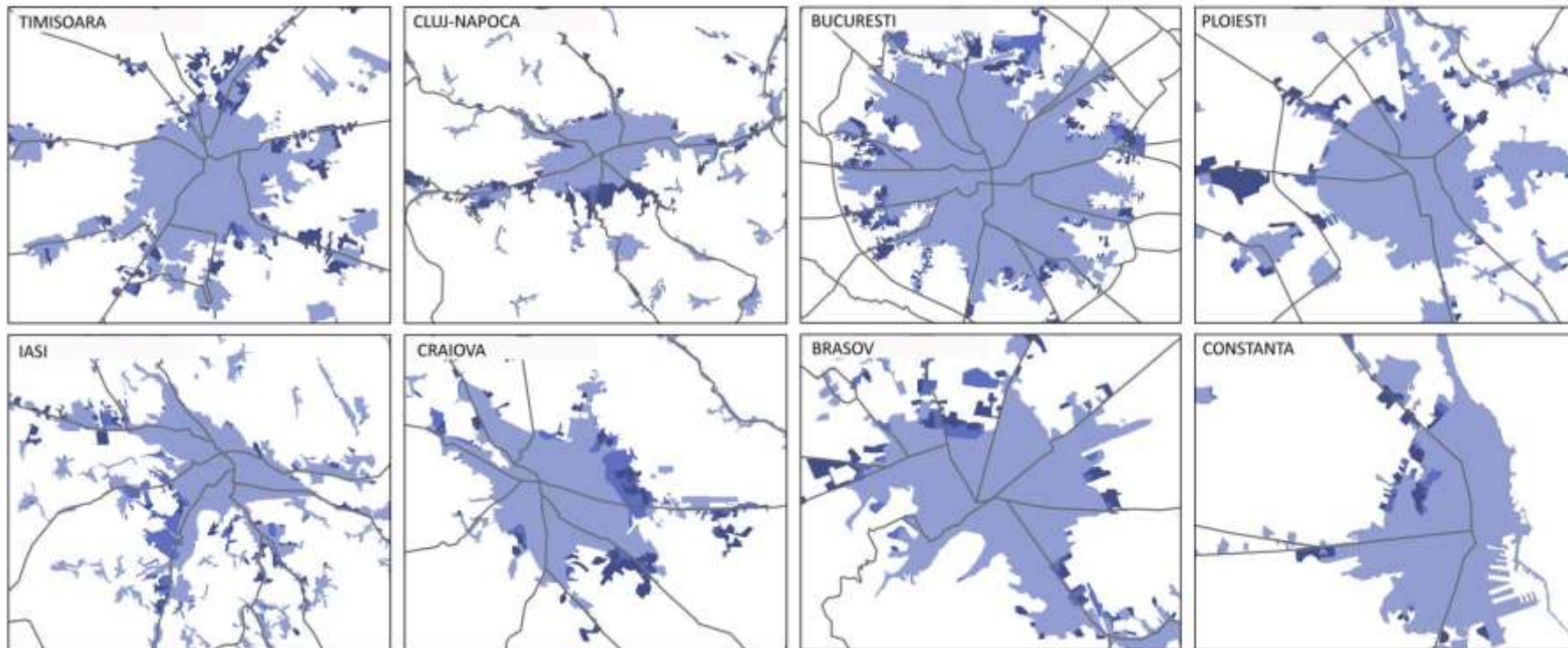
Sursa: Banca Mondiala



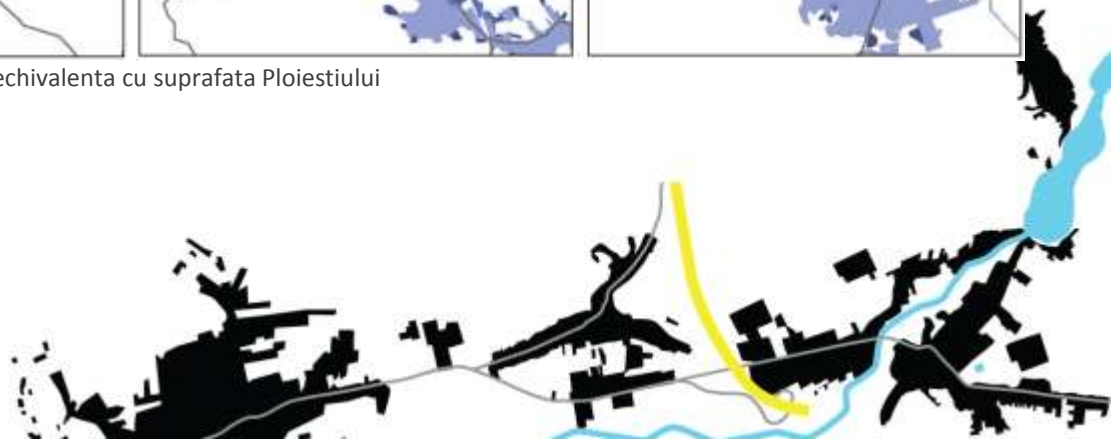
1 Dinamici privind densitatea urbana

Masa urbana a oraselor este in crestere, indiferent daca orasele au populatie in crestere, stagnare, sau declin

Masa urbana in 1992, 2002, si 2012

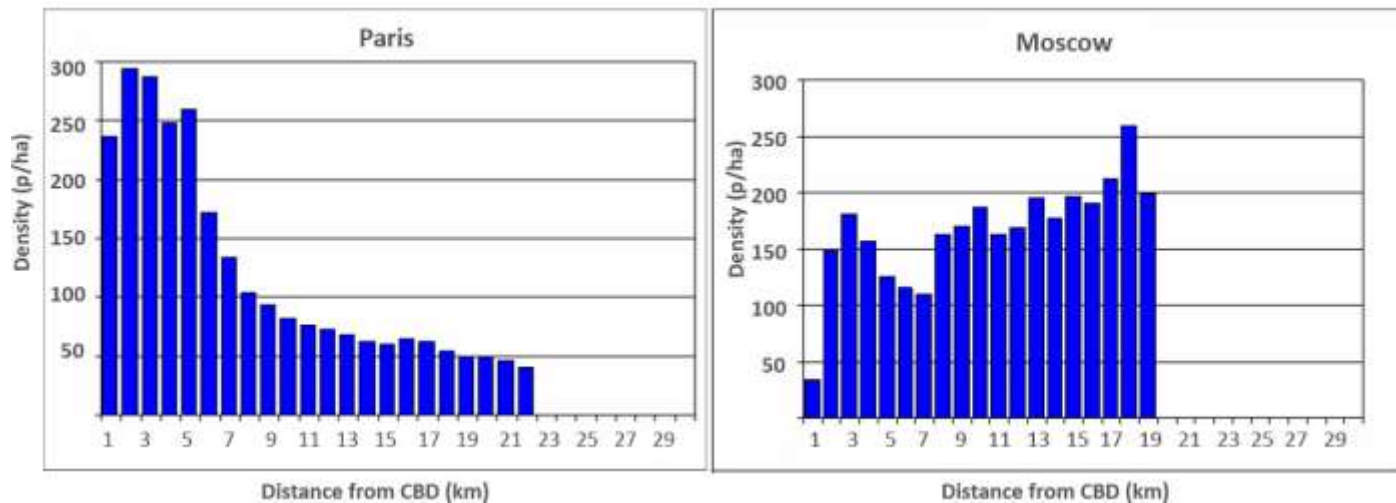


Suprafata urbana noua construita in bucuresti intre 1990 si 2012 este echivalenta cu suprafata Ploiestiului

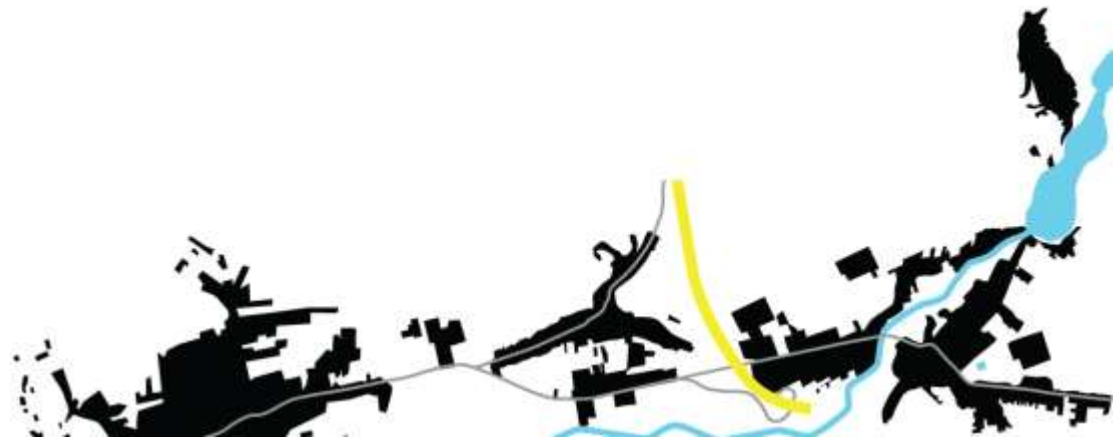


2 Dinamici privind structura masei urbane

Structura masei urbane difera in orasele care s-au dezvoltat organic, si in cele planificate centralizat

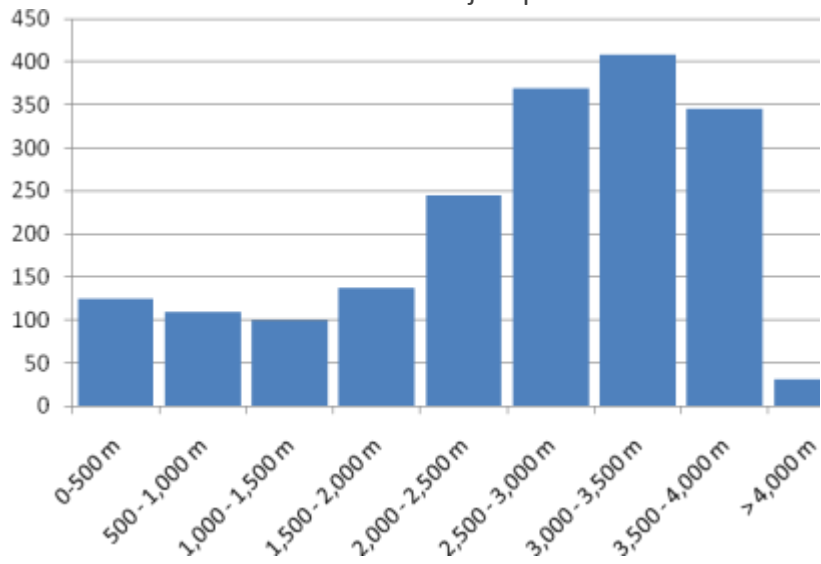


Source: http://alain-bertaud.com/images/AB_Budapest_new2a.pdf

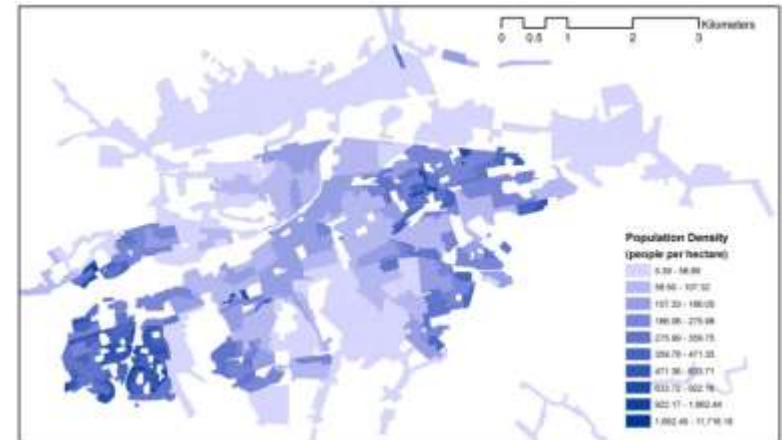


2 Dinamici privind structura masei urbane

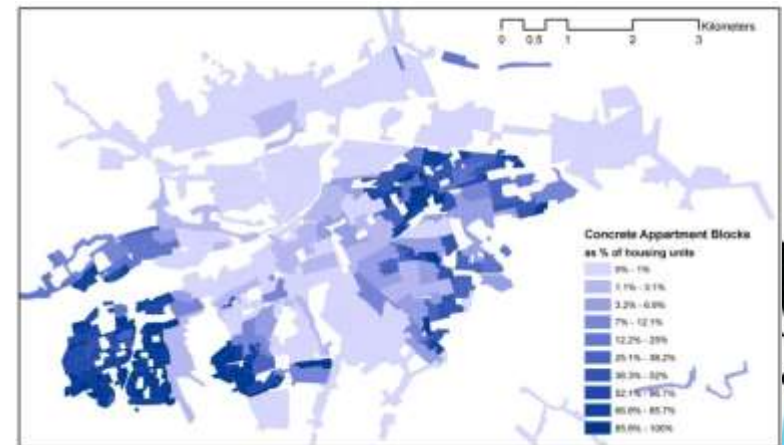
Profilul distorsionat al structurii masei urbane se poate observa si in Cluj-Napoca



Profilul densitatii populatiei in Cluj

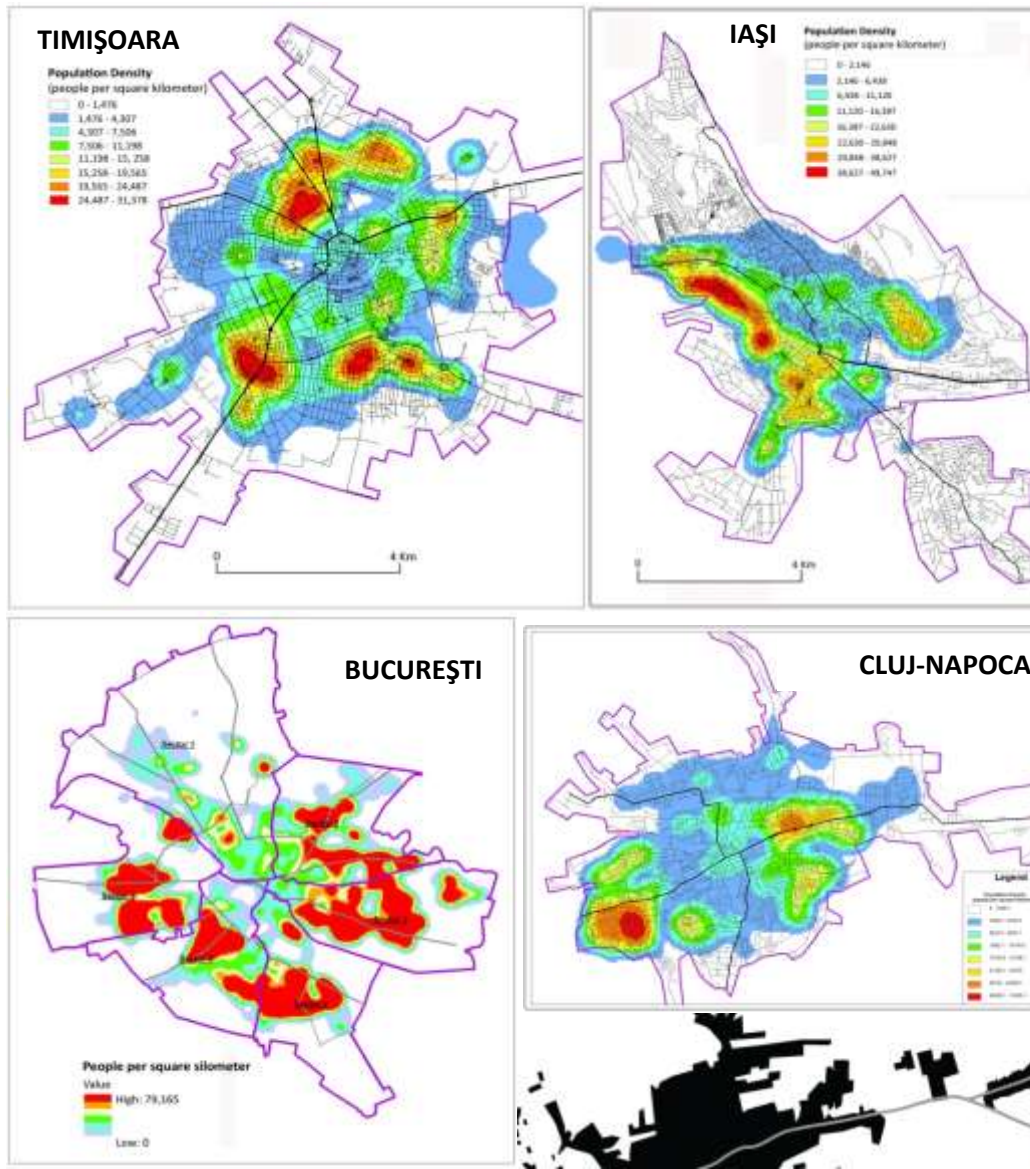


Concentratia de blocuri de locuinte

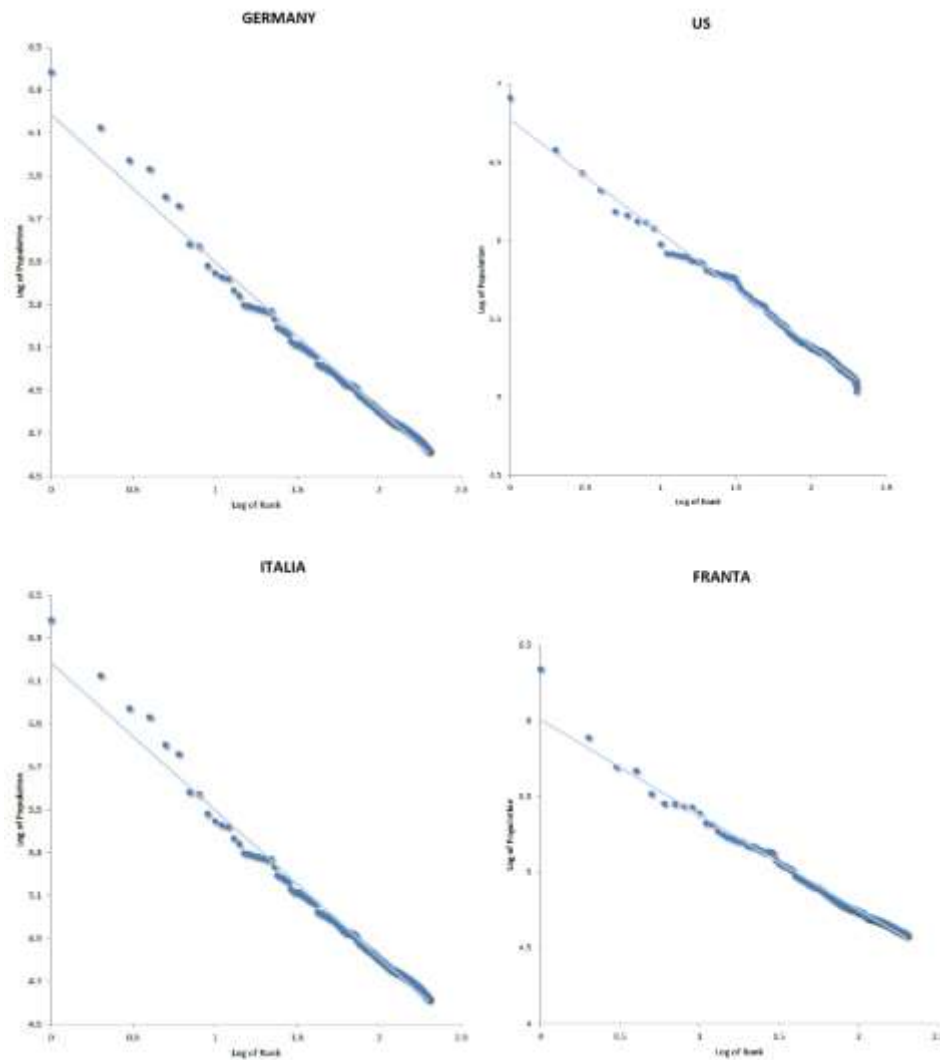


2 Dinamici privind structura masei urbane

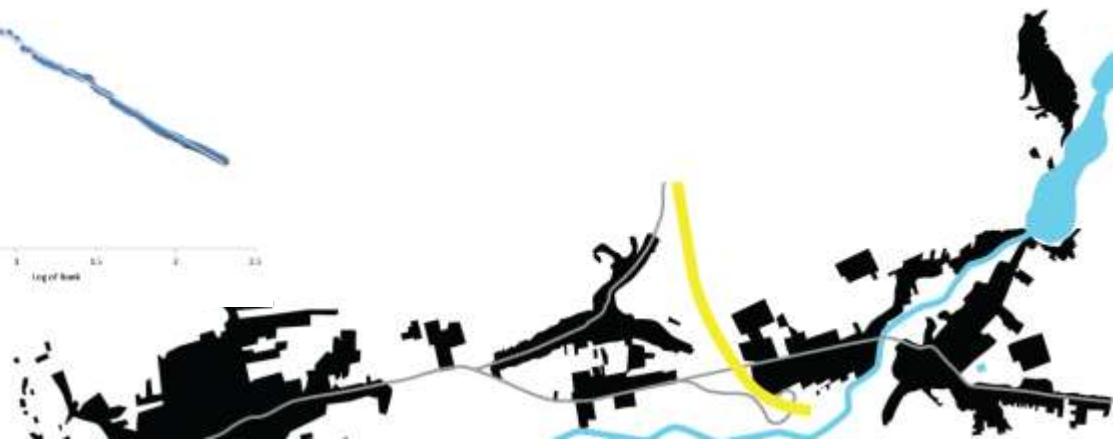
... acelasi lucru se vede si in alte orase din Romania



3 Dinamici privind marimea zonei urbane

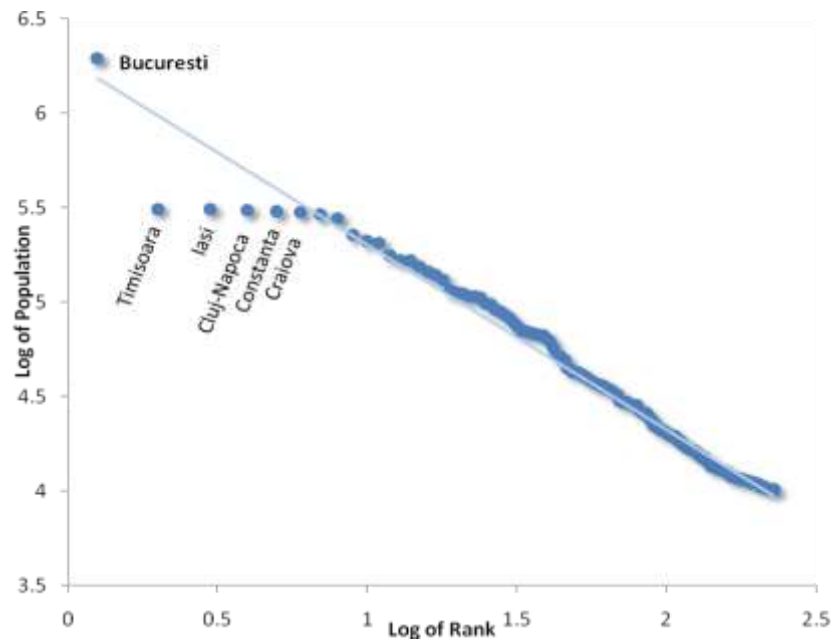


Aproape toate tarile care s-au dezvoltat organic au o ierarhie urbana relativ uniforma (regula Zipf)

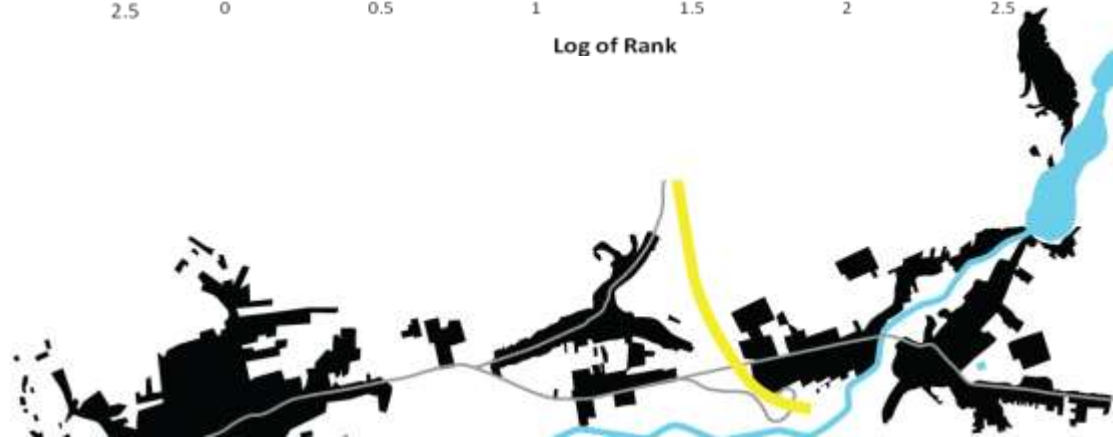
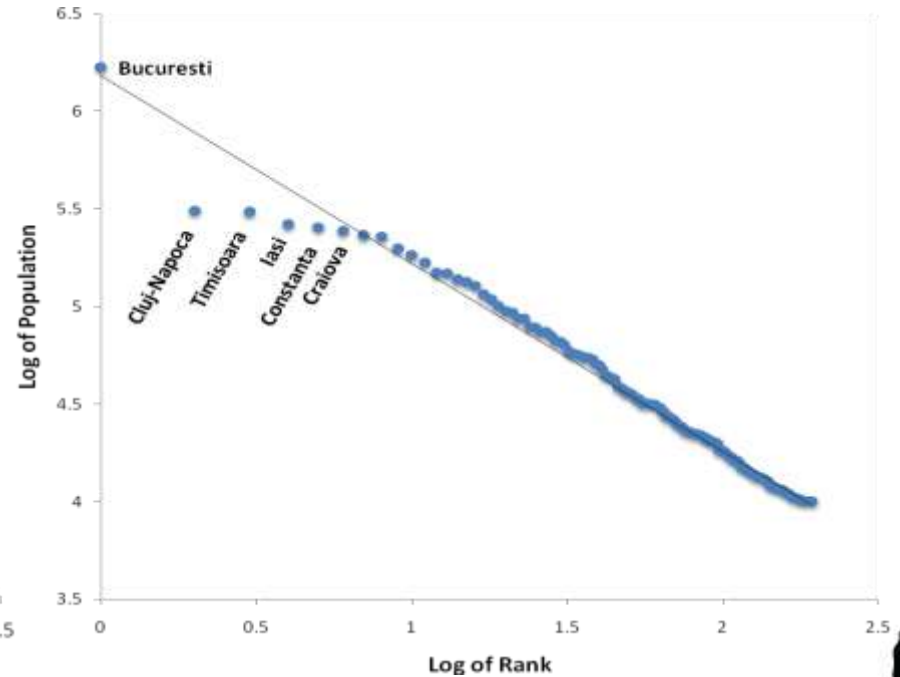


3 Dinamici privind marimea zonei urbane

Planificarea centralizata in Romania a dus la o ierarhie urbana "anormala"



Odata cu dezvoltarea economica, regula Zipf isi intra in drepturi si in Romania



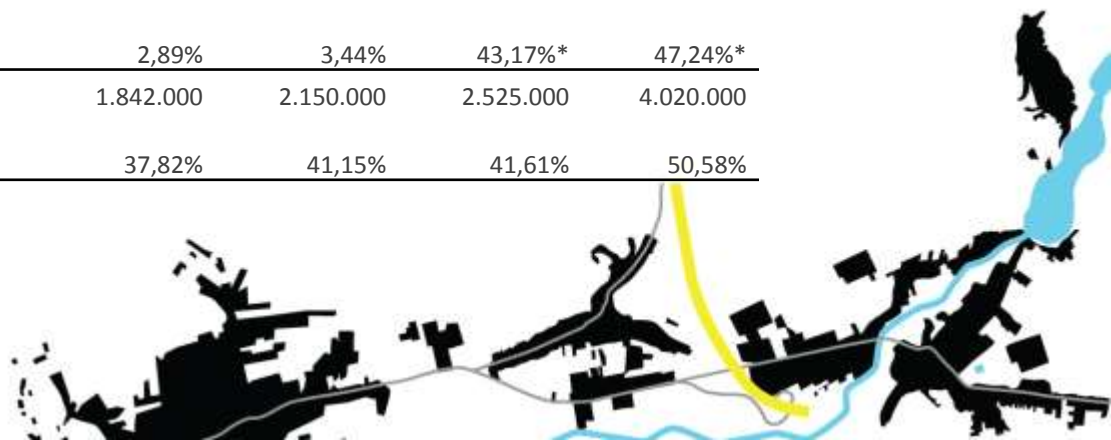
3 Dinamici privind marimea zonei urbane

Dinamici urbane in plina schimbare in Romania

		Rezervă de timp raportat la centrul oraşului			60 min. de marginea oraşului
		20 min.	40 min.	60 min.	
Timişoara	Populaţie	350.000	452.000	767.000	945.000
	% din veniturile firmelor naţionale	3,16%	3,41%	5,43%	6,00%
Cluj-Napoca	Populaţie	360.000	482.000	620.000	905.000
	% din veniturile firmelor naţionale	3,29%	3,48%	3,71%	4,47%
Iaşi	Populaţie	328.000	423.000	582.000	943.000
	% din veniturile firmelor naţionale	1,47%	1,52%	1,60%	2,20%
Craiova	Populaţie	302.000	470.000	787.000	1.080.000
	% din veniturile firmelor naţionale	1,43%	1,60%	2,70%	2,94%
Constanţa	Populaţie	312.000	492.000	620.000	716.000
	% din veniturile firmelor naţionale	2,51%	4,12%	4,54%	4,67%
Braşov	Populaţie	328.000	485.000	615.000	868.000
	% din veniturile firmelor naţionale	2,65%	2,83%	2,98%	3,54%
Ploieşti	Populaţie	305.000	556.000	2.724.000*	3.554.000*
	% din veniturile firmelor naţionale	2,89%	3,44%	43,17%*	47,24%*
Bucureşti	Populaţie	1.842.000	2.150.000	2.525.000	4.020.000
	% din veniturile firmelor naţionale	37,82%	41,15%	41,61%	50,58%

Sursă de date: Institutul Naţional de Statistică şi ListăFirme

*Include cifrele pentru Bucureşti în împrejurimi



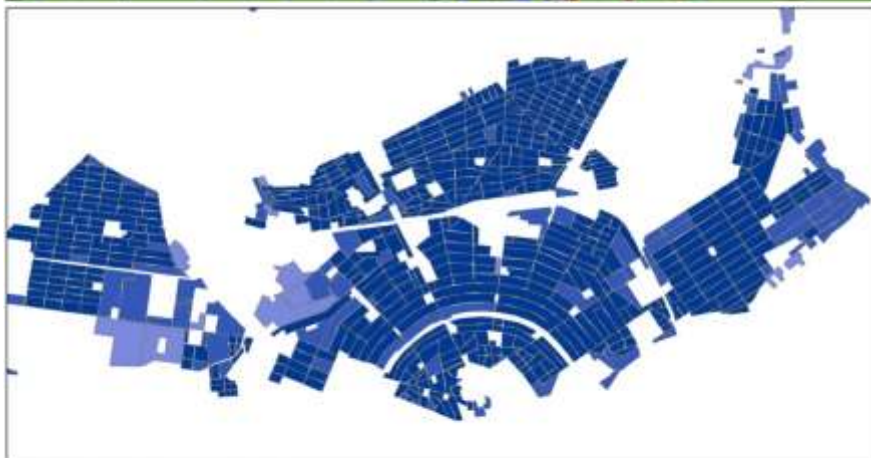
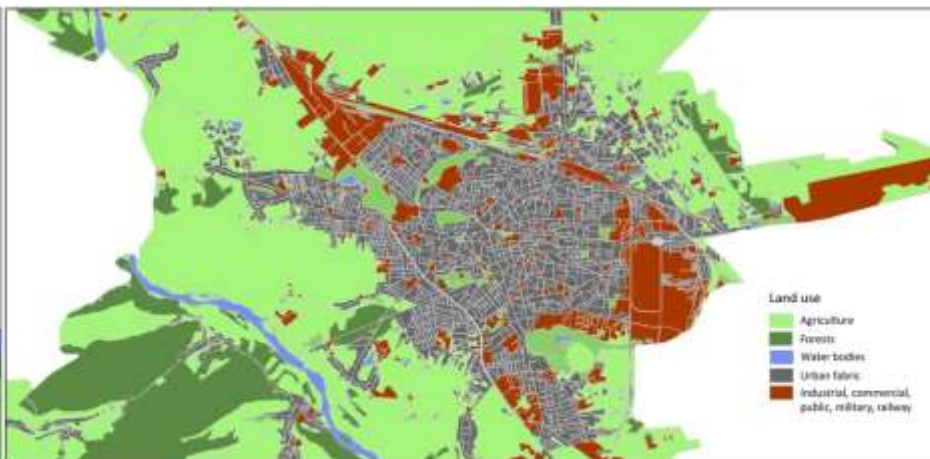
RECOMANDARI

Folosirea strategica a PUG-urilor si PUZ-urilor pentru a incuraja dezvoltarea compacta a oraselor

BRAILA



CRAIOVA



Braila configuration of inhabited urban mass

Continuous Urban Fabric (S.L. > 80%)
Discontinuous Dense Urban Fabric (S.L. : 50% - 80%)
Discontinuous Medium Density Urban Fabric (S.L. : 30% - 50%)
Discontinuous Low Density Urban Fabric (S.L. : 10% - 30%)



Craiova configuration of inhabited urban mass

Continuous Urban Fabric (S.L. > 80%)
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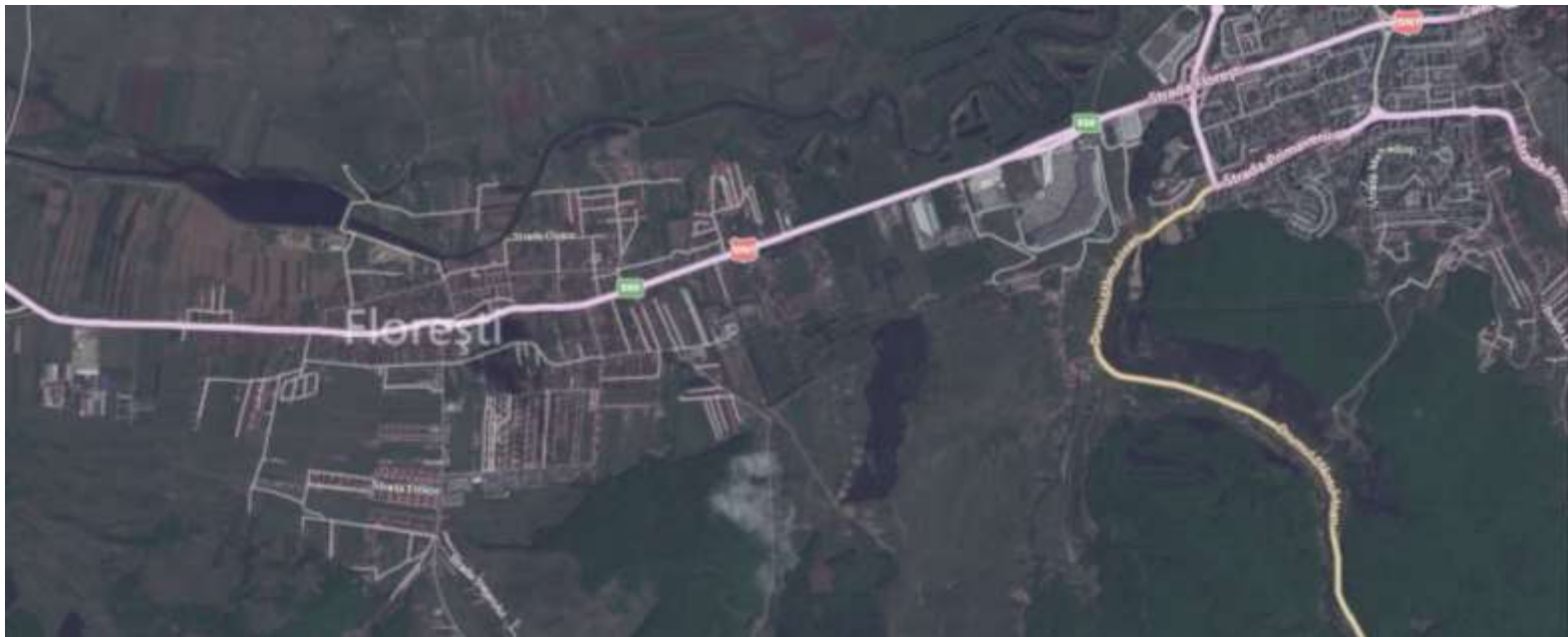
Data Source: Europe Environment Agency

Note: S.L. = Soil Sealing

RECOMANDARI

Planificare metropolitana acolo unde e nevoie

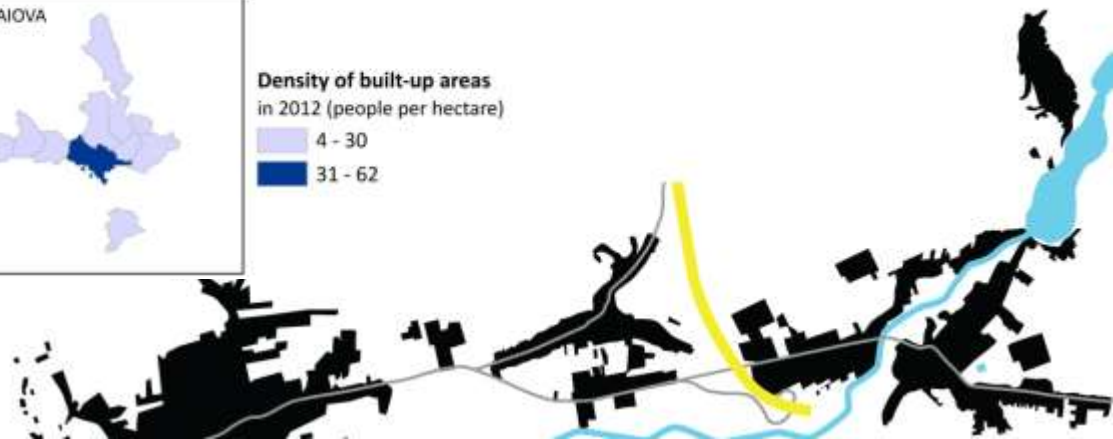
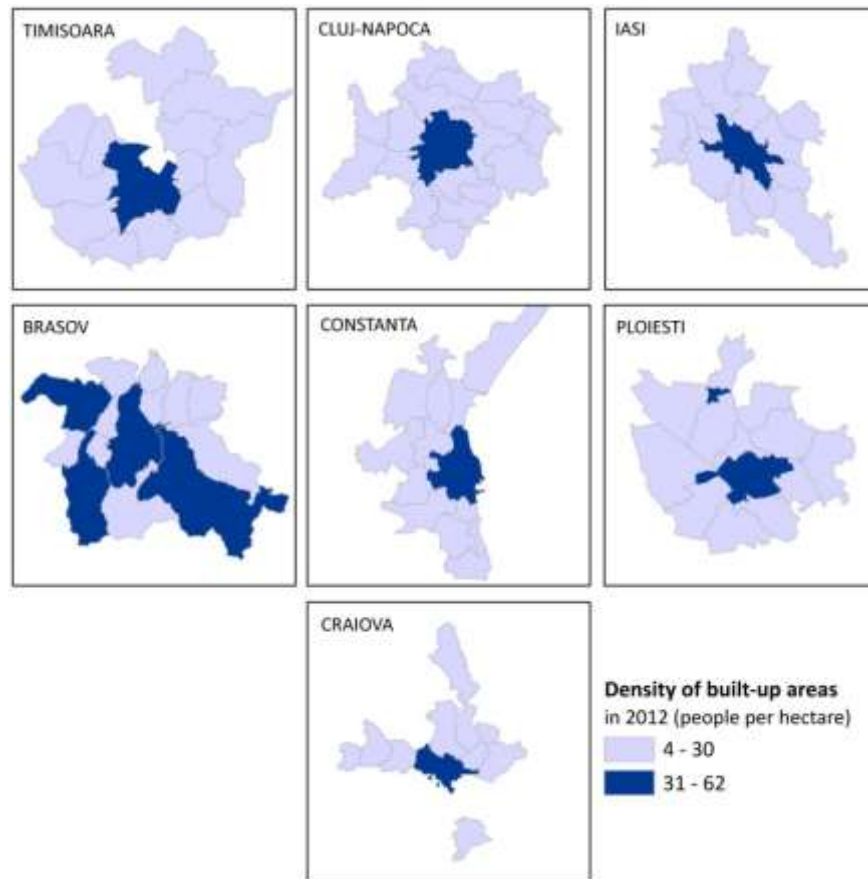
Floresti si Cluj-Napoca



RECOMANDARI

Planificare metropolitana acolo unde e nevoie... dar bazata pe indicatori clari

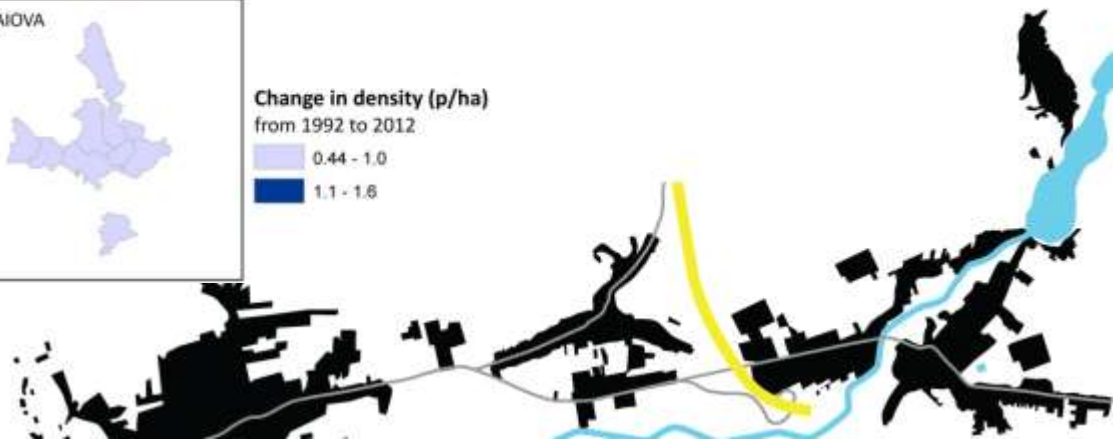
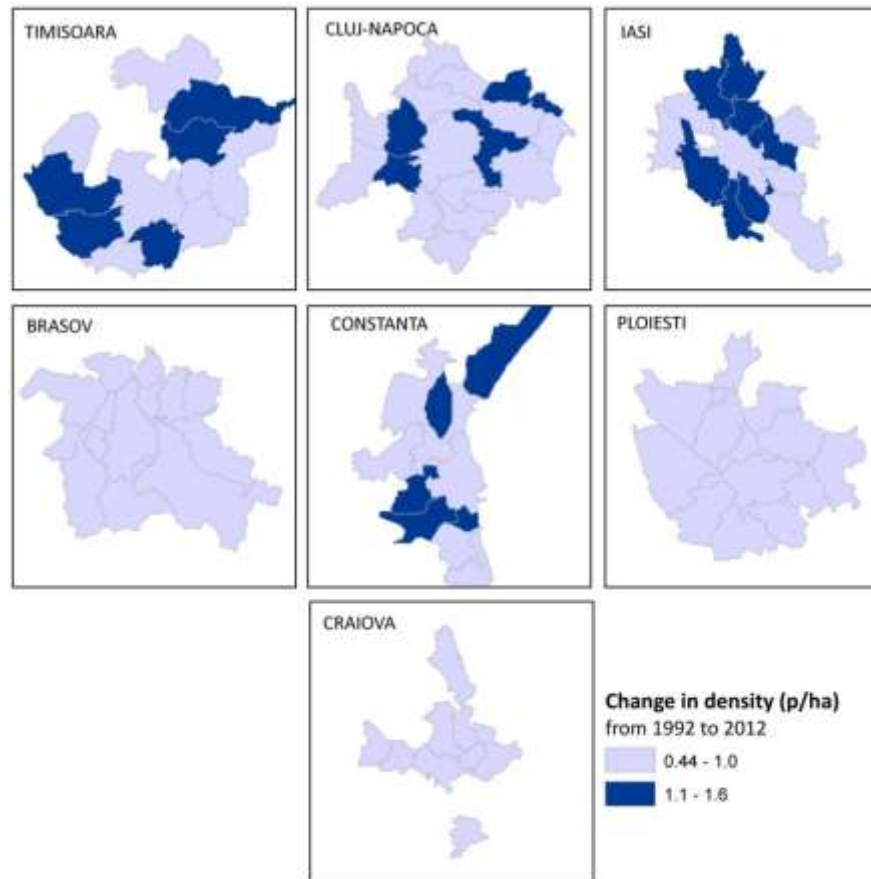
... de ex., la nivelul polilor de crestere numai in Brasov ar fi rentabil un sistem de transport public la nivel metropolitan



RECOMANDARI

Planificare metropolitana acolo unde e nevoie... dar bazata pe indicatori clari

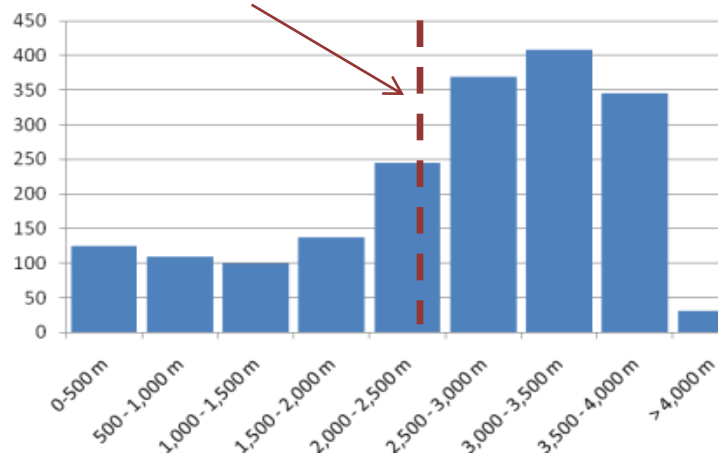
... totusi, transportul public la nivel metropolitan este de perspectiva in cativa poli de crestere



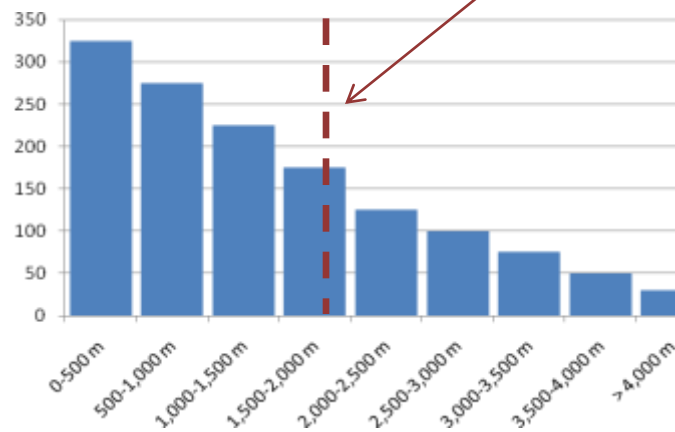
RECOMANDARI

Folosirea strategica a zonificarii pentru a incuraja un profil de densitate mai eficient in orase

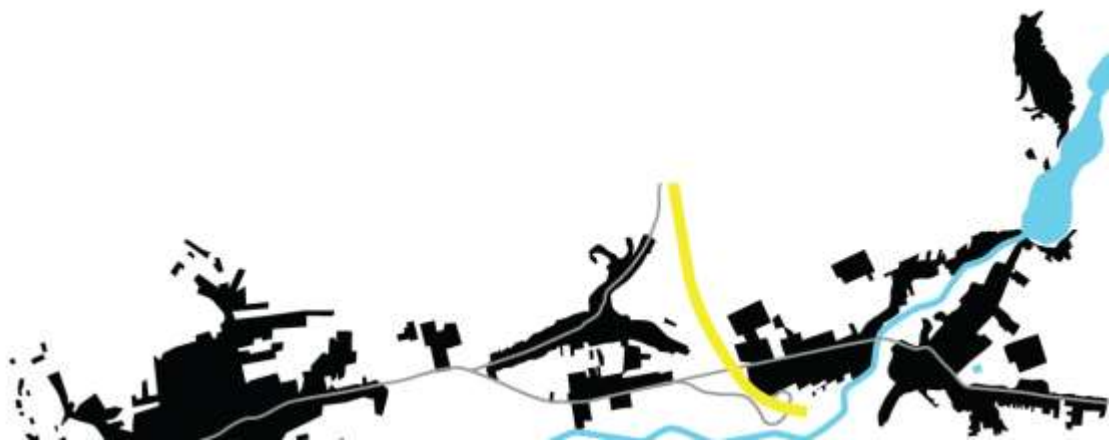
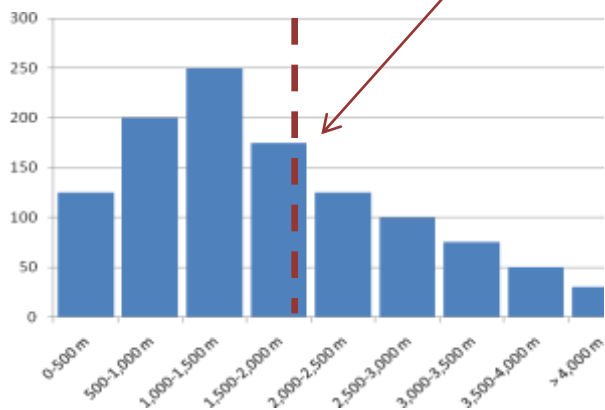
Distanța medie pe persoană până la centrul orașului = **2.46 km**
(SITUATIA ACTUALA)



Distanța medie pe persoană până la centrul orașului = **1.81 km**
(MODEL 1, cu aceeași populație)



Distanța medie pe persoană până la centrul orașului = **1.89 km**
(MODEL 2, cu aceeași populație)



RECOMANDARI

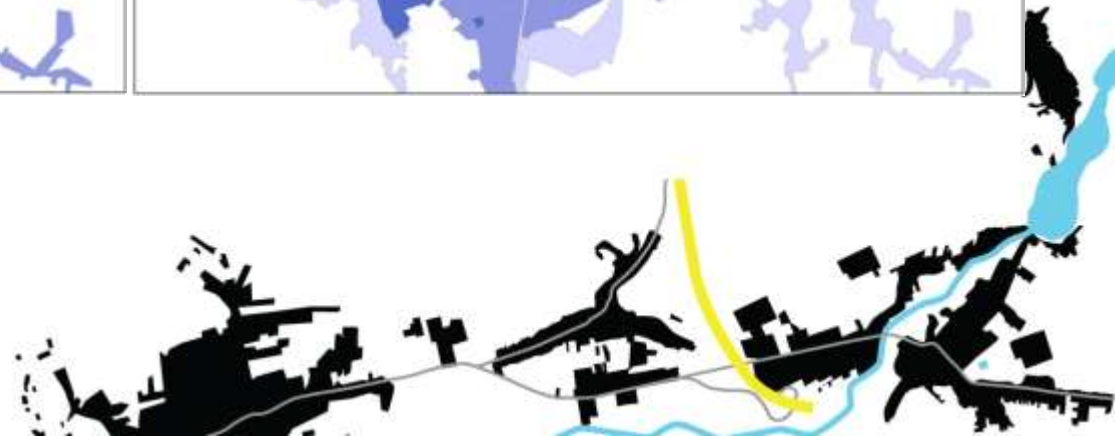
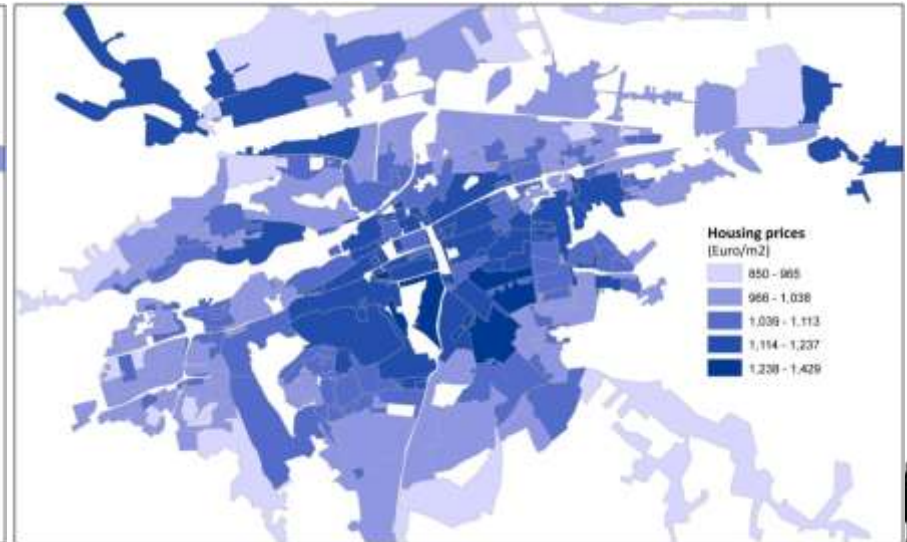
Folosirea strategica a zonificarii pentru a incuraja un profil de densitate mai eficient in orase

Pietele dau indicii bune despre cum ar trebui sa arate profilul de densitate al oraselor

Chirii in Cluj



Preturi pe teren in Cluj

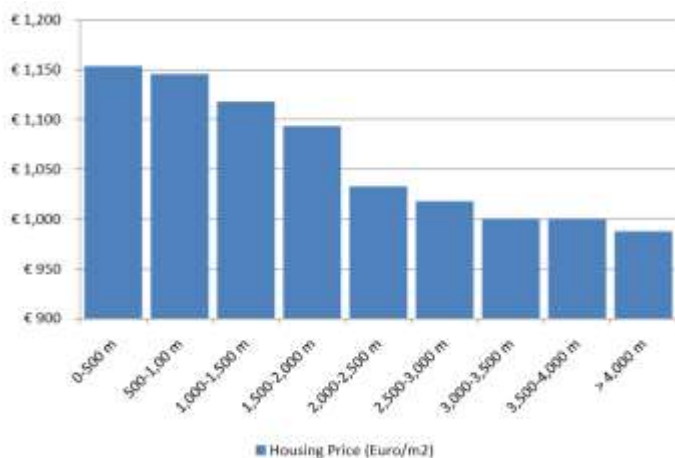


RECOMANDARI

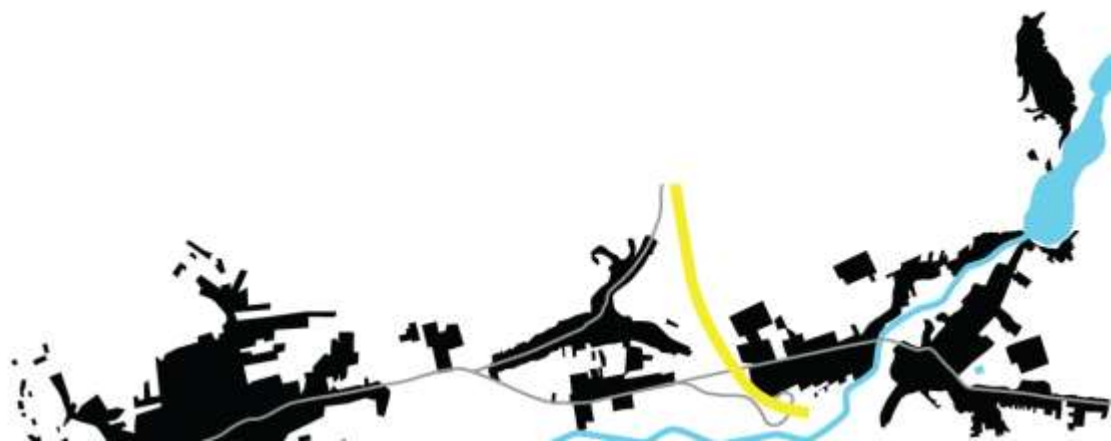
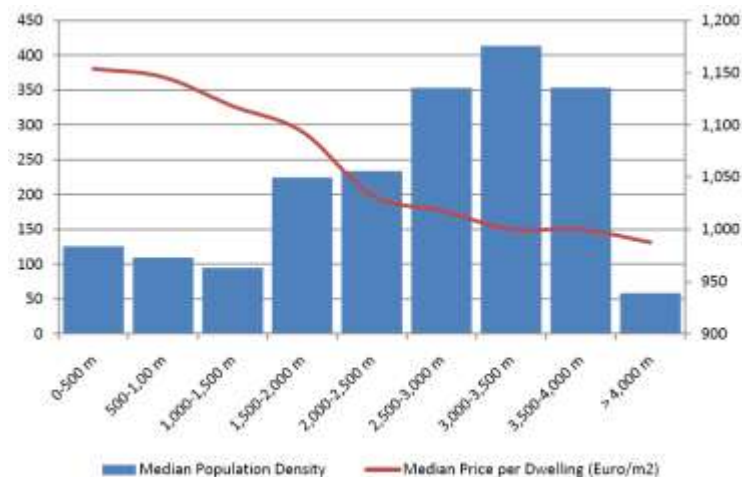
Folosirea strategica a zonificarii pentru a incuraja un profil de densitate mai eficient in orase

Pietele dau indicii bune despre cum ar trebui sa arate profilul de densitate al oraselor

Preturile pe terenuri in Cluj urmeaza o distributie similara cu distributia densitatii intalnita in orasele care s-au dezvoltat organic



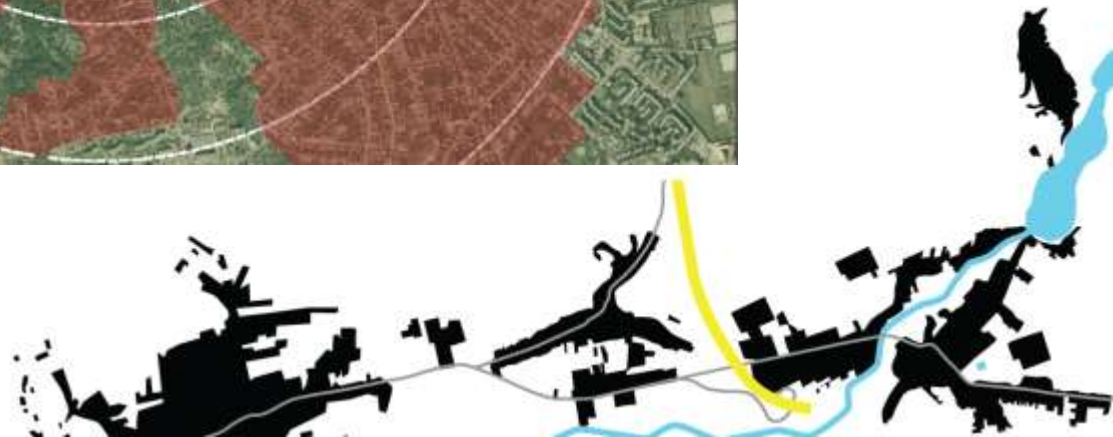
Distributia densitatii in Cluj este complet opusa cerintelor pietei



RECOMANDARI

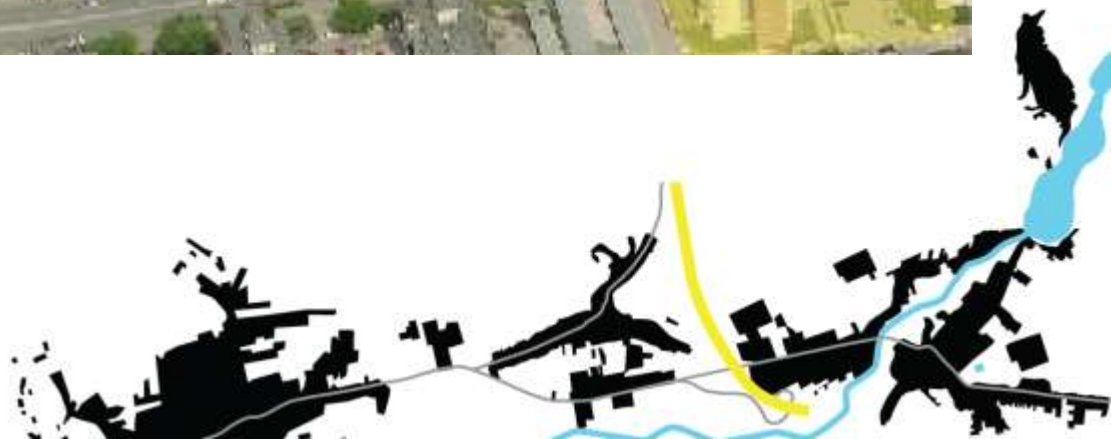
Folosirea strategica a zonificarii pentru a incuraja un profil de densitate mai eficient in orase

Exista mai multe zone in Cluj care ar permite o densitate mai mare



RECOMANDARI

Incurajarea parcelelor ne-folosite sau slab folosite din interiorul oraselor



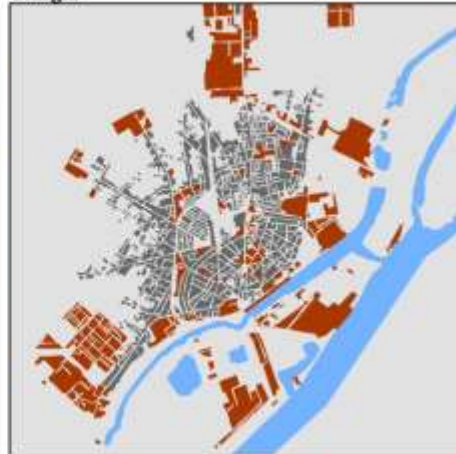
RECOMANDARI

Incurajarea parcelelor ne-folosite sau slab folosite din interiorul oraselor... fostele platforme industriale

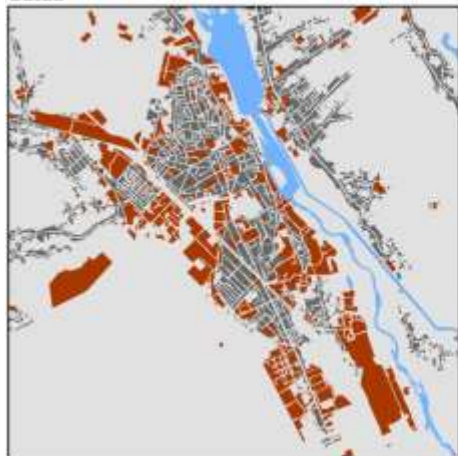
Timisoara



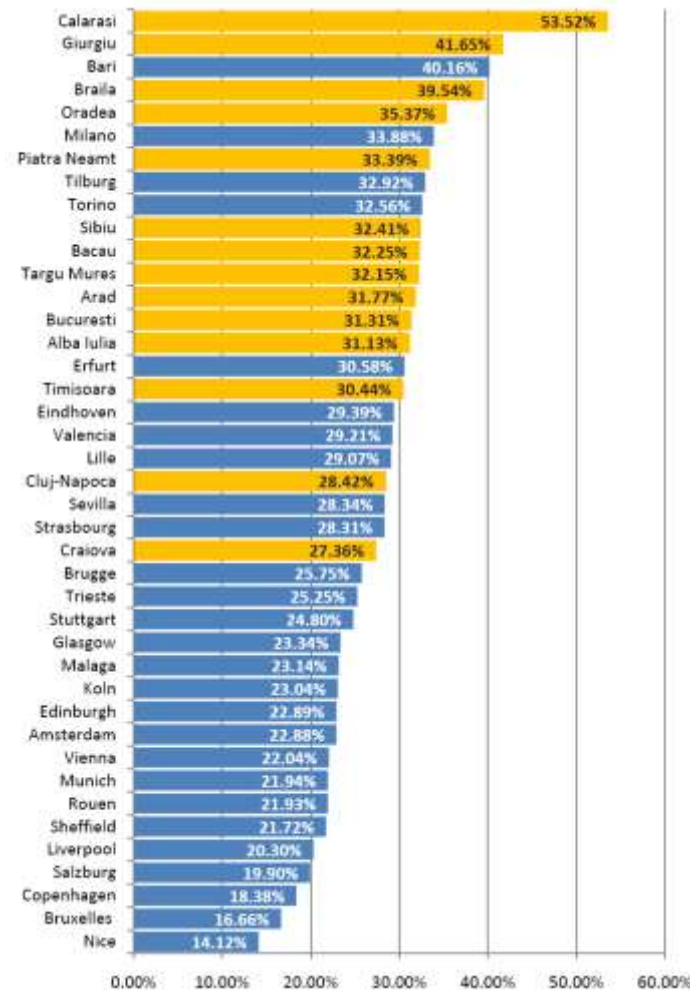
Giurgiu



Bacau

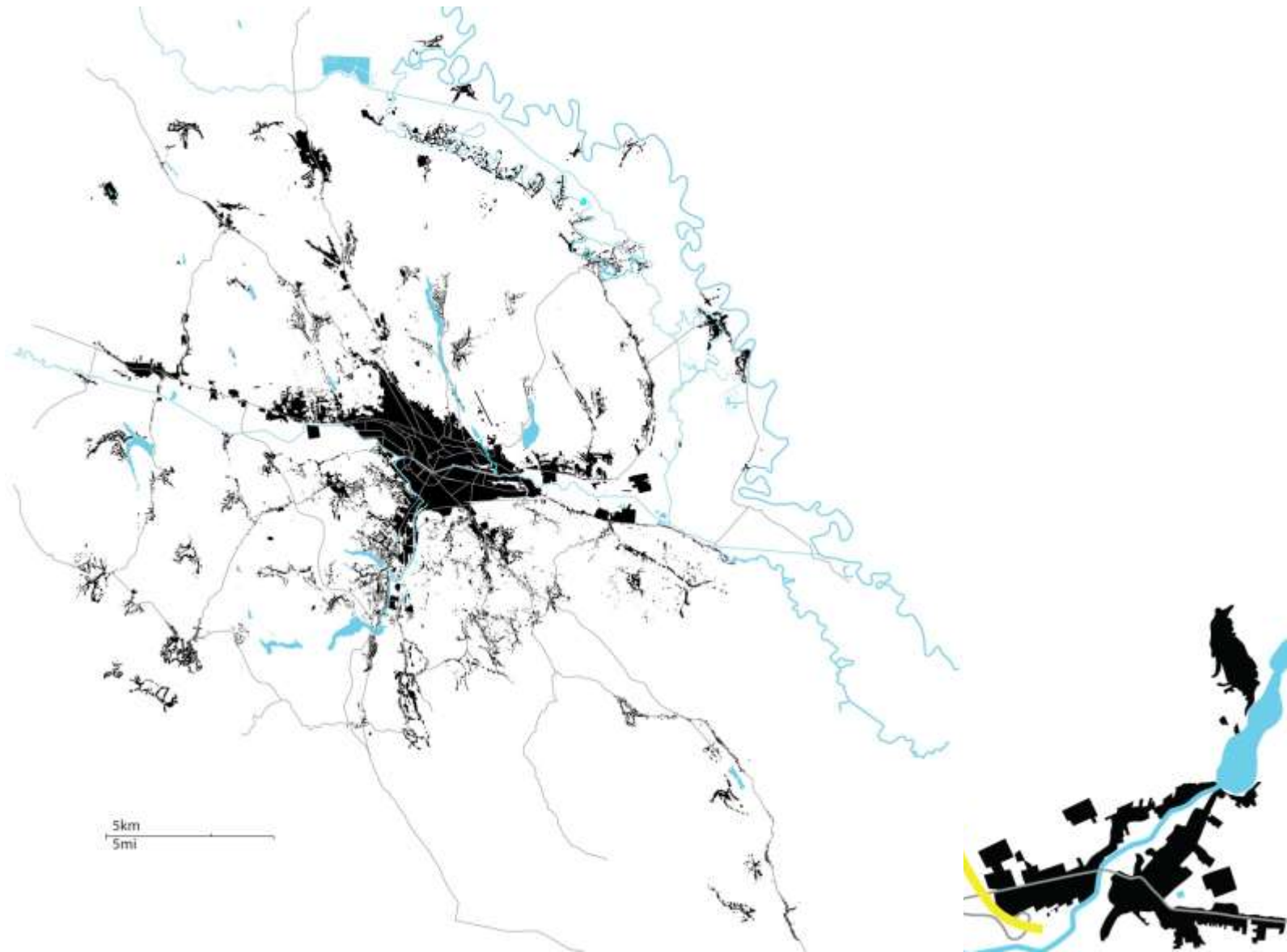


Targu Mures



RECOMANDARI

Incurajarea functionarii eficiente a pietelor funciare



VA MULTUMIM!

