

ANALYSIS OF PLACING PUBLIC FACILITIES AND OTHER SERVICES IN RELATION TO THE HISTORICAL CENTRE

The city of Košice comprises (territorially) the largest sights reservation in Slovakia. In the area of 87 ha there are about 1200 historic sights. Although it is an extensive and compact urbanistic complex, the reservation of sights takes an area less than one per cent in the ratio to the total constructed area of the town. Due to the new age circuit radial transport system, established in the first half of the 19th century, the complex sights urbanism of the historic centre has been preserved. This historical concept was the base for the orientational land plan of Košice in 1950s. In former Czechoslovakia it was an example of preserving the historic centre and the plan of conceptual development of the city base of classic circuit radial principle.

After 1990, heavy development of the tertiary sphere started in the post-communist countries, Košice not being an exception. The outer circuit of the historic city centre started to impact the functions, which overloaded and slowed the first city circuit. The former city boulevards founded in 19th century at present face rising demands of the regional city, regarding capacity thereof.

The compact circuit concept of the historic centre did not enable additional growth of the centre, therefore in case of Košice, the whole city centre remained preserved in the dimension of the original historical city. The city sights reservation Košice at present fulfils, beside the function residential and social, also the function of public facilities of the city and regional importance. This is welcome for the city as a functional unit, however, the area of the sight reservation there is overloaded regarding the capacity. Natural efforts of the investors to apply their investments in the natural centre of business and services, creates problems regarding transport, services and functioning. Compared to the required capacity of static transport, today the historic centre is missing about 1800 parking places.

Hotel services, restaurants, shops, schools, offices and other municipal facilities are crowded in historical buildings, with complicated access by car and public transport. Regional and city institutions must expand their premises, but for the sights reservation this means continual inner adjustments (regarding the individual buildings and whole town blocks) which causes loss of authenticity in the city centre. Natural mission of the historic centre, not only residential but also cultural and social, are fighting the requirements of well performing administration – business centre for public services of the whole region.

Extending of the whole city centre therefore could be a logical step towards gradual development of whole municipal and extra municipal facilities, for which the capacity of the historical centre is not sufficient any more.

The Hornád valley with extensive green areas and non-conceptual diffused industrial warehouses is a vast flat reserve for further development of residences to fulfil the concept of a compact city. The former industrial areas, originally located at the periphery of the historical

town, are now located in the geometric centre of a modern residential area. Gradual adjustments of non-conceptual extensive constructions can serve in the following decades for building public services of quality. Logically concentrated constructions of public facilities can also be concentrated in the main communication and composition axis. Instead of further flat diffusion of mutually communicating operation places, which present a cumulative burden for traffic system of the whole city, a well accessible infrastructure can be built without the useless duplicity, transfers and adjustments.

The technological demands for administration buildings change, also for public and state administration and educational methods. Many facilities are moved to cyber space; however, some forms of mobility of social interactions increase. Urbanistic burden should also provide options and predictions of further development of the city centre not only for the city itself, but also for wider region.

Košice is today an example of inclusive and safe town, however, the share of pedestrian access to the centre is decreasing. Eastern parts of the city (Furča, Ťahanovce, Opátske, Jazero) have no access to the city centre by bike or by foot. Interconnection of all kinds of transport via railway and in the central position of the city is therefore a challenge.

The proposed extension of the city centre connected to the historical centre, near railway and bus station, with good connection to road transit network, completed by the natural composition axis of the Hornad river, appears as an ideal option to create the new developed location for the functions of city centre and also it meets the expectations of the neighbouring region. The city expects from this step the logical organisation of the related functions, which should bring the change of paradigm of the investors who (so far) have no other option: they can only overload the external circuit of the historic centre or to densify the housing estates.

Košice city possess the big reserves in the plan of sustainable mobility. The railway corridor is situated on the main composition axis of the city with the segment long 15 km in the constructed part of the city. This gives strong assumptions for skeleton position of the railway (e.g., type *Schnell Bahn*) within the city and the region. Annually the number of people travelling to the centre to work, to school and services. Extending the whole town centre near the railway should therefore absorb the pressure of increasing mobility.

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