Endbericht zum Blended Intensive Program (BIP)
LV Vertiefungsprojekt zur Raumplanung

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Town centre development in small and medium sized rural towns on the example of Herzogenburg

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1 Introduction

This report is the final document of the course Advanced Spatial Planning at BOKU the summer semester 2024. It collects the work completed in the Erasmus program BIP – Blended Intensive Program. In 2024 the program was hosted by BOKU focusing on "Town Centre Development in Small and Medium-sized Rural Towns" and the city of Herzogenburg in Lower Austria. From Sunday 10th to Sunday 17th of March 2024, 33 students and 8 professors from BOKU in Vienna (Austria), Stockholm University (Sweden), Polytech in Tours (France) and Leibniz Universität in Hannover (Germany) had one intensive project week in the municipality of Herzogenburg.

1.1 Schedule (Complete schedule of the week included at the end)

The program started with two online meetings over Zoom. Wednesday 28th of February two presentations were given by the professors from BOKU about the Austrian planning system and on the spatial planning of Lower Austria. Friday 1st of March the students from the four universities gave presentations from relevant projects and rural towns in their respective countries.

Arriving in Herzogenburg, the students was divided into six groups focusing on different topics (the participants of the different groups are attached at the end of the document):

Topic 1: Town center development

Subtopic 1a: Attractiveness as a place to live (Focus on housing)

Subtopic 1b: Optimization as a business location

Subtopic 1c: Optimization of the social infrastructure (In alignment with Subtopic 1a)

Topic 2: Green and Blue Infrastructure

Subtopic 2a: Establishment of a green space network

Subtopic 2b: River Traisen – Green Lung and Barrier > Integration into the urban space

Subtopic 2c: Establishment of a bike and pedestrian network into the existing traffic fabric of Herzogenburg

In addition all groups focused on the general topics of citizens' participation and actors interaction and governance modes. Working from Reither-Haus on Rathausplatz, all groups analyzed the existing situation, before proposing different ideas, measures and plans for the spatial planning of the municipality. Throughout the week advice and guidance was given by the eight professors and from representatives from the municipality of Herzogenburg. The week ended with the students presenting their work to representatives from the municipality at the Volkshaus in Herzogenburg.

2 Applied Methods

In groups, the work started with a research phase. The research phase consisted of collecting data through fieldwork and analysis of relevant information, as existing planning measures, maps, conversations with municipal workers and additional sources and literature. In the next phase all groups discussed existing issues and formulated goals related to their topic. Based on the collected data and knowledge about Herzogenburg, policies were formulated on how these goals can be reached. Maps, intersections, illustrations and calculations was formulated to support the recommendations made by each group.

3 Analysis

Die nachfolgende Analyse erfolgt auf Basis der sechs Themen und unterteilt sich in die Stärken und Schwächen sowie die Zielsetzungen der diversen Themenschwerpunkte.

3.1 Attractiveness as a place to live (Focus on housing)

Strengths:	**Weaknesses:**
• Attractive rural landscape surrounding the city • Connected to growing regions like Vienna and St. Pölten • Historic city center with existing housing and possibility for business	• The existing land reserves for housing are situated on agricultural land • High car dependency • Aging population
Goals: • Preserve the agricultural landscape surrounding Herzogenburg • Limiting urban sprawl and the sealing of ground • Creating housing that bring generations together – mixed typologies • Creating meeting places within the housing zones	

Table 1 Strenghts, weaknesses and goals for housing in Herzogenburg
Source: own depiction 2024

3.2 Optimization as a business location

Strengths:	**Weaknesses:**
• Well served city with a positive commuting balance. • Strong presence and potential of the many active associations. Could be utilized to bring people into the city center and to fill vacant premises.	Vacant premises: • Empty and decaying buildings reduce the attractiveness of the city center for locals and tourists. Scattered shops and social functions: • In relation to the problem of vacant premises and the city center not attracting enough people, the scattered social functions can be viewed as an issue. There is a potential of gathering more essential and recreational functions in the city center to increase peoples' need and desire to go into the city center. Lack of connections to city center: • The connection btween the three train stations and the city center is lacking, reducing the chances of attracting people into the city center. • The connection between the City Mall and the city center is lacking, leading to a lower probability of the city center benefiting from the commerce in the City Mall. Insufficient support of local business owners: • Existing volunteer lead social platform is not offering the support needed. A municipal managed support that can offer consistency and reliability is needed. • Lack of social and economic support for startups, especially promoting young entrepreneurs.

Goals: • Improve conditions for business owners • Make city center more attractive through temporary initiatives

Table 2 Strenghts, weaknesses and goals for businesses in Herzogenburg
Source: own depiction 2024

3.3 Optimization of the social infrastructure (In alignment with Subtopic 1a)

Strengths: • Intact old town with great potential as meeting place • Large facilities such as monastery, nursing home, school campus	**Weakness:** • Little social mix • Few central meeting places • Little direct involvement of citizens in shaping the place • Poor network
Goals: • Involving citizens in the design process of Herzogenburg • Creating places of encounter • Bringing different population groups together • Creating safe connections between important places in social life	

Table 3 Strenghts, weaknesses and goals for social infrastructur in Herzogenburg
Source: own depiction 2024

3.4 River Traisen – Green Lung and Barrier

Strengths: • Efficient mobility lines with connections to areas north and south of Herzogenburg. • Great potential of becoming a multifunctional, recreational space for the local population to meet. • Increased awareness through knowledge can contribute to careful use and preservation for future generations.	**Weaknesses:** Accessibility: • Physical barrier of highway S33 divides the municipality in two parts and blocking view and connection to the river from west. • Little information about the location of the river Traisen and where to access it. • Some walking paths along the roads to the river were narrow and felt unsafe. Soundscape: • Noise from the highway drowned out the sounds from nature and birdlife. Eastern side of the highway facing the river is more heavily affected than the western side (noise pollution map). This might negatively affect biodiversity as well as citizen experience and desire to visit the area. Awareness: • Lack of communication about the ecosystem services the river provides.
Goals: • Improve physical and mental perception of accessibility to the river. • Reduce noise pollution to improve the conditions for biodiversity and the citizens ability to enjoy the soundscape of the nature area. Increase awareness and knowledge about the value of river ecosystem services.	

Table 4 Strenghts, weaknesses and goals for blue infrastructure in Herzogenburg
Source: own depiction 2024

3.5 Establishment of a green space network

Strengths:	Weakness:
• Rural environment, with many green spaces • Many gardens • The Mühlbach stream and the Traisen river as a connecting element for a blue infrastructure • Many large areas with lots of potential	• Many sealed surfaces • No continuous green elements • Insufficient rainwater management • No connecting elements in the city • Heat islands
Goals: • Establishment of a green space network in the city connected to the surrounding countryside • Increase biodiversity • Establish rainwater management • Minimize the heat island effect	

Table 5 Strenghts, weaknesses and goals for green space network in Herzogenburg
Source: own depiction 2024

3.6 Establishment of a bike and pedestrian network into the existing traffic fabric of Herzogenburg

Strenghts:	Weaknesses:
• Equipment of public transport is sufficient (3 train stations within municipal boundaries, connectivity between bus and rail networks is good). • Functions of basic services accessible on foot and by bicycle (local supply, administration, school, bank, etc.) within walking distance • Recreational infrastructure well-developed and (Traisental cycle path) safe, signposted, and usable as a connecting element for everyday routes • Distances within municipal boundaries, including to the cadastral communities, can be covered by bicycle • Topography suitable for pedestrian and bicycle networks as well as for basic services • Some network elements already in place	• Lack of established and functioning pedestrian and bicycle network • Town center and entire municipal area dominated by motor vehicles • Main road in the town center leads to low design quality, safety issues, and noise problems • Lack of connections from north to south and west to east, as well as between the main infrastructures of basic services • Many narrow sidewalks (parking spaces intrude onto sidewalks, etc.) or abruptly ending pedestrian pathways at numerous locations • Numerous barriers that could compromise the safety of road users: highways, railway lines, main road, Traisen river • Compact town center - cadastral communities are very extensive - limited or no pedestrian accessibility to each other • Majority of cadastral communities poorly connected by bicycle or lacking bicycle infrastructure • Hazardous points along the main roads (narrow bicycle lanes, no traffic lights, insufficient connection to the town center, etc.) • Numerous gaps in the bicycle network or abruptly ending bicycle lanes or paths • Safety risk regarding shared use of narrow pedestrian and bicycle lanes • Many one-way streets not open to bicycle traffic • High number of problematic crossing axes and danger points especially for cyclists (bicycle lane ends abruptly, motorized traffic moves too fast, etc.)

	• Safety risks or inadequate infrastructure transfer a feeling of insecurity for cyclists
Goals: • Establishment of a continuous pedestrian and bicycle network that is safe and attractive • Strengthening, enhancing, and revitalizing the town center, particularly the ground floor zone • Implementation of a functionally mixed town center away from shops - strengthening cultural and sports facilities accessible by foot and bicycle • Herzogenburg's mobility promotes climate change adaptation measures → Minimization of motorized private vehicles (MIV), strengthening of public transport, and a functional pedestrian and bicycle network • Sensitization of the population to alternative mobility and the principle of short distances by foot and bicycle • Creating green, safe, and minimized motorized traffic routes or encounter zones to incentivize the use of alternative mobility • Connection to blue and green infrastructure (west-east) as well as connections of various settlement structures to the main infrastructure facilities of basic services (north-south) • Concentrating on an interurban connection axis via the main road onto a single connection axis	

Table 6 Strenghts, weaknesses and goals for mobility in Herzogenburg
Source: own depiction 2024

4 Results

4.1 Main concept

The following chapter will describe the main concept, which is going to be implemented in a map.

- A containment boundary for limiting the spatial expansion of Herzogenburg, safeguarding the surrounding landscapes and keeping the town connected.
- Strengthening connections between the city center and the Traisen (socially and physically), between different types of green structures, the city center and the train stations.
- Further development of the pedestrian and bicycle infrastructure to increase attractivity in city center. This includes a change to one-way directed traffic along St. Pölten Straße and shared space along the Kirchengasse.
- A strategical utilization and promotion of the vacant plots for business, social service, and housing in the city center, according to Figure 1.
- Strengthen the community through projects, events and a community building. The projects allow active participation of the people of Herzogenburg.

4.2 Policies

4.2.1 Containment boundary

A containment boundary forms a limit for the spatial expansion of Herzogenburg. This is to limit the urban sprawl, and with this safeguard the agricultural landscape surrounding the town. Today all future building land in the municipality is agricultural land in the outskirts of the settlement. With a settlement boundary these areas can be preserved as agricultural land, contributing to reduced car dependency, reduced infrastructure costs and boosting a rethinking of the space within the settlement boundary.

There are several possibilities to utilize the empty spaces within the already built area of Herzogenburg. The map and table below compare the building area available with todays zoning and the possible building plots available within the containment boundary. These are the available areas found during the project week, and not a preposition to build on all available plots.

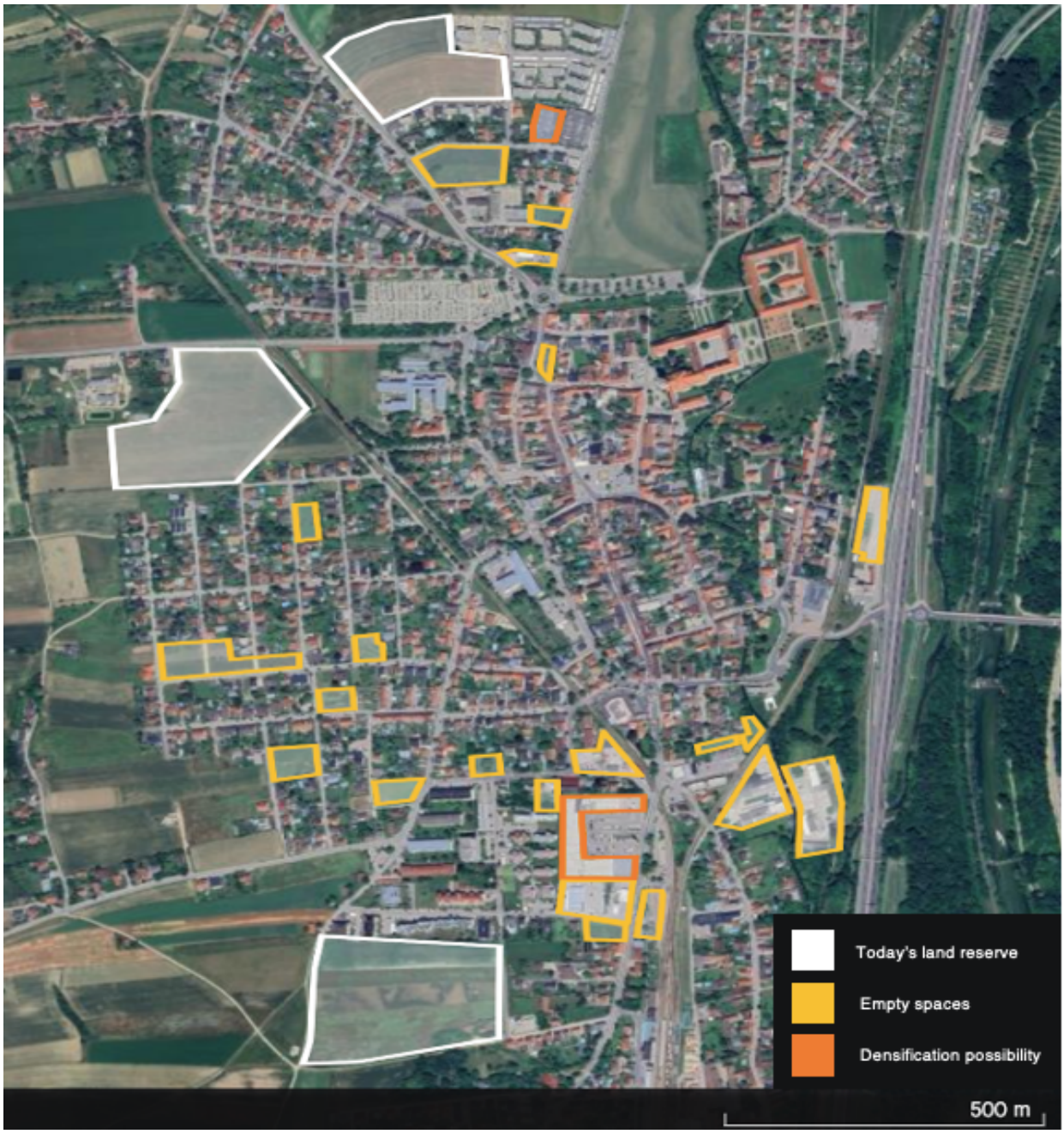

Figure 1 Available land - Herzogenburg
Source: Own depiction, 2024. Satellite photo from Google Earth

	Today's zoning	With settlement boundary
Building land	126.000 m^2	77.500 m^2

Table 7 Possible building land in Herzogenburg
Source: Own depiction 2024. Area is measured in Google Earth.

It is relevant to include the need for future housing in the town. Considering the relatively small expected population growth and the shrinking household sizes, a bachelor group from BOKU working on Herzogenburg the winter semester 23/24 calculated a need for 159 new households within 2035 (see table below). With small scale densification and creative use of the already built environment, this can be reached within the settlement boundary.

Apartments and demand			
Year	2020	2023	2035
Inhabitants	7.844	7.936	8.109
Households	3.571	3.527	3.686
Household size	2,26	approx. 2,25	approx. 2,20
Need for additional housing (since 2023)			159

Table 8 Table on the expected housing demand

Source: Bachelor course BOKU, WS23/24, own depiction 2024

Two specific areas that can be interesting for housing within the settlement zone are listed below. The first one is a plot between S33 and St. Pöltner Straße. This area is already built up land, has green areas around and are situated close to both the shopping center and the two train stations Herzogenburg Bahnhof and Herzogenburg Stadt Bahnhof. The plot is 10.000 m2. Looking at an example from Norway with multigenerational housing, with both indoors and outside, a plot like this can provide 85 apartments (Local, n.d.). This covers approximately half of the estimated need for new housing in Herzogenburg in 2035. Building housing that focus on bringing generations and people together can be an important aspect for Herzogenburg considering the aging population and the reduced household sizes.



Figure 2 Example of multigenerational housing from Norway

Source: Local, n.d.

Another preposition is to densify the shopping center in Herzogenburg by adding a levels of housing on the existing structures. The shopping center is situated in a part of the town with already existing multi-story buildings, and combining housing with an active first floor can provide benefits like decreased car dependency and preservation of open space in and around the town.



Figure 3 Example of housing on top of a shopping center from Sacramento

Source: Sacramento Business Journal 2018

4.2.2 Integration of the river (Traisen)

For the Traisen river to become a more integrated part of the everyday life of citizens in Herzogenburg some proposals were made on the objectives soundscape, accessibility and awareness.

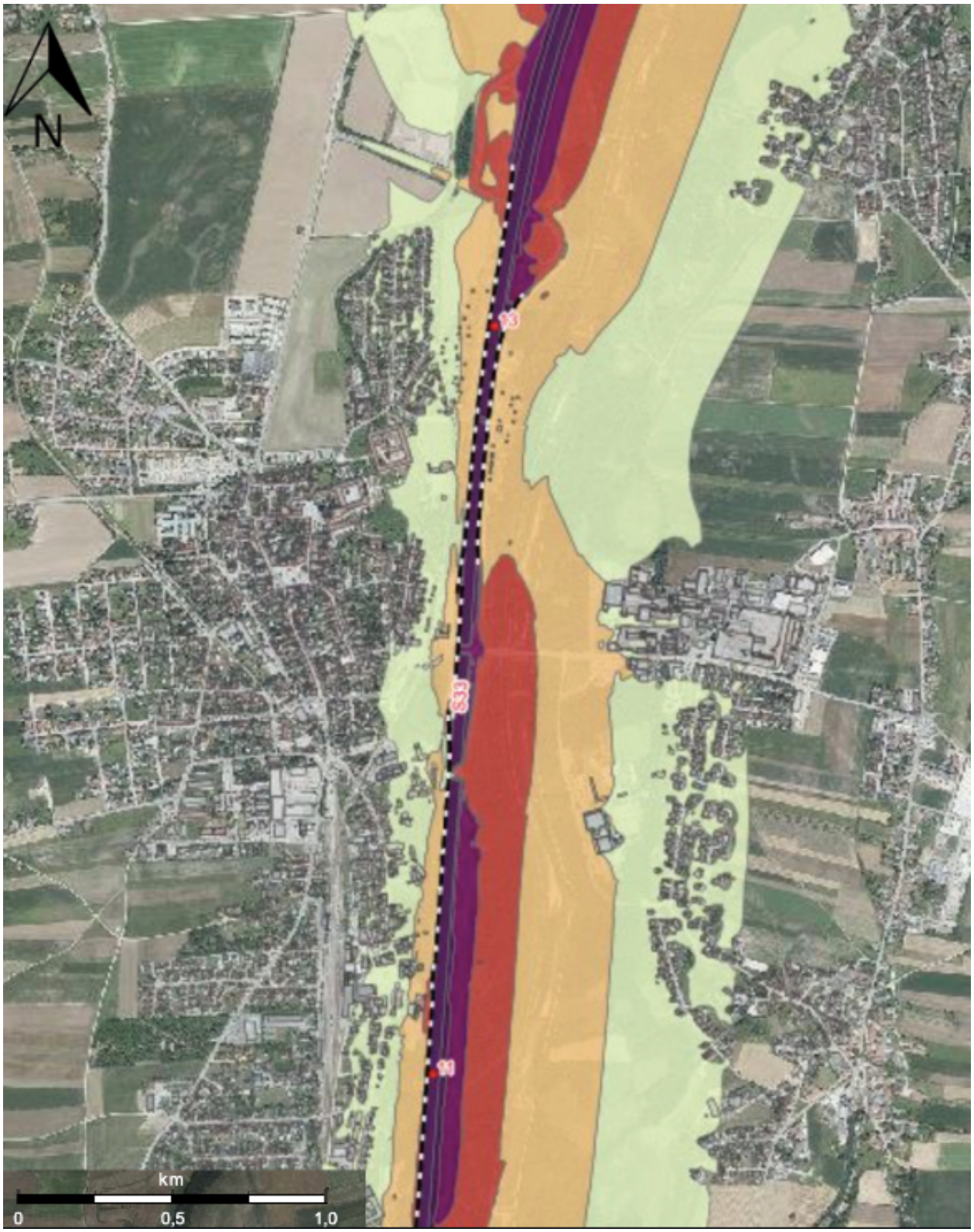

Figure 4 Noise pollution map in Herzogenburg
Source: Esri, Maxar, earthstar geographic, and the GIS User Community, Eigene Darstellung 2024



Figure 5 Connection to the river
Source: laerminfo.at, Eigene Darstellung 2024

To improve current soundscape along the river the recommendations would be to reduce the noise pollution from highway S33 by extending the eastern noise barrier. Thereby give the improving conditions for biodiversity and the possibility for the citizens to hear nature sounds while walking along the river.

Recommendations to strengthen the accessibility and connection to the river from both sides would be to implement more visual signs, maps and information to better communicate the presence of the river, including how and where to access it. This can also be enhanced by artistical design methods such as paintings of river patterns on the ground showing the way to the river. To improve the situation with the highway acting as a barrier, the existing tunnels underneath the highway could be improved by paintings (e.g. a river map) so that they become more visually intriguing for the citizens. In addition, the newly planned bridge over the river will further strengthen the connection between east and west of Herzogenburg. Other suggestions would be to improve riverine infrastructures by adding additional benches and trash bins along the river including some activating installations to the northern pit-stop area (highlighted on the map).

To increase the citizen awareness of the Traisen river, one suggestion is to include different actors and age groups into the structural improvements of the river. To provide the local population with knowledge about the river and its services, citizens and especially children could be activated by informative signs and other learning activities along defined (and restricted) parts of the river. Such signs and activities could as well be implemented in the northern resting area by the bridge crossing.

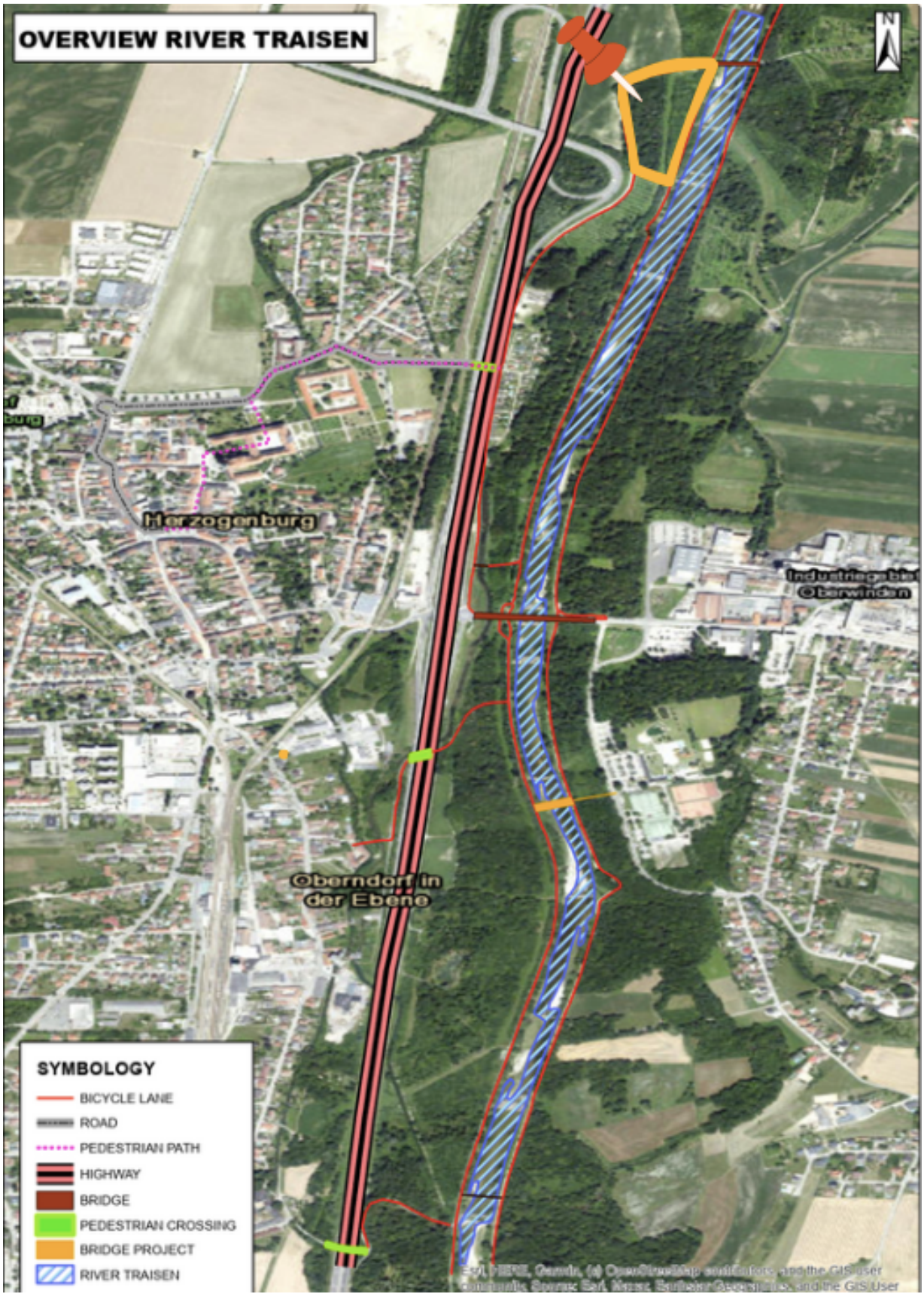

Figure 6 Overview of the River and resting area to the north
Source: Esri, Maxar, earthstar geographic, and the GIS User Community, own depiction 2024

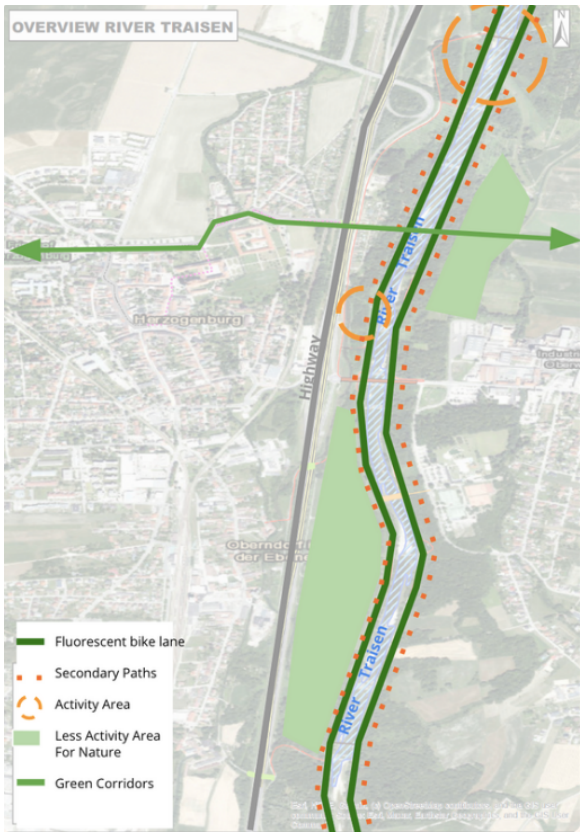

Figure 7 Riverine infrastructures
Esri, Maxar, earthstar geographic, and the GIS User Community, own depiction 2024

4.2.3 Green network

There is a lot of agricultural land around Herzogenburg. In the west part of the municipality there are hills, the river Traisen and the floodplains are in the center. In the east part of the town there are larger forests. At the moment Herzogenburg is car oriented, there is a lot of sealed soil, that claims heat island effects and problems with the rain water. There is a lack of incentives for social interaction in public spaces an there is not a clear connection between the town center and the countryside and river.

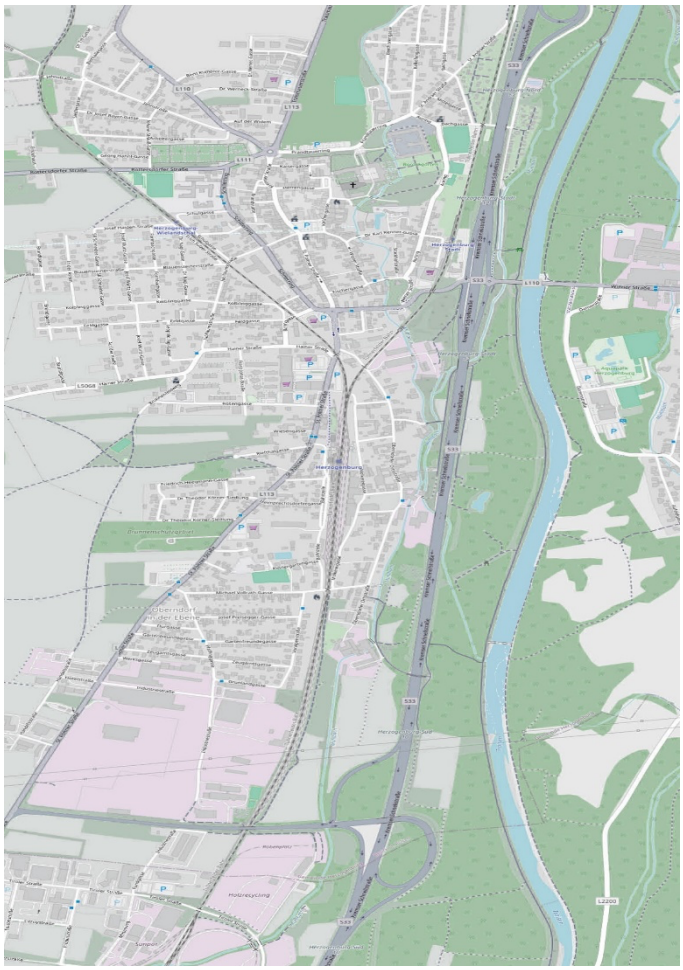

Figure 8 Overview of the existing green spaces

Map source: basemap.at, own depiction 2024

To improve the green infrastructure in the city, it is important to analyze the existing green spaces in order to get a more comprehensive picture and to improve the existing green spaces. In Herzogenburg, a connection from west to east, from north to south and connections with the surrounding countryside is of particularly importance. The Prandtauerring plays a decisive role for the west-east connection. At the moment, this is a little-used area that offers few opportunities for the population due to an unattractive road and no possibility for rainwater retention. These problems can be solved by creating green infrastructure, mobile greenery and attractive green spaces. The Mühlbach stream plays a crucial role in connecting the north and south. At the moment it is not accessible to the public, the street spaces are not attractively designed for pedestrians, cyclists or animals and there is no social interaction in the area. In the area of the existing kindergarten, for example, a community garden project and a nature-based playground could help to make the area more attractive. The connection between the surrounding area and the city center is also not particularly attractive for pedestrians and cyclists, but would offer great potential to be greened and thus become more usable for wildlife and people. By creating future follow reads, improving traffic lights and greening streets, these roads can become attractive pedestrian and cycle routes.

The areas in Herzogenburg that have great potential to be improved from an ecological point of view are the cemetery, the marketplace, the youth center, the Herzogenburg train station parking lot. The marketplace is used once a week as a market, it is not inviting and very heavily sealed. Some things that could be implemented in the marketplace to make it greener are greening the bus stops, shading with trees instead of parasols. Pots planted with insect-friendly plants could be hung from the lampposts and mobile greenery could be installed. In the area of the youth

center, there would be the potential to implement a community garden project or an urban gardening project. The parking lot in the station area has great potential. Planting trees provides shade has advantages both for users of the parking lot, by preventing cars from heat up during summer, and also for the city and nature, as the shade helps against heat islands and creates food and shelter for animals. Infiltration-capable road surfaces allow rainwater to seep into the ground and reduce the burden on the sewage system. The creation of soakaways is also essential to mitigate heavy rainfall events. The cemetery could also become much greener in the future, which would improve the aesthetics, microclimate, biodiversity and quality of stay in summer.

Another important way to improve biodiversity is to get garden owners on board. For example, an insect and bird-friendly garden guide could be published. The free provision of native seeds, a workshop on building insect hotels and also a competition to see who has the best front garden and similar could be incentives for the population to make their own gardens more insect-friendly. The creation of green roofs, garages and the like reduces heat islands in summer and also delays the release of rainwater into the sewage system. At the same time, if the right plant material is chosen, they are also ideal retreats for animals, as they are normally undisturbed there. The picture shows what Herzogenburg's green network could look like.

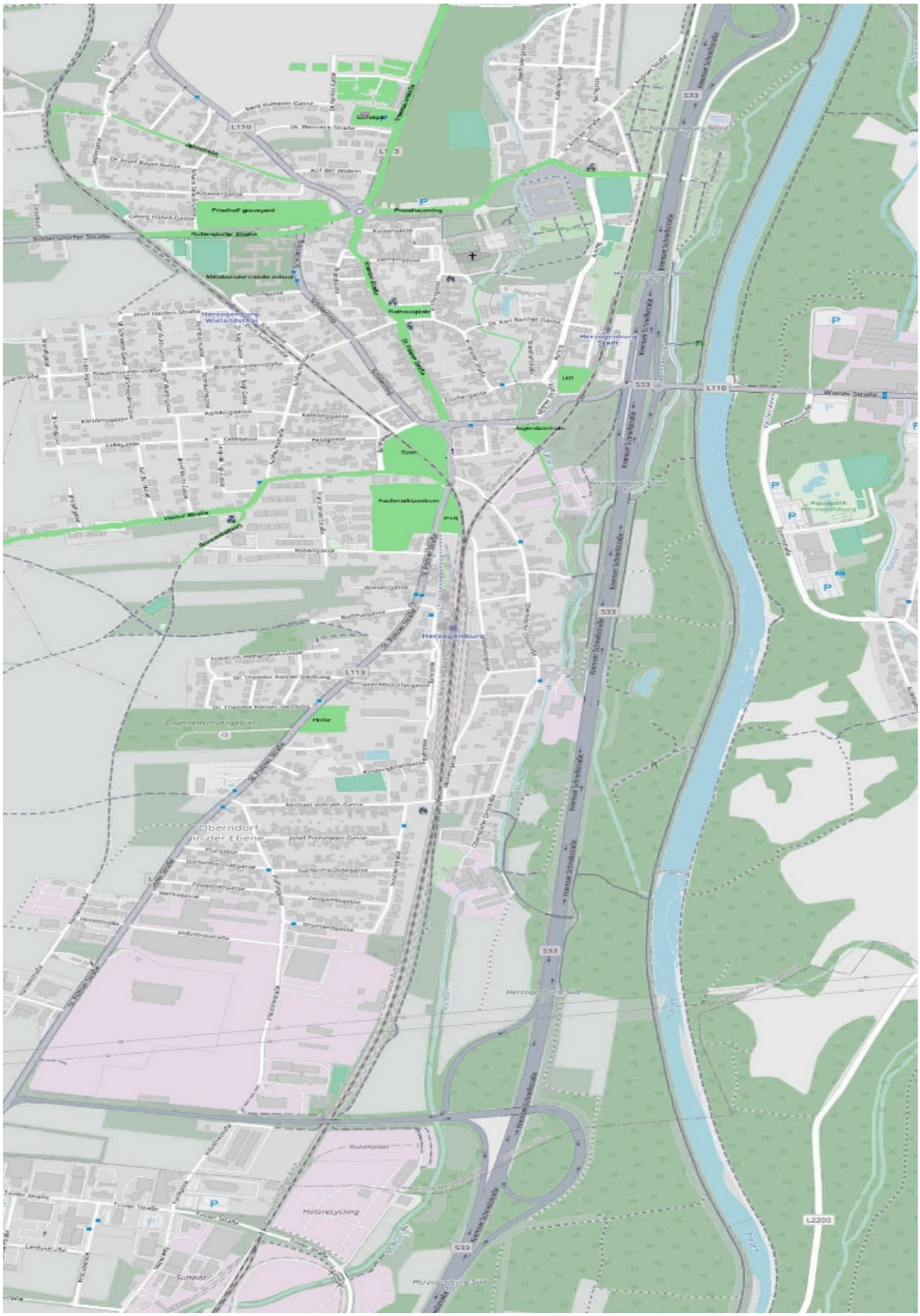

Figure 9 Best practical example of a green network in Herzogenburg

Map source: basemap.at, own depiction 2024

4.2.4 Mobility – implementing a bike and pedestrian network into the existing traffic fabric

The future mobility concept can serve as a catalyst for all disciplines - provided that traffic calming measures for motorized individual traffic in the town center and a cohesive pedestrian and bicycle network are established. Through analyses, the strengths and weaknesses of the existing network were identified, and the functional areas were defined through on-site surveys. Figure 1 depicts the functional network of Herzogenburg, clearly illustrating the relationships between them. The west-east connection links all major social infrastructure facilities with public bus and train stops, as well as relevant retail outlets in the town center. The north-south connection aims to link various settlement structures with the town center. Additionally, pedestrian and bicycle pathways will be enhanced or better signposted along the green and blue infrastructures along the Traisen river. These core connections (see Figure 2) are intended to invigorate the town center and support the use of alternative mobility forms for essential services errands.

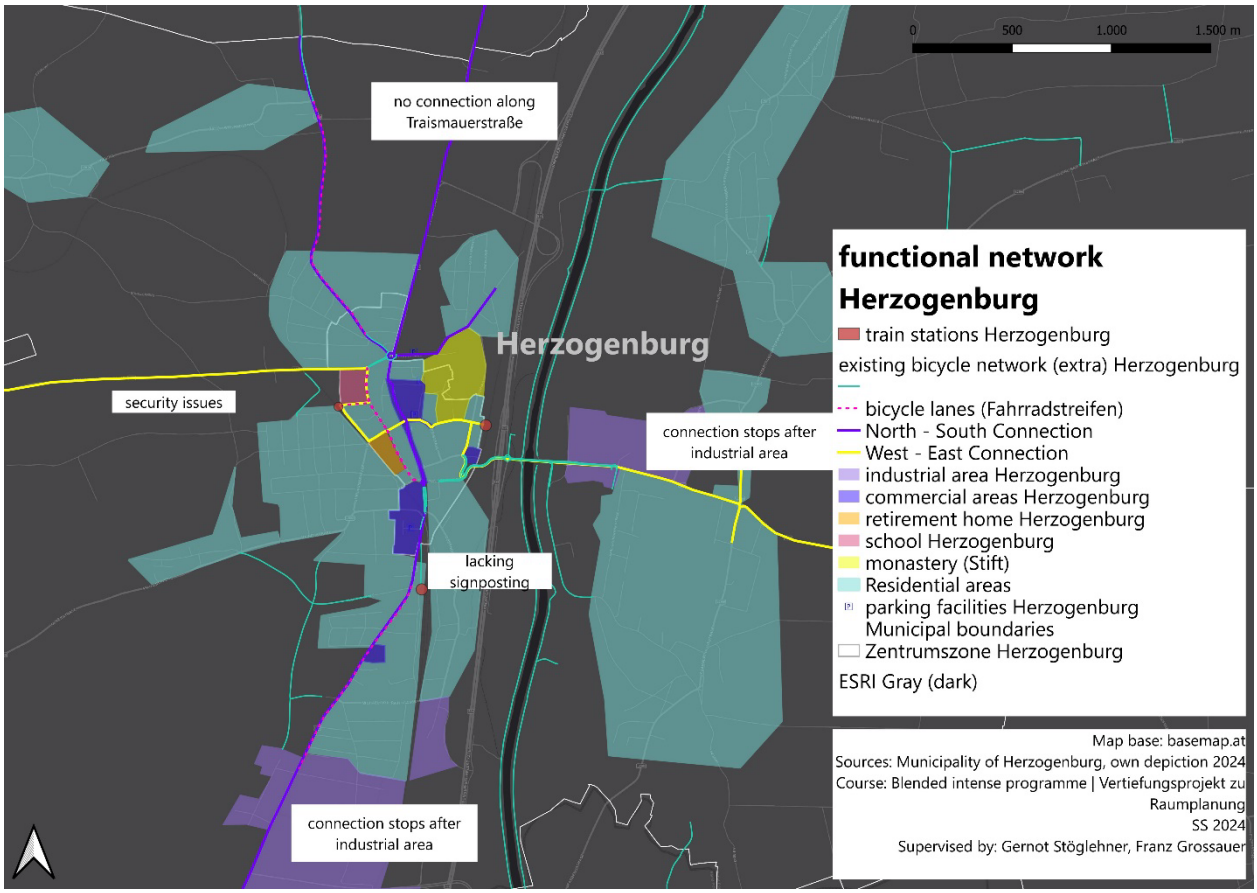

Figure 10 functional network Herzogenburg
Map base: ESRI dark grey, Source: own depiction 2024

To ensure a safe pedestrian and bicycle network, especially in the town center, it is necessary to adapt the existing motorized individual traffic (MIV) or the existing motorized individual traffic network. To achieve this, numerous traffic policy and traffic planning measures are required, which can be as follows:

- Kremser Straße: will be transformed into a shared space (speed limit of 20 km/h – all road users have equal rights, with priority always given to vulnerable groups) and directed from south to north.
- Schillerring: remains a main road in both directions – supporting elements to secure safe bicycle lanes should be established, or the alignment of the bicycle lanes should be consolidated on one side of the road.

- Kirchengasse: a car-free zone will be established between Rathausplatz 14 and the voluntary fire department – access to the parking lot and Stift Herzogenburg will be via Herrengasse and Kaisergasse in a one-way system.
- Prandtauerring: will be accessible to motorized individual traffic from both sides to access the settlement structures in the north.
- Auring: will become a one-way street combined with two-way bicycle traffic.

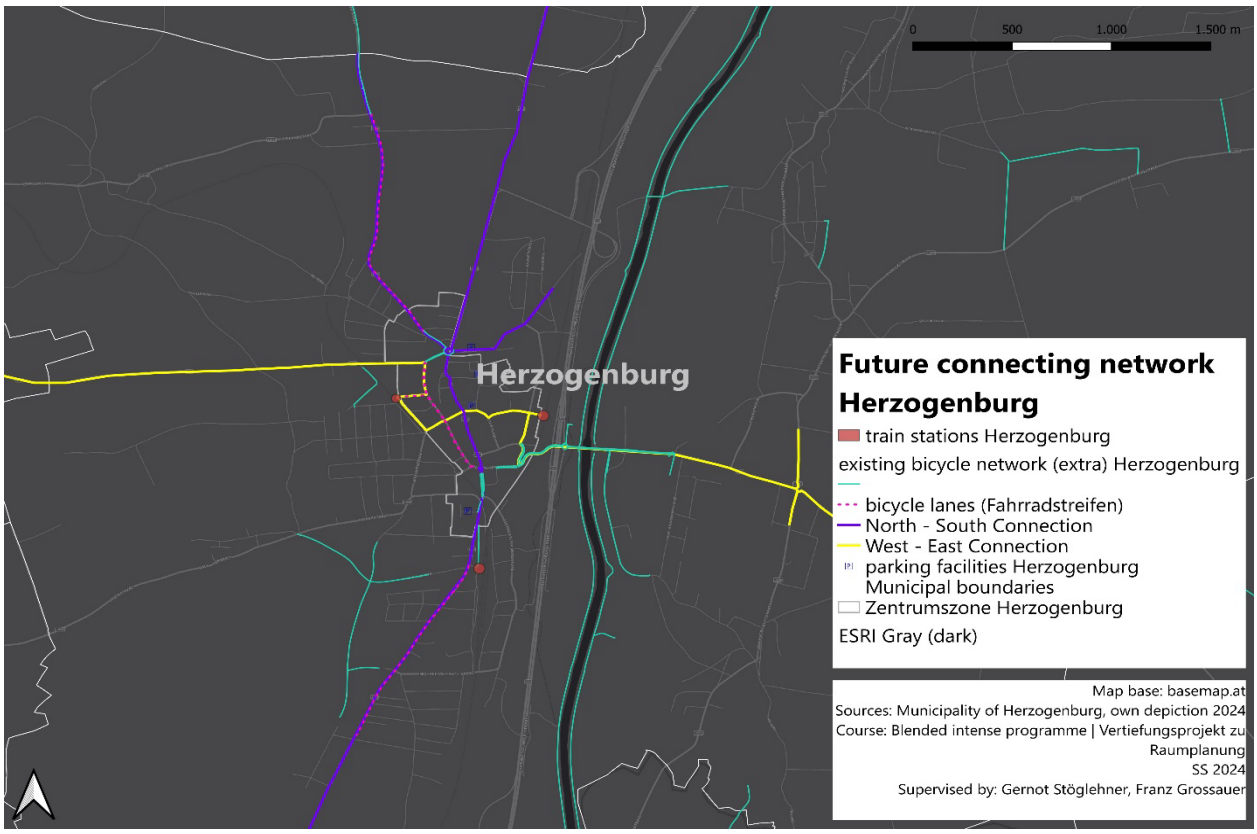

Figure 11 future connecting network Herzogenburg
Map base: ESRI dark grey, Source: own depiction 2024

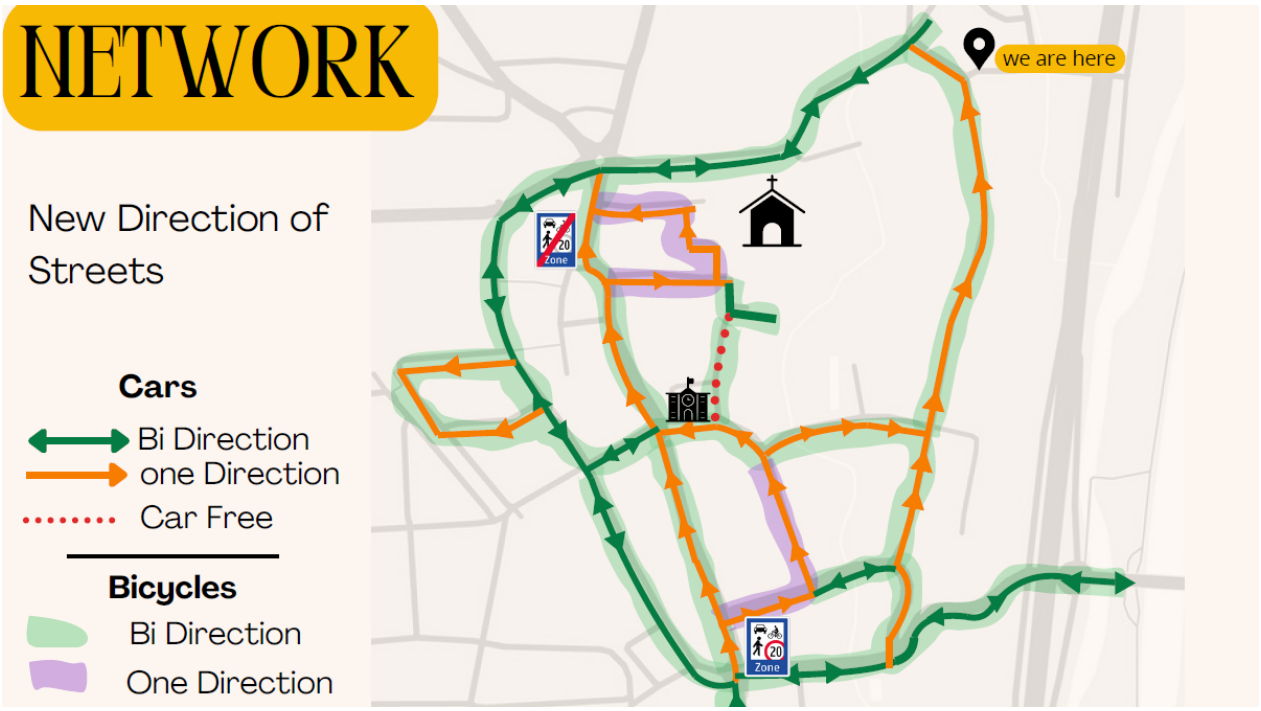

Figure 12 depiction of the new network combining the bicycle and MIV network
Map base: basemap.at, Source: own depiction 2024



Figure 13 schematic network of Herzogenburg
Source: own depiction 2024



Figure 14 section of Kirchengasse now and planned
Source: depiction with street mix 2024

With the proposed street network multiple streets will have less traffic. This and creating zones in the town center where pedestrians and cyclists are prioritized can be beneficial to the inhabitants and the city life. Creating a car free zone in Kirchengasse, can benefit the street life in the main axis between the monastery and the town square. This will open up space for more green elements and provide a safer walkway in the center of the town.

Secondly, creating zones for shared space in parts of St. Pöltner Straße and the town square can provide safer and more lively streets. Shared space are zones where pedestrians are prioritized over vehicles (car, bicycles, bus...), and motorized vehicles are limited to 20 km/h.

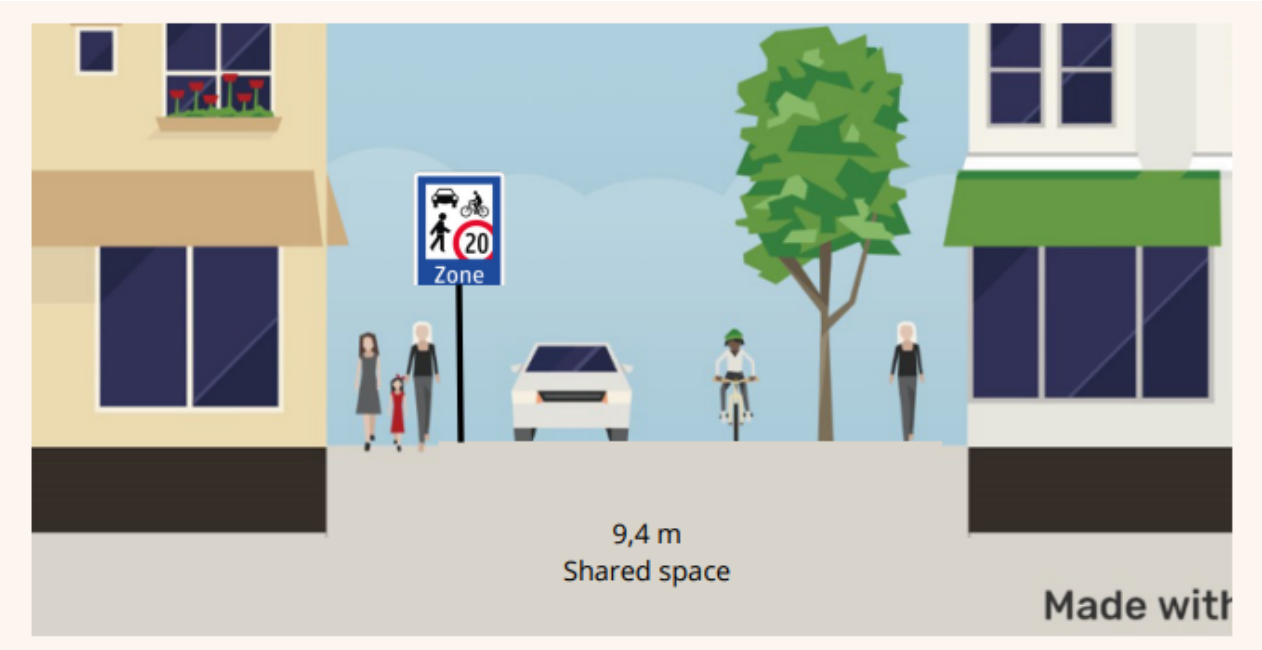

Figure 15 section of Kirchengasse
Souce: depiction with Street Mix 2024

Policy making measures carry as well a crucial part in contributing to a safer and more accessible pedestrian and cycling network in Herzogenburg. For example can different measures reduce the seasonal fluctuations of bike use. Ensuring sufficient street lighting - especially on intersections, providing changing rooms, storage possibilities and showers at the workplaces and having a priority framework for snow clearance (where bike lanes and pavements have high priority) can all contribute to a mobility paradigm shift. More intuitive bike lines with clear information and signs can increase the attractiveness of using them. Creating a map over the bike lanes can both create awareness on the existence and the extension of the bike network.

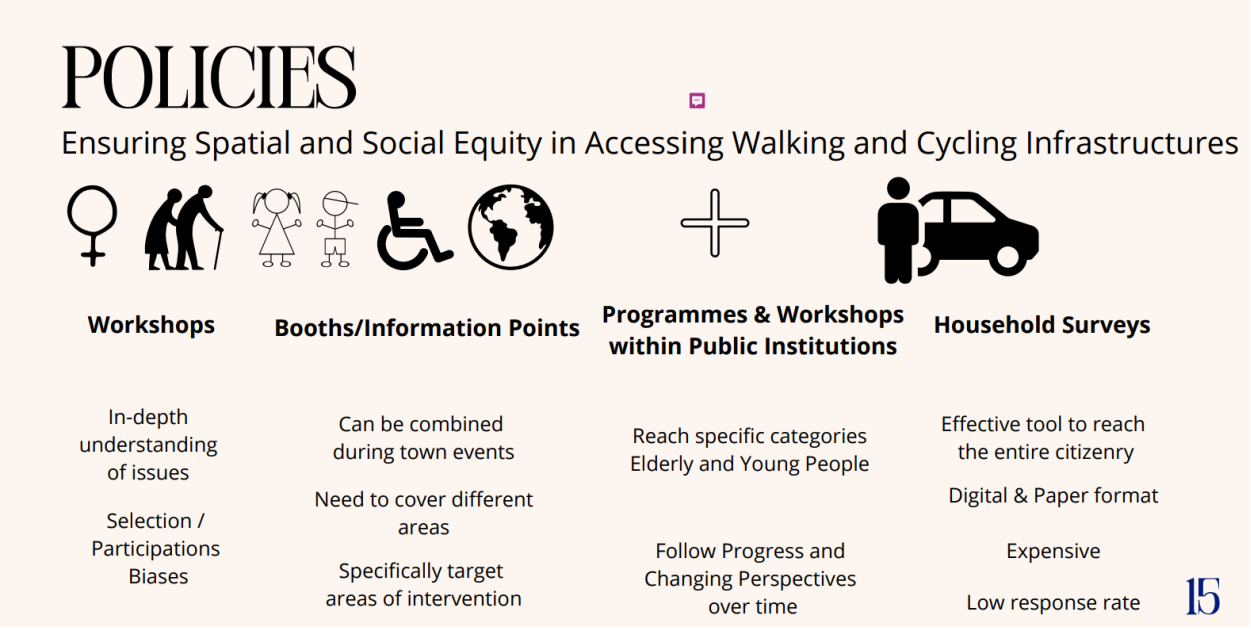

Figure 16 policiy making measures to ensure spatial and social equity in accessing walking and cycling infrastructure in Herzogenburg
Source: own depiction 2024

4.2.5 Business

To improve the conditions for business owners and to meet local needs one recommendation would be to use the participation method of survey to ask locals what they want and need in the future development of their city center. Other ways of including the community would be through collaborating with associations for events, as well as creating workshops for collection of ideas or using temporary art as a means to give the locals a sense of ownership to their physical surroundings.
For business owners a useful way of collecting knowledge would be through a continuous process with arrangements of social platforms lead by a city manager. Other means to boost the local business within the city center is through the insertion of a Local Gift-card-system supported by the municipality or big employers, including certification for local trade and craft. To be able to approach different groups within the society social media is likely to be a useful channel for advertisement and info.

4.2.6 Empty buildings

Within the city center there are multiple empty buildings. Being aware of the different owners and regulations, this can be tough questions to solve, but following are some ideas facilitating for city functions in the historic center.

Business vs housing

Many local businesses do not survive in the center of the town. Keeping in mind that a lot of shopping will happen online in the near future, we propose to focus the business of the town on St. Pölten Straße, Kirchengasse and around the Rathausplatz. These streets should be prioritized to have active first floors with shops, cafes and meeting places. Focusing on some streets with more active businesses can provide livelier streets with multiple agglomeration benefits.

Focusing on the other parts of the historic center, an idea is to split up the existing houses into several smaller apartments. This is to meet the need for the expected smaller households in the region. It can be necessary to provide financial aid for this, either on a municipal or regional level. This can bring more people back in to the center of the town, reduce car dependency and lower the pressure on new building land. In addition it can make the housing more energy sufficient.

Community building

A community building can be a multifunctional space for the inhabitants of Herzogenburg. It can be a meeting place during the week, with e.g. activities during the daytime for elderly or for children after school. This can be a multifunctional room used for organizing cultural events such as cinemas, and it can also bring different generations together.

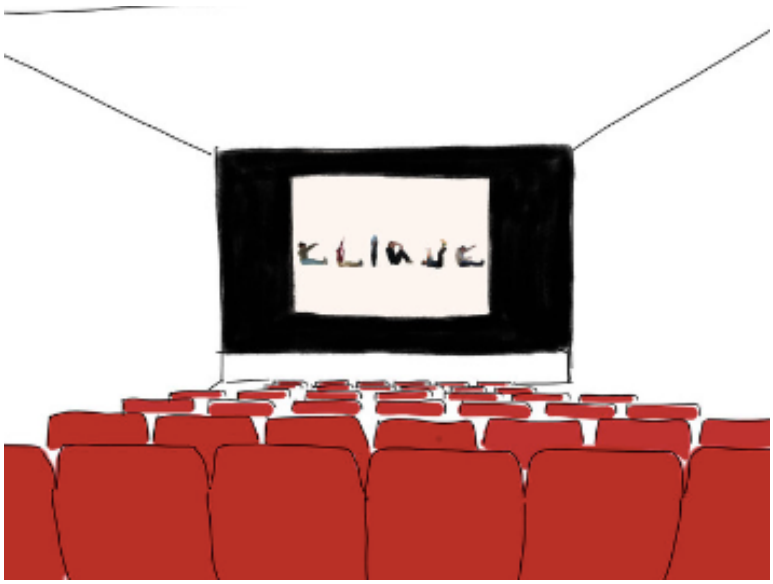

Figure 17 Ideas for the community building
Source: Own depiction 2024

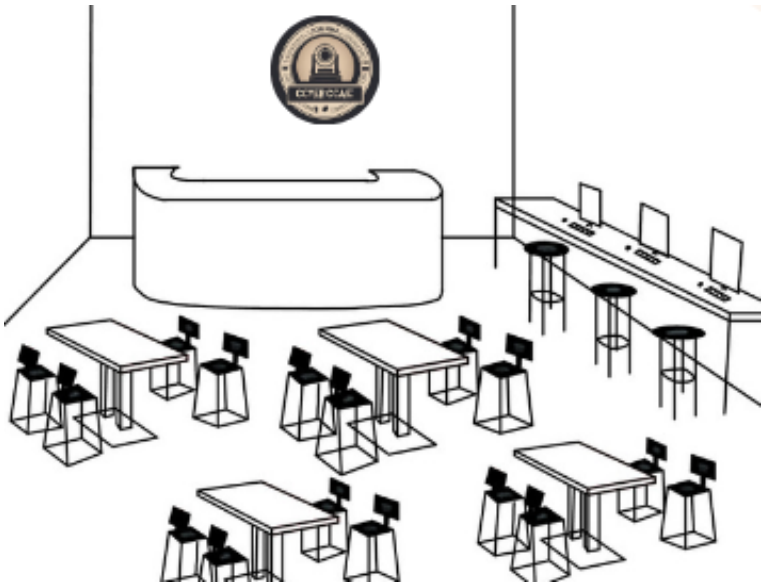

Figure 18 Ideas for the community building
Source: own depiction 2024

Participatory processes are important measures to involve inhabitants and get increased knowledge into planning processes. A community building can be a physical space for the participatory processes to take place. Events such as workshops, informational meetings, open discussions, participation games and dialogs with stakeholders can provide multiple benefits for the inhabitants and for the spatial planning of the municipality.

Open Spaces



Figure 19 Knowledge exchange in participatory processes
Souce: own depiction 2024

- Rathausplatz

Rathausplatz is the central open space in the inner city of Herzogenburg. It is located in the middle of the biggest social infrastructures of Herzogenburg: the elderly peoples home, the monastery and the school campus. It is crucial for the connection of different places and the different groups of people in Herzogenburg. Despite having three cafes and several shops this area is far behind when it comes to utilizing its potential.
Ideas:

- Reducing the parking lots of Rathausplatz
- Installation of an open playground for different age groups (table tennis, giant chess board, water elements, playing equipment's for younger people)
- Non commercial sitting areas
- Shared space for Rathausplatz
- Multi-use shared space with parking opportunities

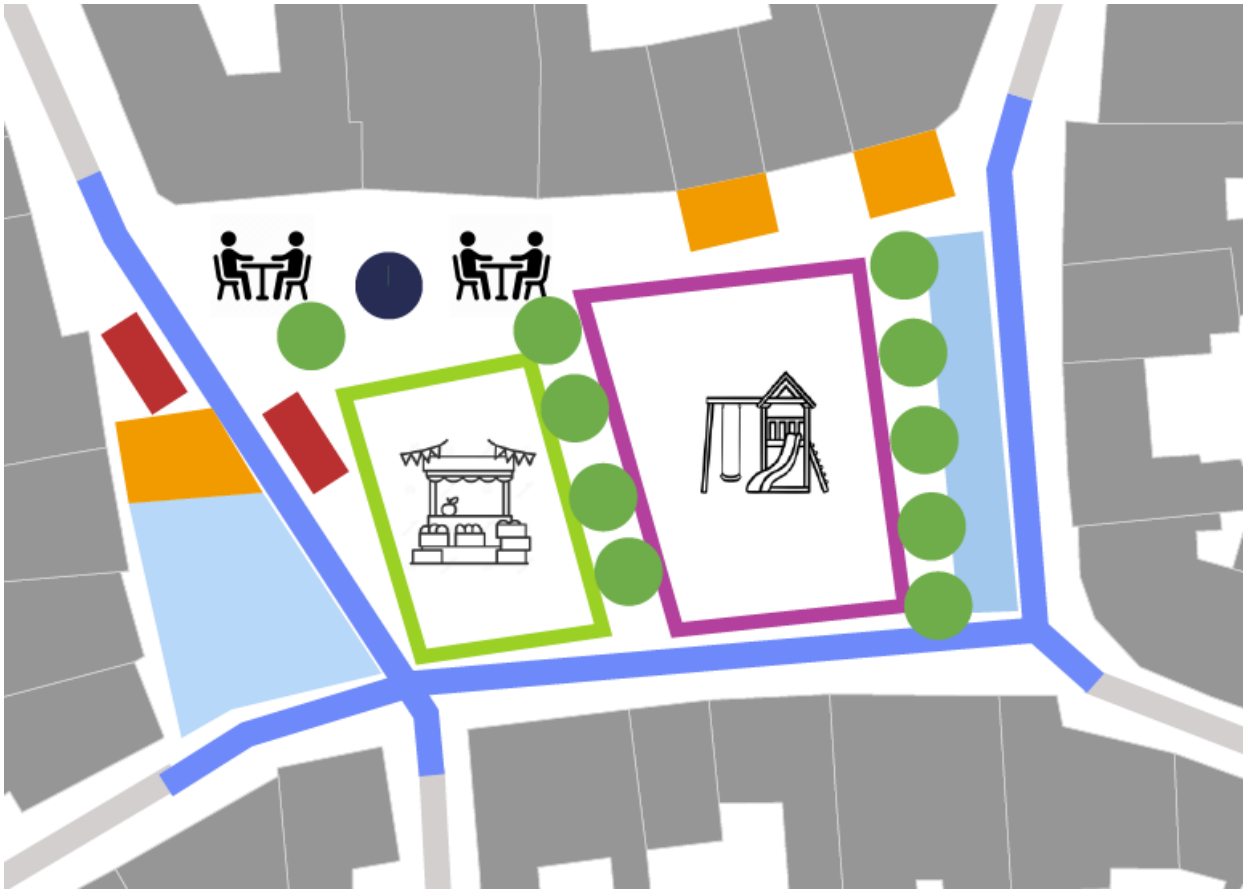

Figure 20: Rathausplatz
Source: own depiction 2024

- Kirchenplatz

Kirchenplatz is one of the most important open spaces in the inner city of Herzogenburg. The lower part was resigned in 2002. Despite its central location and importance, a lot of today's

ground floor spaces are empty and therefore the open space appears dead. Especially the lack of green infrastructure and its connection to the monastery, which has enormous potential. Ideas:

- Offer playing activities to stimulate the place (petanque, table tennis, baby foot)
- Reduce some of the parking
- Connect the square with the green courtyard of the monastery



Figure 21: Kirchenplatz
Source: own depiction 2024

- Shopping center

One of the busiest places in Herzogenburg is the one-storey shopping center centrally located in between the train station and the city center. Since the open spaces is prioritized for parking lots, the only safe way of entering the shopping center is by car. Pedestrian paths are either not present nor well maintained. The shopping center, having roughly the same size as the monastery, is in fact one of the biggest building structures in Herzogenburg. Ideas:

- Build a second and third floor of housing on top of the shopping center
- Reduce the parking lots
- Introduce a welcoming open space in front of the shopping center

- Strengthen the connection to the parts of the city (train station, multistory buildings in the west and the city center)
- make these connections pedestrian friendly
- speed limit of 30 km/h in front of the shopping center



Figure 22: Shopping center
Source: own depiction 2024

- Franz Jonas-Straße

Franz Jonas-Straße is the center of the multi-storey building block behind the shopping center and it's one of the most densely populated areas in Herzogenburg. It provides an opportunity to connect the neighborhood and strengthen the community. Therefore, this street is easily accessible to many people in a short time.
Ideas:

- Convert the street into a wohnstraße
- Reuse the old playground as a community garden and a community center
- Connect the community garden with the playground on the other side of the street

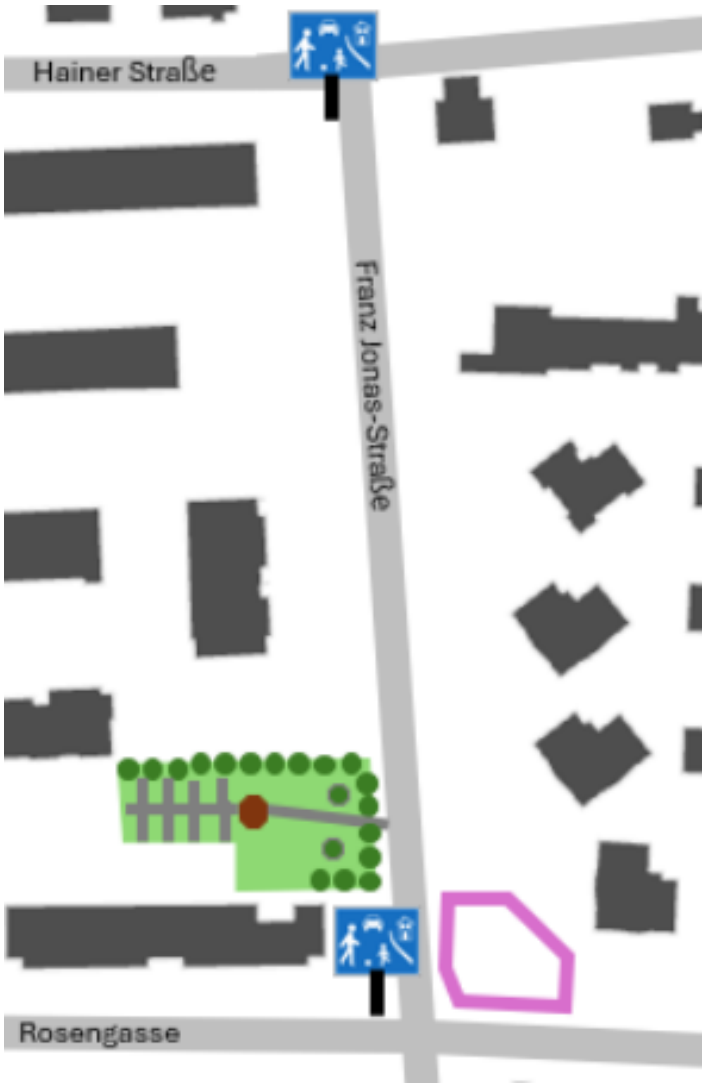

Figure 23: Franz-Jonas-Straße
Source: own depiction 2024

5 Conclusion

This report is the result and summary of the course Advanced Spatial Planning given at BOKU, in collaboration with the colleges and professors from the Stockholm University, Polytech Tours and Leibniz Universität Hannover. The report includes our ideas, measures and plans for the spatial planning of the municipality of Herzogenburg, divided into the following topics: mobility, housing, business, social-, green- and blue infrastructure.

The main concepts from the project are illustrated in the overview map and are further summarized in the following key points:

- A containment boundary for limiting the spatial expansion of Herzogenburg, safeguarding the surrounding landscapes and keeping the town connected.
- Strengthening connections between the city center and the Traisen (socially and physically), between different types of green structure, and the city center and the train stations.
- Further development of the pedestrian and bicycle infrastructure to increase attractivity in city center. This includes a change to one-way directed traffic along St. Pölten Straße and a shared space along the Kirchengasse.
- A strategical utilization and promotion of the vacant plots for business, social service, and housing in the city center, according to the overview map.
- Strengthening of the community through projects, events and a community building. The projects allow active participation of the people of Herzogenburg.

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BIP "Town Centre Development in Small and Medium-sized Rural Towns"

SCHEDULE

Online Presentations via Zoom

Wednesday February 28th 2024

10.00 – 11.30: Gernot Stöglehner: Austrian Planning System

13.00 – 14.30: Franz Grossauer: Spatial Planning in Lower Austria

Friday March 1st 2024

10.00 – 11.30: Group presentations (Vienna and Hanover)

13.00 – 14.30: Group presentations (Stockholm and Tours)

Group Presentation (30 min): Case Study about a small town in the respective country.

Presence Phase in Herzogenburg

Sunday March 10th 2024

During the day: Arrival at Cleverhotel, Herzogenburg

Evening, 06.30 pm: Welcome reception at "Gasthaus Mahlzig"

Location from Monday to Friday: "Reither-Haus", Rathausplatz 22, 3130 Herzogenburg

Monday March 11th 2024

Morning, 09.30 am: Official start with Representatives of the city; getting to know Herzogenburg

Afternoon: Fieldwork (Stocktaking), Open End

Evening: At your disposal

Tuesday March 12th 2024

Morning, 09.00 am: Optional: Fieldwork (Stocktaking) or Group work (Continuous supervision by the teachers as required)

Afternoon: Group work, Open End

Evening: At your disposal

Wednesday March 13th 2024

Morning, 09.00 am: Group work

Afternoon, 02.00 pm: Excursion to Vienna; accompanied by Austrian students

Evening: unofficial "Beisel tour" guided by Austrian students

Thursday March 14th 2024

Morning, 09.00 am: Group work

Afternoon: Group work

Evening, 06.00 pm: We are guests at the "Grüne Rebe" award ceremony for outstanding achievements for the region. Opportunity for informal exchange and networking with regional stakeholders

(Location: Volkshaus Herzogenburg, 3130 Herzogenburg, Auring 29)

Friday March 15th 2024

Morning, 09.00 am: Internal presentations with teacher feedback

Afternoon: Group work, preparation of the final presentations

Evening: At your disposal

Saturday March 16th 2024

Morning, 09.00 am: Final presentations to representatives of the city of Herzogenburg in English and German.

(Location: Volkshaus Herzogenburg, 3130 Herzogenburg, Auring 29)

Afternoon, 02.15 pm: Optional: Excursion to Krems, Guided Tour with Mayor Peter Molnar (Transfer by train)

05.00 pm: Optional: Bus-Transfer to Dürnstein/Wachau, short visit (till 06.30 pm)

Evening, 07.00 pm: Joint closing dinner (vegan, vegetarian)

(Kulinarik-Studio, Wachaustraße 61, 3133 Traismauer)

Transfer to Herzogenburg: Shuttle service options 09.00pm, 10.00pm

Sunday March 17th 2024

Departure of teachers and students

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