



CENTRE HORNÍ BRÁNA

*OPEN TWO-PHASE URBAN COMPETITION FOR THE
DESIGN OF THE SPACE "IN FRONT OF THE HOSPITAL"
IN ČESKÝ KRUMLOV*

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INTRODUCTORY WORD BY THE MAYOR

Český Krumlov is one of the most visited towns in the Czech Republic. Unfortunately, the interval of visits of a large part of tourists is only a few hours and tourists stay in a very spatially limited area of the historical town centre, the castle and the gardens. Parallel to the "tourist town", however, there is also the real town of Český Krumlov, where the locals live- a town where people work, go to school. Not only do these two worlds meet, they also complement each other- tourism creates important job opportunities for locals and is an important part of the town.

The idea of creating a new local centre in the area has been long in the making and its creation originally arose from an inappropriate design of the intersection, which was initiated by the regional authority years ago. The city, after learning about this construction project, began to try to find a way to reach an agreement with the regional authority. As a result, an agreement was reached to advertise this competition.

The space, which was born out of a discussion about an inappropriate intersection, eventually expanded towards the river, towards the Municipal Theatre and towards the Municipal Office and the hospital. After this extension, we realised that this was not a solution to a mere intersection or to the question of whether a tunnel could be built here or whether it was better left as a reserve for the future. Above all, we realised that we are in a unique location that could become a new local town centre.

The several months of preparation of the brief and the discussions we had finally assured us that the ideal format would be to announce a two-phase urban design competition, the first phase of which would be conceptual and would look for an answer to the form and function of the local city centre, taking into account the challenging traffic situation and the planned construction of the tunnel, which may or may not come to fruition.

We would like to receive a long-term vision of the city from the contestants, and together with the winner we want to look for a way to fulfill this vision within the framework of the spatial study.

GOAL

The town of Český Krumlov plans to create a new local town centre that will offer its citizens services and functions appropriate to the developing town of today. A centre that will provide a meaningful range of services and usable spaces that the historic core is unable to offer. The town wants to accommodate functions that are very difficult to provide in the historic centre (due to limited transport accessibility, the size of the interior spaces of the buildings, the small size of the roads, the complicated morphology, etc.) and thus support the development of the peripheral parts of the centre, which can better respond to the dynamic development of society and its needs, also in terms of social events and everyday encounters.

During the preparation of the new zoning plan, a number of sites were identified that can offer the above characteristics. One of them is the logical centre of the Horní Brána district, which is the area around the bus station, the adjacent intersection of Objížděková and Kaplická Streets, including the forecourt of the Český Krumlov Hospital. This area contains a number of complicated places, the resolution of which entails the implementation of other, logically related steps- whether it is the Objížděková and Kaplická intersection itself and its pedestrian permeability, the intersection at the entrance to the hospital, the reconstruction of the existing bus station building or its replacement with a new building, the solution of the vacant area of the hospital site along Kaplická Street, the pedestrian connection to the historic core of the city and the possible alignment of the contemplated tunnel, the benefits of which for the city are more than questionable. The solution of one affects the other, so it is necessary to perceive this complicated area as a whole.

The required priorities are the pedestrian permeability of the area, effective transport solutions, integration of existing and proposed functions into the functional structure of the city, with the density of buildings corresponding to the importance of the competition area. The design of the area will have to be able to cope with the variant WITH the tunnel and WITHOUT the tunnel- that is, to fully complement the structure of the development and traffic interconnection in the case that the tunnel portal forecourt is built up, and on the other hand, to present a functional design with the tunnel portal involved.

The city envisions the creation of a vibrant urban district offering a range of functions and a broad typological offer capable of responding to the town's current needs.

JURY



Independent Jury Members

BORIS REDČENKOV

Graduate of the Faculty of Architecture of the Czech Technical University in Prague. Together with Prokop Tomášek they founded their own office Atelier 69 - architekti, whose team was later joined by Jaroslav Wertig. A69's projects include the Dr. Peták Sanatorium in Františkovy Lázně, the reconstruction of the pedestrian zone in Cheb and the Central Park residential complex in Prague. He teaches at the Architectural Institute in Prague (ARCHIP) and runs a studio at the Faculty of Architecture of the Czech Technical University in Prague.



ADAM GEBRIAN

An architect and promoter of architecture, he graduated from the Faculty of Art and Architecture at the Technical University in Liberec, studied in Los Angeles and worked in London and Paris. In 2015 he was awarded the Architect of the Year award. He is mainly engaged in theoretical, critical and media activity. He has been involved in the creation of the Centre for Architecture and Urban Planning (CAMP). He spreads general awareness of architecture through his own programmes on Radio Wave and on the internet television MALL.cz.



JANA MORAVCOVÁ

She studied architecture at the Czech Technical University. She worked in Rotterdam, the Netherlands, and in Prague in the offices of ADR and Ivan Kroupa architekti before founding her own studio and the gallery Norm-a. She worked as an assistant in the Architecture 2 studio at the UMPRUM in Prague.



ŠTEPÁN VALOUCH

He studied architecture at the Czech Technical University in Prague. In 2007 he co-founded the ov-a studio, whose buildings for Lasvit and Slavonice were nominated for the European Mies van der Rohe Architecture Award. In addition, Lasvit's headquarters in Nový Bor won the Czech Architecture Award in 2020. He also teaches architecture - he is the head of the Valouch-Stibral studio at the Czech Technical University.



MARTIN ČERVINKA

Martin Červinka studied demography and economics at Charles University and the Prague University of Economics and Business. He works as an advisor at the Secretariat of the Deputy Mayor of Prague for Spatial Development and Urban Planning Petr Hlaváček. Among other things, he deals with the issue of housing affordability, in this field he works as a researcher at the Masaryk Institute of Advanced Studies of the Czech Technical University. Since 2019, he has also worked as deputy director of the Prague Development Company.



VÍTEZSLAV DANDA - ALTERNATE

Vítězslav Danda graduated from the Faculty of Architecture of the Czech Technical University and also studied in Barcelona. In 2010 he co-founded the studio edit!, which deals with projects of various scales, from residential and commercial buildings to public buildings. He works as an assistant professor in the Redčenko-Danda studio at the Czech Technical University in Prague.

Dependent Jury Members



JOSEF HERMANN

1st Deputy Mayor of Český Krumlov



ONDŘEJ BUSTA

city architect of Český Krumlov



PETR HORNÁT

Head of the Department of Regional Development, Spatial Planning and Building Regulations, South Bohemia Regional Office



MIROSLAV REITINGER

Managing Director of the Český Krumlov Development Fund



DALIBOR CARDA - ALTERNATE

Mayor of Český Krumlov



VOJTĚCH REMEŇ - ALTERNATE

Director of the Hospital Český Krumlov

SUBJECT OF THE COMPETITION

The subject of the competition is the elaboration of an urbanistic-architectural, conceptual solution for the new local centre of Český Krumlov.

AIM AND THE COMPETITION BRIEF

The total area of the competition area is approximately 10 ha. The basic requirement of the competition is to determine the optimum use and arrangement of the area for the creation of a new local centre that will bring urban life to this part of the city with the possibility of fitting in civic amenities. The town of Český Krumlov wants to use this competition to start the creation of a new, urbanistically valuable social centre with a link to the bus station, hospital and parking house, and to enable the creation of other possible services with a positive impact on the town and its life.

The aim of the competition is to obtain a competition proposal that will serve the town of Český Krumlov as a basic material for the subsequent spatial study and will serve to assess its own and private investment plans, as well as an urban consideration of this part of the city in the context of narrower and broader urban relations and the city as a whole.

This urban study will be a condition for decision-making on changes in the area in the new zoning plan.

THE MAIN OBJECTIVE OF THE COMPETITION AND THE SUBSEQUENT URBAN STUDY IS:

- to improve the quality, walkability and functionality of the site,
- to increase its attractiveness for the city's residents,
- to bring a definition of the area's use and urban structure,
- to show the possibilities of creating a natural local centre,
- to verify the boundaries of the buildable areas,
- to set an appropriate mix of urban functions, amenities and potential zoning regulations,
- to use empty spaces in the city,
- to resolve the movement of pedestrian and vehicular traffic - to bring a method of ideal and easy pedestrian connection to the town centre from the area around the hospital,
- to consider the shape and type of intersection and find a solution to accommodate a high quality, full public space used primarily by pedestrians,

It is essential to take into account the wider relationships, the external context, which are visual and operational continuities, for example, views into the more distant surroundings or wider operational linkages, the location within the conservation area of the historical urban core, or the possible existence or absence of a road tunnel.

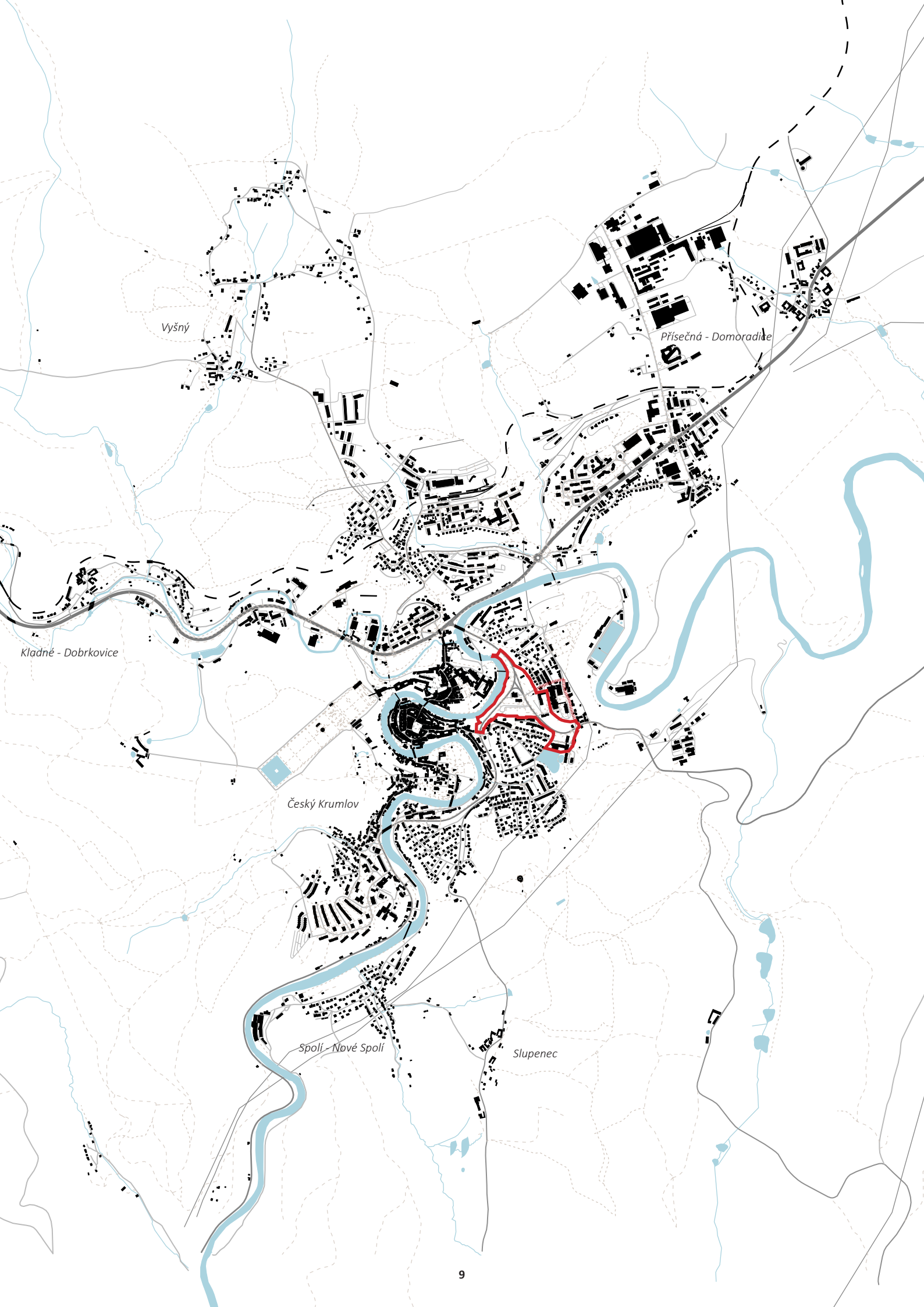
The design should create an urban concept of the site with the spatial arrangement of individual functional areas and the solution of public infrastructure. It is necessary to find a balanced solution that will be accepted by the inhabitants of the area.

REQUIREMENTS OF THE TOWN OF ČESKÝ KRUMLOV

- professional traffic solution of the intersection *Nemocniční x Objížděková Streets with regard to the expected changes in traffic flows, the involvement and function of the existing/new bus station building in the area, the design of street profiles in the area, the form of public spaces, buildable areas and volumes of new buildings*

REQUIREMENTS OF THE HOSPITAL ČESKÝ KRUMLOV

- in the northern part of its grounds the hospital envisages the expansion of parking areas for the hospital's operations,
- Building E, located in the central part of the hospital grounds, should be removed in the future and a parking house is planned in its place - this is the entrance to the hospital grounds and it is desirable to maintain here a proportionate representation of greenery. The southern part of the site should be retained as a quiet area.
- entrance and exit from the hospital grounds should remain in place. Especially turning off the main road into the area and driving out in the direction of Kaplice is problematic. This issue also significantly affects the operation of the South Bohemian Region Ambulance Service located on the hospital grounds.









Franciscan Cadastre

HISTORY

In the past, the area was mainly fields. In the 14th century, the only significant building in the area was a collection of houses, probably of Gothic origin, which was then called Kojíškúv dvůr. Since the 17th century it has been known as Fričkův dvůr.¹ It consisted of several residential and farm buildings.

In the 17th century it was sold to the town and later sold off in parts to several owners, resulting in the creation of houses Nos. 4-19 on its site.²

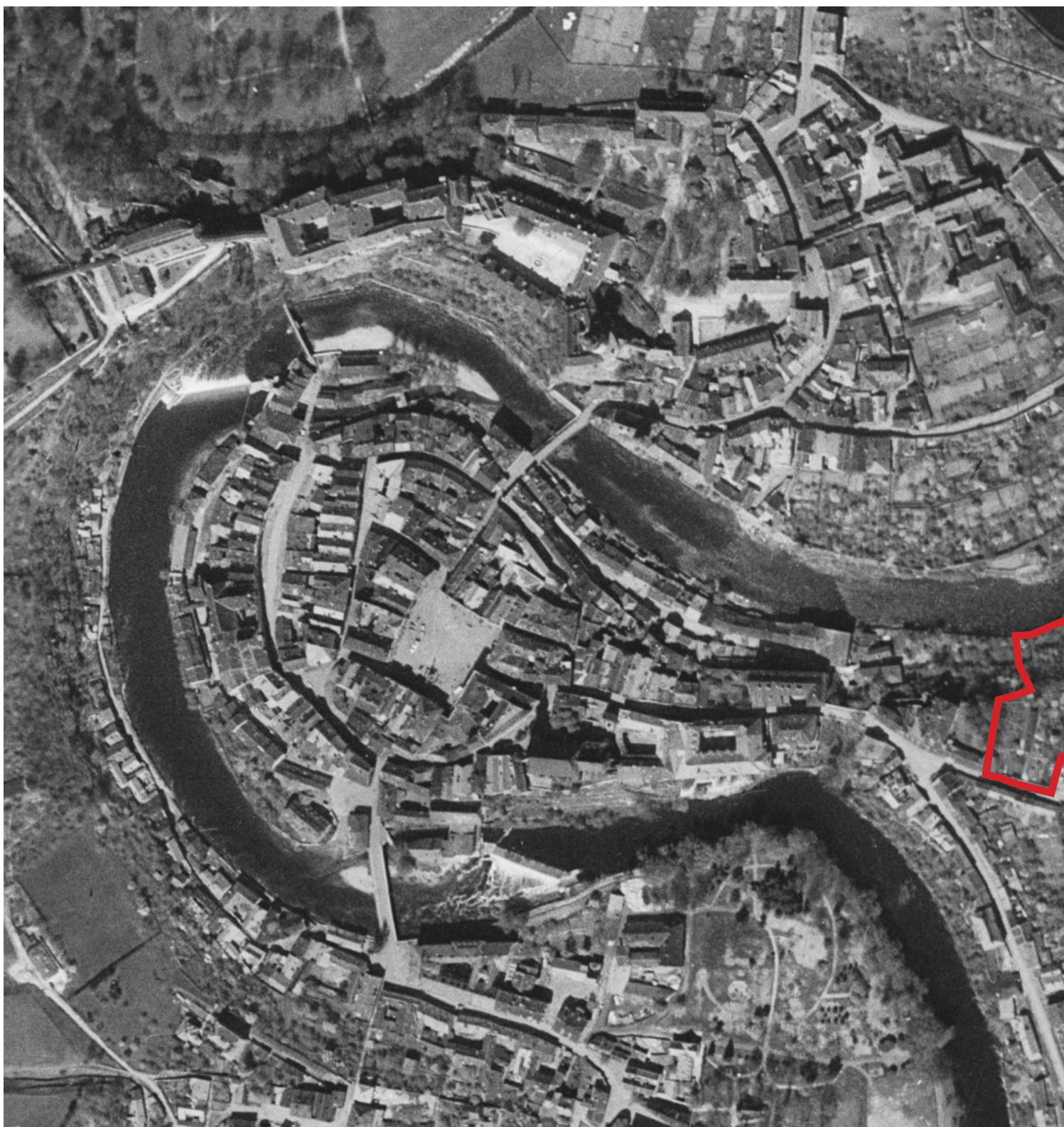
In the middle of the 20th century, however, the farm buildings, part of the original slope and fields belonging to the farm had to give way to the new Objíždová Street. Only houses Nos. 4, 5, 6 and 7 have survived to this day.

¹ https://encyklopedie.ckrumlov.cz/en/mesto_objekt_hb4-7/

² https://encyklopedie.ckrumlov.cz/en/mesto_objekt_hb4-7/



SOURCE: <https://ags.cuzk.cz/archiv/?start=lms>



1949

The Objížd'ková Street was built between 1959 and 1964³ as one of the first urban bypasses in South Bohemia. It was designed by the architect Řezníček and its purpose was to relieve the historic centre from buses, as at that time all public transport passed through the city centre to the then bus station on Svornost Square.

93 original houses had to give way to the construction of the road.⁴ The terrain cut into the steep slope of Objížd'ková Street, together with the bus station building, the hospital grounds and the prefabricated municipal office building, still have a significant impact on the city's skyline.



SOURCE: <https://ags.cuzk.cz/archiv/?start=lms>

View of Fričkův dvůr and the town before the demolition of the farm and the construction of the bus station



SOURCE: https://encyklopedie.ckrumlov.cz/en/mesto_objekt_hb4-7/



construction of the Objížďková Street

SOURCE: <https://krumlovskybaraky.cz/seznam-baraku/autobusove-nadrazi/>



view of Objížďková Street and Nové domovy from the section under Rožmberská Street

SOURCE: <https://www.denarchitektury.cz/en/program/podel-objizdkove-ulice/>



Objíždková Street and the construction of the bus station in 1966

SOURCE: <https://ags.cuzk.cz/archiv/?start=lms>

The bus station was built at the same time as Objížděková Street, i.e. in 1963-1966, and was put into operation at the beginning of 1967.⁵ Svému účelu pak sloužilo následujících 50 let, až do roku 2019, kdy bylo zrekonstruováno podle projektu architektonického studia A8000. It served its purpose for the next 50 years, until 2019, when it was reconstructed according to the project of the architectural studio A8000. Its surface area and the number of bus stands were reduced and the platforms were newly covered by roof.

5 <https://krumlovskybaraky.cz/seznam-baraku/autobusove-nadrazi/>

In 1911 a new hospital with a capacity of 50 beds was opened at Horní Brána. The building of the original hospital stood there for a long time, until the 1980s, when it was completely demolished and replaced by the current building. In the meantime, the surrounding hospital grounds gradually grew with additional parts and pavilions (today the hospital has a capacity of 250 beds).⁶

6 <https://krumlovskybaraky.cz/seznam-baraku/nemocnice/>



bus station in the 1960s



bus station after completion of reconstruction in 2019

SOURCE: <https://tvstav.cz/clanek/5687-prestupni-terminal-cesky-krumlov-prosel-zdarilou-modernizaci>

Another building in the locality is the Municipal Office, which is housed in the former headquarters of the Communist Party, built between 1976 and 1978 according to a project by architect Bohumil Böhm from Stavoprojekt office in České Budějovice. The building stands on the embankment of the Hornobranský Pond and is a prefabricated skeleton construction.⁷

It consists of several buildings- a terraced five-storey building A, a two-storey building B (which currently houses a bank), a three-storey building C (where the hotel is now) and a single-storey building D with garages. The building has undergone several modifications over the years.

7

<https://krumlovskybaraky.cz/seznam-baraku/mestsky-urad/>



hospital grounds in the early 1970s

SOURCE: <https://krumlovskybaraky.cz/seznam-baraku/nemocnice/>



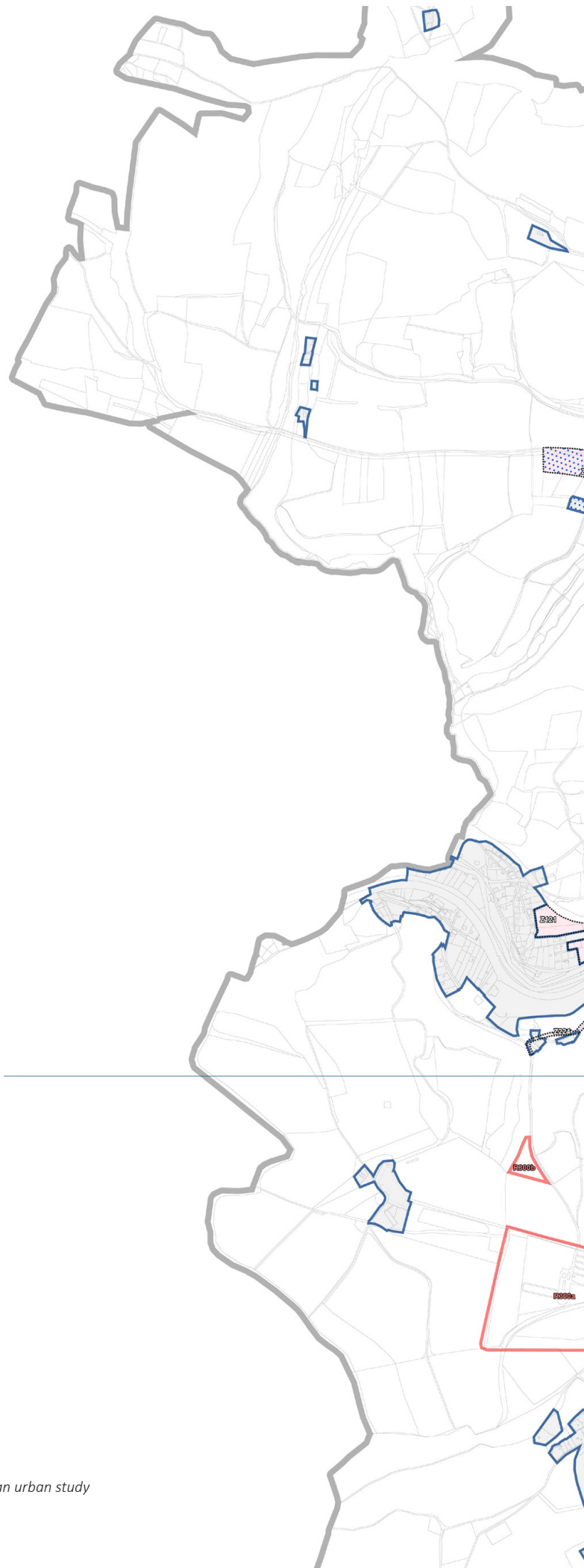
the Municipal Office from the Hornobranský pond

SOURCE: <https://krumlovskybaraky.cz/seznam-baraku/mestsky-urad/>

NEW ZONING PLAN⁸

A new zoning plan is currently being prepared and is presently in the post-negotiation phase.⁹ Its text is still in the drafting process and is not binding on the competitors. The competitors may, at their discretion, be inspired by or oppose the new master plan. Quotations from the new draft zoning plan are in italics in the following text.

The new zoning plan sees the Horní Brána district, together with the bus station and its surroundings, as a possible **representative entrance to the town**. A large part of the area falls within the **redevelopment area P71**.



Nové domovy



*existing local areas of the town
competition area*



adjacent area



major investment projects known to the city



buildable area



redevelopment area



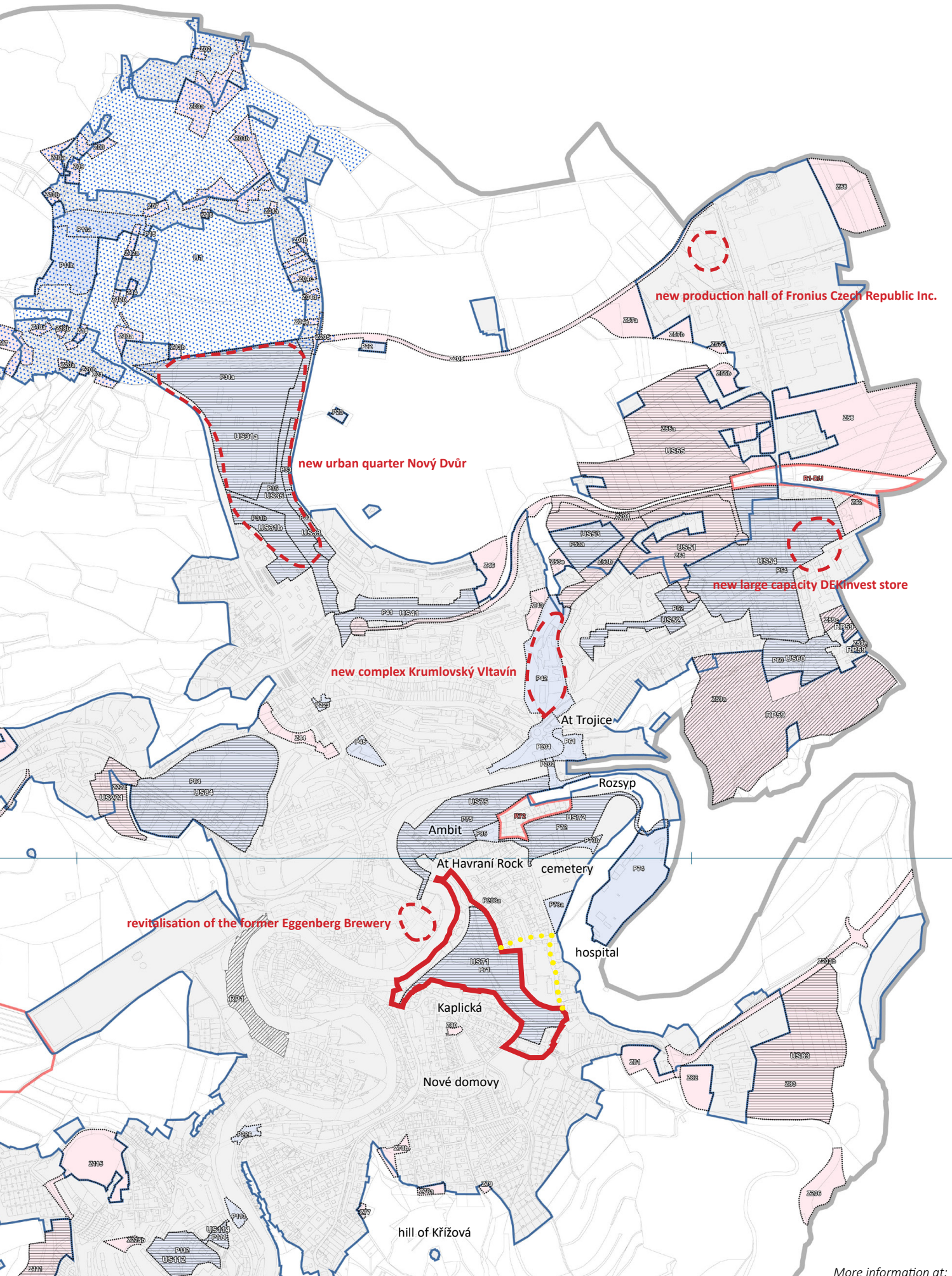
reserve



decision-making on changes is conditional on the preparation of an urban study

⁸ <https://www.ckrumlov.cz/cz/uzemni-planovani-mesta/>

⁹ <https://www.ckrumlov.cz/cz/novy-uzemni-plan/>



More information at:

<https://novydvur.ckrumlov.cz/cz/revitalizace-byvalych-kasaren-ve-vysnem/>

https://www.krumlovskylvltavin.cz/?qclid=CjwKCAjw7vuUBhBUEiwaEdu2pKtHWSRMannqjTzpZhyrKpFMuFT34GYuehB2erkp3stlb77299bxxoCBlwQAvD_BwE

In more detail for the the competition area, the draft of the new zoning plan sets out the following conditions:

SPECIFIC CONDITIONS OF AREA P71:

- the design of the shape of the intersection of the main urban service roads (roads II/157 and II/160), which will form the basic skeleton of the public space and mediate the connection with the superior network of road transit traffic, is crucial for the formation of the space.
- The intention to use the area P71 will be examined by the developer in terms of the impact on the increase of traffic load and road capacity. If the load generated by the project causes the capacity of the existing road network to be exceeded, the implementation of the project is conditional on appropriate compensatory measures (capacity increase of existing roads or construction of new roads), which will thus become an integral part of the project as a non-negotiable condition of its implementation;
- a system of internal transport and technical services in dimensions and categories appropriate to the proposed use; the design must include a solution for traffic calm; new capacity buildings for parking and parking (garaging) of vehicles for the needs of the town centre will be implemented as multifunctional, optimally multi-storey or subsurface, inside the block - outside the frontage of buildings defining public spaces;
- the site concentrates facilities of citywide importance that are significant sources and destinations of vehicular traffic (bus station; capacity parking; ..., main entrance and entrance to the hospital, ...) and generate high levels of pedestrian traffic and demands on the quality of the public realm;
- the continuity of the system of pedestrian connections of public spaces in the area must be respected;
- ensuring the technical service of the area in accordance with the concept of the Zoning Plan (connection to the water supply network and sewage solution, gas pipeline network, electrical wiring including possible strengthening of transformer stations, telecommunication network, etc.);
- the site is part of the protection zone of the Town Monument Reserve and is in direct contact with the area of the inner protection zone of the Town Monument Reserve with a differentiated regime;
- the south-western part of the site is affected by the designation of the Town Monument Area;
- the eastern edge of the site lies in a registered area of extensive undermined area - new construction and building modifications can only be carried out in compliance with the Construction Standard ČSN 730039: Design of objects in undermined area, or on the basis of an expert opinion on the impact of undermining on buildings and other objects;
- the western border of the site is in contact with LBC 174/19 (local biocentre of the territorial system of ecological stability) inserted in the route of the supra-regional corridor of the territorial system of ecological stability NRBK 174.

The new Zoning Plan proposes the following regulations for areas with different uses:

SPECIFIC CENTRAL MIXED USE AREA - HORNÍ BRÁNA (SC8)

Main use:

- Mixed use of the Horní Brána perimeter centre area - intended exclusively for the buildings, premises and establishments listed below in the permissible uses without specifying the predominant use;

Permissible use:

- Public amenities of perimeter, possibly city-wide or regional significance;
- public spaces, greenery, small architecture and furniture for relaxation, orientation and information;
- administration;
- buildings for cultural and religious purposes;
- catering services;
- non-manufacturing services;
- residential dwellings;
- retail up to 400 m² of total sales area (a higher area may be determined in the case of the use of existing buildings and is subject to a positive assessment of the urban planning assumptions by the town planning authority and the town architect);
- children's playgrounds;
- accommodation facilities;
- health care;

- nursing homes and retirement homes;
- sport and relaxation (not exceeding noise pollution);
- technical infrastructure;
- bus station;
- car parks and parking facilities for the needs of the town centre; transport services (closed car wash facility, ...);
- small water areas and streams

Unacceptable use:

- Buildings and premises not related to the designated principal or permissible use;
- buildings and premises which, as a result of the activities carried out, cause an exceedance of the established limits of the load of the surroundings by noise, dust, or burden the surroundings by exhalations, organoleptic odour, etc. - even secondarily, e.g. by increasing the traffic load (buildings for production, storage, wholesale, etc.);
- solar energy production in the Monument Reserve and in the protection zone with a visual link to the Monument Reserve;

ROAD TRANSPORTATION (DS)

Main use:

- corridors for the construction of the basic system of supra-local road transport and main urban service roads;

Permissible use:

- railway stations, stations and public transport stops,
- public spaces and green areas with furniture for relaxation, orientation and information,
- large parking lots, collective garages,
- petrol stations,
- car washes,
- warehouses and workshops for service activities associated with transport amenities,
- catering facilities, tourist accommodation in connection with tourism (motel),
- accompanying, insulating and protective greenery,
- small water bodies and streams

Unacceptable use:

- all activities not related to the designated principal or permissible use,
- new box (single or terraced) garages
- accommodation of a type other than that specified in the permitted use

URBAN RESIDENTIAL MIXED USE - WITHIN THE RANGE OF LIMITING INFLUENCES (SM1)

Main use:

- Mixed use urban-type land use - intended exclusively for the buildings, sites and establishments listed below in the permitted uses - without specifying a predominant use;

Permissible use:

- non-manufacturing services;
- retail up to 150 m² of total sales area (the determination of a higher area is possible only in the case of the use of existing buildings and is conditional on a positive assessment of the urban planning assumptions by the town planning authority and the town architect and the elimination of negative effects on the surroundings);
- existing isolated production service establishments where the owner has eliminated negative impacts on the surrounding area;
- housing in family or existing residential buildings - within the range of limiting influences - e.g., in the protection zones of transport, technical, or production buildings; near sports grounds, ...etc.;
- catering services;
- administration;
- existing accommodation facilities;
- sport and relaxation (not exceeding noise pollution);
- public spaces, semi-public areas of the courtyard, greenery, small architecture and furnishings for relaxation;
- health care (except inpatient wards);
- related technical infrastructure;
- car parks and parking facilities to serve the needs of the area;
- small water areas and watercourses

Unacceptable use:

- Buildings and grounds not related to a designated principal or permissible use;
- accommodation of a type other than that specified in the permitted use;
- buildings and premises which, as a result of the activities carried out, cause an exceedance of the established limits of the load of the surroundings by noise, dust, or burden the surroundings with exhalations, organoleptic odours, etc. - even secondarily, e.g. by increasing the traffic load (buildings for production, storage, wholesale, etc.);
- new sources and destinations of freight transport by vehicles over 3,5 t;
- solar energy production in the Town Monument Reserve, Town Monument Area and in the protection zone with a visual link to the Town Monument Reserve;

URBAN RESIDENTIAL MIXED USE – OBJÍŽŤKOVÁ STREET (SM7)**Main use:**

- mixed land use of urban type - intended exclusively for buildings, premises and establishments listed below in the permissible use - without determining the predominant use;

Permissible use:

- non-production services;
- retail up to 150 m² of the total sales area (the determination of a higher area is possible only in the case of the use of existing buildings and is subject to a positive assessment of the urban planning assumptions by the town planning authority and the town architect);
- existing isolated production service establishments where the owner has eliminated negative impacts on the surroundings;
- housing in family or existing apartment buildings; new apartment buildings can be realized in building gaps while maintaining the context of the development; housing within the reach of limiting influences, e.g., in protection zones of transport, technical, or production buildings; near sports grounds, ...etc.;
- catering services;
- administration;
- accommodation: existing accommodation, hotel, guest house, youth home, boarding school, dormitory;
- sport and relaxation (not exceeding noise pollution);
- public spaces, semi-public courtyard areas, greenery, small architecture and furnishings for relaxation;
- health care (excluding inpatient wards);
- related technical infrastructure;
- parking lots and parking facilities for the needs of the area;
- small water bodies and streams;

Unacceptable use:

- buildings and premises that are not related to the defined main or permissible use;
- accommodation of a type other than that specified in the permissible use;
- buildings and premises which, as a result of the activities carried out, cause an exceedance of the established limits of the load of the surroundings with noise, dust, or burden the surroundings with exhalations, organoleptic odours, etc. - even secondarily, e.g. by increasing the traffic load (buildings for production, storage, wholesale, etc.);
- new sources and destinations for freight transport by vehicles over 3.5 tonnes;
- solar energy production in the Town Monument Reserve, Town Monument Area and in the protection zone with a visual link to the Town Monument Reserve;

PUBLIC AMENITIES (OV)**Main use:**

- buildings and areas of public amenities (especially education, health, social care, culture and public administration);

Permissible use:

- administration,
- buildings for education, culture and religious purposes,
- retail up to 150 m² of the total sales area (the determination of a higher area is possible only in the case of the use of existing buildings and is subject to a positive assessment of the urban planning assumptions by the town planning authority and the town architect),
- health care, including inpatient wards,
- nursing homes and retirement homes,
- housing in emergency or service apartments, or the apartment of the owner of the establishment,

- staff hostel, youth home, boarding school, dormitory,
- sport and relaxation (not exceeding noise pollution),
- catering,
- public spaces, semi-public areas, greenery, small architecture and furnishings for relaxation, orientation and information,
- playgrounds,
- related technical infrastructure,
- parking lots and parking facilities for the needs of the area,
- small water bodies and streams;

Unacceptable use:

- buildings and premises which are not related to the defined main or permissible use
- accommodation of a type other than that specified in the permitted use
- buildings and premises which, as a result of the activities carried out, cause an exceedance of the established limits of the load of the surroundings with noise, dust, or burden the surroundings with exhalations, organoleptic odours, etc. - even secondarily, e.g. by increasing the traffic load (buildings for production, storage, wholesale, etc.),
- solar energy production in the Town Monument Reserve, Town Monument Area and in the protection zone with a visual link to the Town Monument Reserve,
- large commercial establishments with a sales area of more than 500 m² (supermarkets, hypermarkets)

GREENERY OF NATURAL CHARACTER (ZP)**Main use:**

- green areas - stabilization of areas with the priority of preserving the natural character of greenery in the city,

Permissible use:

- greenery with mostly native tree species suitable for defining biocorridors and biocentres of the territorial system of ecological stability in the passage through the built-up area,
- furniture for relaxation and other elements of garden architecture,
- related linear technical and transport infrastructure (road network connection, local service roads, ...),
- small water bodies and streams,

Unacceptable use:

- uses that are not related to a defined principal or permissible use or are contrary to the stabilization of the natural component in the built-up area.

GREEN - GARDENS AND ORCHARDS - IN EXPOSED LOCATIONS (ZZ1)**Main use:**

- areas of private or reserved greenery (gardens and orchards) in a particularly landscape and monumentally exposed locations - stabilisation of greenery in the town,

Permissible use:

- furnishing gardens for relaxation,
- related linear technical networks,
- small water bodies and streams,

Unacceptable use:

- uses that are not related to a defined principal or permissible use or are contrary to the stabilization of the natural component,
- solar energy production,

TECHNICAL INFRASTRUCTURE - UTILITIES TX**Main use:**

- complexes, buildings and facilities for technical servicing of the territory mainly of supra-local importance

Permissible use:

- areas for the technical operation of water management systems, energy networks and telecommunications facilities,
- warehouses and workshops for service activities related to the main use,
- parking for the site operator,
- small water bodies and streams





















Unacceptable use:

- all activities not related to the defined main or permissible use

Legend

current state proposal

Areas with different use (RZV)

		BI - individual housing
		BH - collective housing
		RZ - recreation - gardens
		OV - public amenities
		PZ - public spaces with a predominance of greenery - local park
		ZU - greenery - parks and historic gardens
		ZZ - greenery - gardens and orchards
		ZZ1 - greenery - gardens and orchards - in exposed locations
		ZZ2 - greenery - gardens and orchards - in exposed locations - herb gardens
		ZO - insulating greenery
		ZP - greenery of natural character
		SM - urban residential mixed use
		SM1 - urban residential mixed use - within range of restrictions
		SM7 - urban residential mixed use - Objížd'ková
		SC - central residential mixed use
		SC1 - residential central mixed use - Latrán
		SC8 - specific central mixed use area





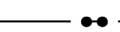
DS - road transportation

WT - water bodies and streams

Overlapping elements





	NRBC - supra-regional biocentre
	NRBK - supra-regional biocorridor

Transportation




	II-class road
	II-class road - tunnel section
	local service road
	pedestrian route
	cycling route

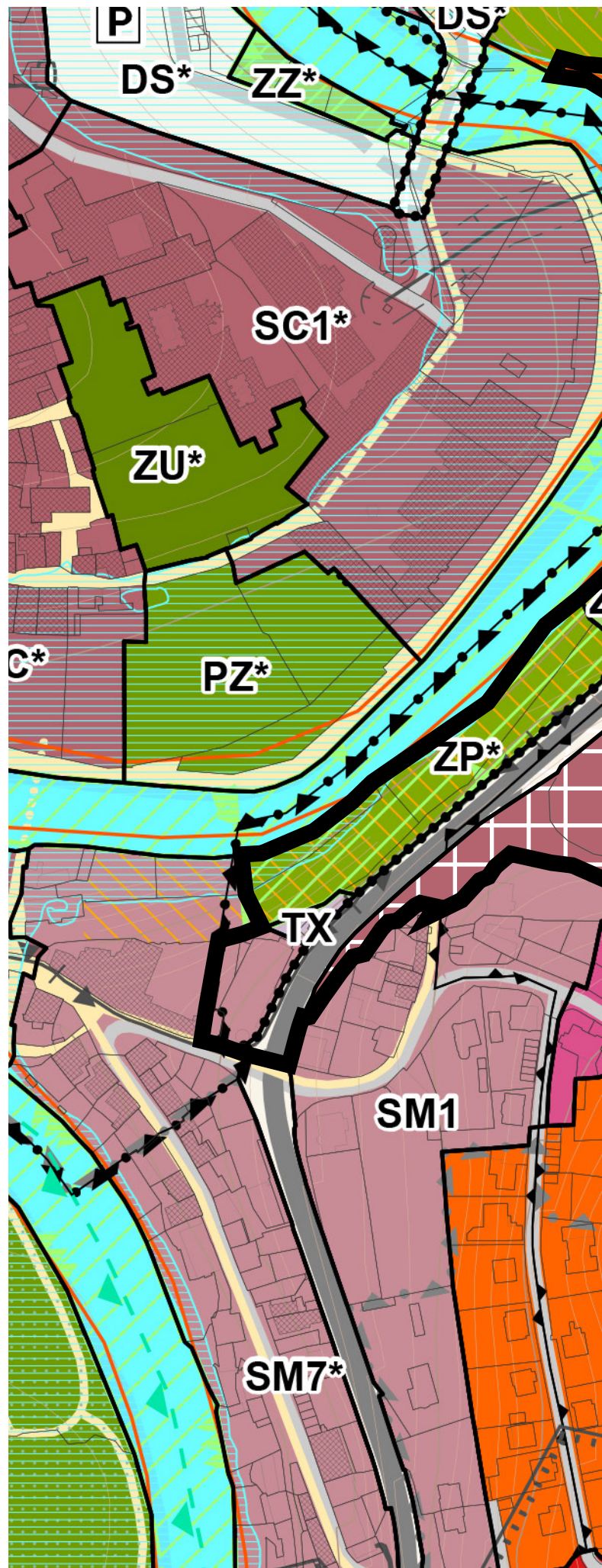
Limits in the area

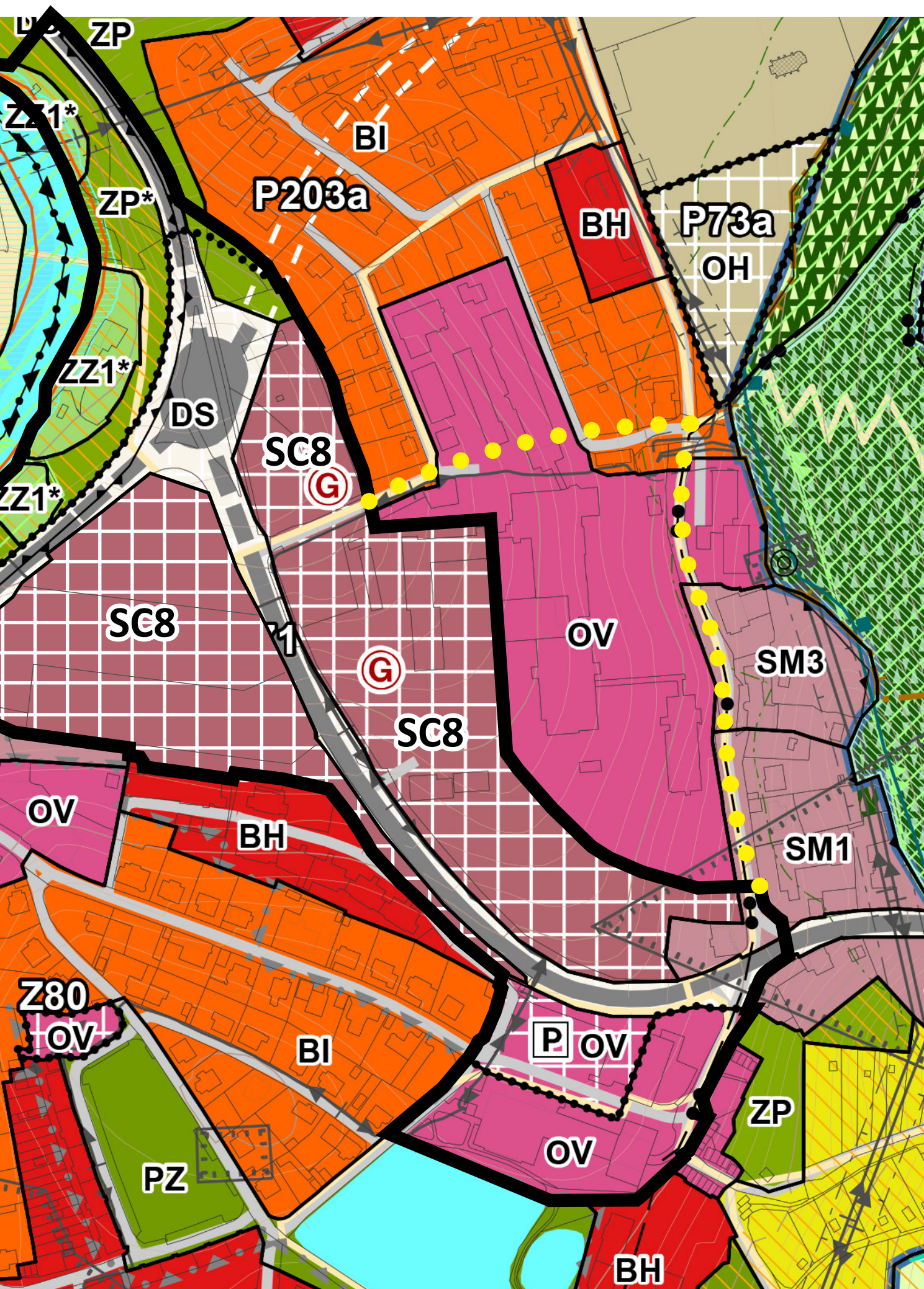
Natural

	floodplain zone
	100-year floodplain
	undermined area
	undevelopable areas of natural horizons

Cultural

	listed buildings
	urban conservation reserve
	urban conservation zone





VALID ZONING PLAN¹⁰

The current municipal master plan came into force in May 2006. It has undergone several changes between 2006 and 2020. The set of amendments No. 01 concerned, among other things, the competition area, where the area regulation (service zone- transport facilities- OD) was modified by extending the functions allowing the location of a transport and tourist terminal with parking and facilities for accommodation, catering, business and other services- to a specific use with the regulation OD.2.

Currently, this master plan is perceived by the Municipality as outdated and may not be considered binding by competitors.

Legend

current state

proposal



BH - collective housing

BI.(x) - individual / specific housing

SC.(x) - mixed use - specific central

SM.(x) - mixed use - specific urban type

OV.(x) - service sphere - specific civic amenities

OD - transport amenities / specific

RZ - recreation - individual specific - gardens

ZS.(x) - residential greenery - public / specific

Limits in the area

Cultural



national cultural monument



cultural monument



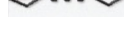
boundaries of the urban conservation area (MPR)



protection zone of the urban conservation area



prot. zone of the MPR with differentiated regime

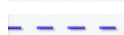


boundaries of the urban conservation zone

Natural



national nature reservation (NPR)



floodplain (inundation) Q100

Transportation



II-class road



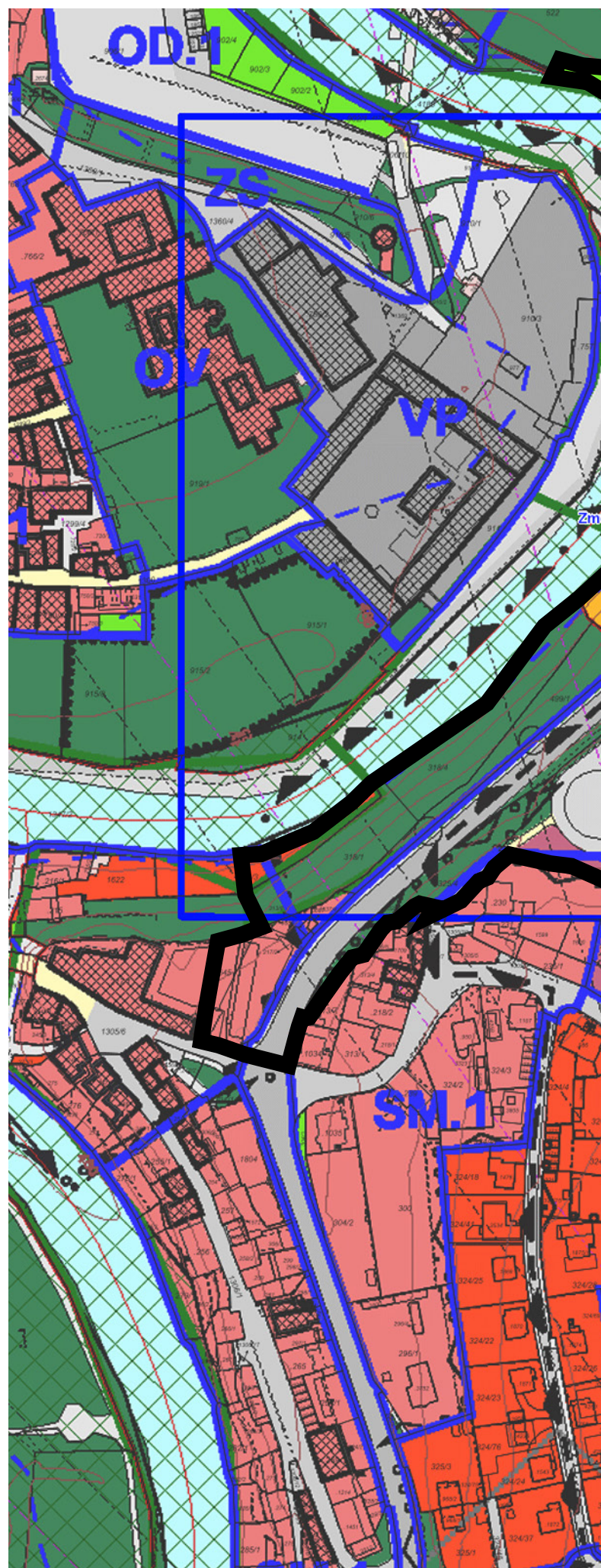
III-class road



local communication



tunnel routes



In the currently valid zoning plan, the **Horní Brána** district is divided into several areas according to the nature of the development:

1. The area along Kaplická Street up to the so-called Fričkův Dvůr (a farm enclave of medieval origin) with remnants of the surrounding small buildings; the area is part of the urban conservation zone with regard to the preserved forms of building. The structure of the street network and building volumes are stabilized, currently located in the protection zone of the urban conservation area. At the eastern end of Kaplická Street, in the vicinity of Hornobránský Pond, there is a group of solitary buildings (a commercial bank, a hotel, prefabricated residential buildings and collective garages), inconsistent in volume and structure with the original character of the locality. Areas of urban greenery are proposed in the vicinity of Hornobránský Pond for the relaxation of the inhabitants.

2. The area of the Nové domovy (built during World War II) now appears as an organic part of the city, although the horizontal roof lines of the apartment buildings look somewhat disturbing in distant views in the context of the surrounding buildings.

3. Pod Křížovou Horou area - an area with several objects of local identity (pětidomí, ...) gradually growing from collective housing to the character of a quarter with villas. The structure of the street network is stable - although not entirely satisfactory. ... Any new buildings on undeveloped land must be strictly monitored in terms of the impact on the roof landscape as seen from the chateau grounds and especially with regard to the horizon (boundary) of development below Křížová Hora. For this reason, among others, it is unacceptable to change the function of the gardens in the vicinity of Křížová Hora to a residential function.

4. area U Havraní skály - nemocnice - Pod hřbitovem; the area includes some facilities of city-wide character (bus station, hospital, cemetery, driving range - heliport) and at the same time enclaves of individual and collective housing. In terms of functional use, this space is heterogeneous. Some of the buildings on the premises of the hospital and the residential house Na Skalce have a negative or controversial appearance in the panorama of the town. The structure of the street network is complicated, but stabilized due to the ownership relations and the given parcelization. Potential redevelopments and extensions in the area should be examined in terms of their impact on the city skyline. West of the area of the driving school, the transformation of the gardens to a residential function is proposed and in connection with this, the construction of a new service road that will connect Pod Skalkou and Hřbitovní Street in significantly better parameters and at the same time make the V Rozsypu area accessible in the future.

5. Ambit area - former Porák's mill and graphite factory - nowadays used by a number of companies as warehouse areas and premises for production, services and building yards. The area was badly affected during the floods of August 2002. According to the approved regulatory plan, the entire area is designated for redevelopment - transformation area. However, the concept of the traffic service will be modified in connection with the change of the height of the U Trojice bridge and the connection to the southern bridgehead of the Porák bridge (Skalka intersection). The location represents the largest potential reserve for the development of the city's service functions, including services for new forms of tourism (creation of a congress centre) and the residential sphere. The final use of the site will be influenced in the details of the regulatory plan by the designation of the area of active inundation of the Vltava River. ... Due to the complicated height conditions and the need to connect the area by a new bridge with the area of Latrán and the Pod Poštou car park, a new intersection Skalka is proposed with the possibility of direct connection of the route to the bridge and further to Latrán. Every plan for a new development in the "Ambit" locality must necessarily be spatially verified in terms of its impact on the compositional view axis Budějovická - Castle Tower.

Areas with different types of use are defined by the valid zoning plan as follows:

SERVICE SPHERE - TRANSPORT FACILITIES (OD)

Main use:

- routes of the supra-local rail and road transport system,
- the basic system of urban roads,
- railway stations, stations and public transport stops,
- large parking lots, collective garages,
- filling stations.

Buildings must respect the scale and context of the surroundings by the architectural articulation of building forms and especially the overall volume of the development. The investor or owner of the facility is obliged to ensure adequate greening of the areas.

Additional use:

- warehouses and workshops for service activities related to transport equipment,
- services and small sales facilities associated with the operation of public transport,
- additional business, administrative, catering and accommodation facilities for refreshments and short-term accommodation associated with the operation of public transport.

Unacceptable use:

- other types of activities than those mentioned above are not allowed;
- large retail facilities and supermarkets.

SERVICE AREA - SPECIFIC TRANSPORT AMENITIES- BUS STATION (OD.2)

Main use:

- transport terminal and information center;
- bus station, stations and public transport stops;
- large-capacity car park (multi-storey subsurface);
- public spaces and areas of decorative greenery with elements of small architecture and furnishings for relaxation;

The buildings must respect the compositional relationships, the axes of the views of the silhouette of the historic core and the castle, the scale and context of the buildings in contrast to the historic core by the architectural articulation of the building forms and especially the volumetric solution of the buildings. The investor or owner of the facility is obliged to ensure adequate greening of the areas.

Additional use:

- accommodation and related services;
- retail and catering facilities;
- services and sales facilities in connection with public passenger transport;
- necessary technical amenities.

Unacceptable use:

- other types of activities than those listed under the main and supplementary functions are not permitted;
- large-scale retail facilities and supermarkets.

RESIDENTIAL PUBLIC GREENERY + URBAN PARKS (ZS)

Main use:

- greenery in publicly accessible areas;
- greenery landscaped with native trees or with introduced species, or with garden forms and varieties;
- stabilization of greenery in the city, areas of relaxation.

Unbuildable city area - exceptionally, it is possible to situate small architecture and objects for the park visitors' facilities in connection with the arrangement and use of the parterre. The location and architectural design of these additional buildings must be in line with the main - natural and relaxing function of the public green space and correspond to the character of the site. Maximum built-up area of refreshment facilities up to 20m².

Additional use:

- furniture for relaxation, playgrounds, sculptures and other elements of garden architecture,
- facilities for park visitors: e.g. public sanitary facilities, refreshments, etc.
- fence is allowed only exceptionally due to the public importance of the areas,
- necessary linear technical amenities - utility networks.

Unacceptable use:

- all activities that are contrary to the stabilization of the natural component and

are not related to the defined permissible use.

SERVICE SPHERE - CIVIC AMENITIES (OV)

Main use:

- complexes, buildings and civic amenities (especially for education, health, social care and public administration).

Buildings must match the context and character of the surrounding buildings in scale, roof form, cornice and ridge height.

Additional use:

- commercial administration,
- buildings and facilities for cultural and religious purposes,
- retail, catering and accommodation facilities,
- housing,
- public spaces and areas of decorative and recreational greenery with elements of small architecture and furnishings for relaxation, orientation and information,
- playgrounds, sports and relaxation facilities,
- parking for the needs of the zone,
- necessary technical amenities.

Unacceptable use:

- all types of activities that disturb the environment by noise, dust, exhalations or organoleptic disturbance (also secondarily, e.g. increased freight traffic, dust, operational activities, etc.),
- mainly production and storage activities (placement of buildings for production, storage and wholesale),
- large commercial facilities demanding traffic service with a sales area of over 500 m² (supermarkets, hypermarkets),
- transport terminals and transport service centres.

SPECIFIC INDIVIDUAL RECREATION - INDIVIDUAL GARDENS (RZ)

Main use:

- areas of gardens and concentrated private gardens used for cultivation and relaxation.

The buildings must respect the scale and context of the surrounding buildings and the character of the area by the architectural design and the articulation of building forms, especially the overall volume of the development. The built-up area of the buildings must not exceed 25 m²!

Additional use:

- common areas of decorative and relaxation greenery and common car parks,
- buildings for individual recreation (garden cottages) - according to the above spatial regulation;
- sales warehouses and workshops for activities related to the cultivation activities in the horticultural area,
- club, sports, sanitary and catering facilities of local importance,
- necessary technical facilities,

Unacceptable use:

- housing
- garages
- all types of activities that disturb the environment by noise, dust, exhalations or organoleptic disturbance (also secondarily, e.g. increased freight traffic, dust, etc.).

URBAN MIXED USE (SM)

Main use:

- service function, non-production service facilities,
- retail and catering services,
- housing in residential and family houses,
- facilities for administration,
- areas of ornamental and recreational greenery with furniture for relaxation,
- parking for the needs of the zone.

The buildings must respect the compositional relationships, the axes of views of the silhouette of the historic core and the castle, the scale and context of the surrounding buildings by the architectural articulation of building forms and especially the overall volume of the development.

Additional use:

- childcare facilities, school facilities,
- medical and social facilities,
- sports and relaxation facilities,
- buildings and facilities for cultural and religious purposes,
- accommodation facilities (guesthouses),
- necessary technical amenities.

Unacceptable use:

- all types of activities which, by noise, dust, exhalations or organoleptic disturbance above the permissible level directly or secondarily disturb land used for housing or amenities.

URBAN MIXED USE - WITHIN HISTORIC DEVELOPMENT (SM.1)

Main use:

- service function, non-production service facilities,
- retail and catering services,
- housing in family houses,
- areas of decorative and recreational greenery with furniture for relaxation,

The buildings must respect the compositional relationships, the axes of views of the silhouette of the historic core and the castle, the scale and context of the surrounding buildings through the architectural articulation of building forms and especially the overall volume of the development.

Additional use:

- facilities for administration,
- medical and social facilities,
- sports and relaxation facilities,
- buildings and facilities for cultural and religious purposes,
- accommodation facilities (guesthouses),
- necessary technical amenities,
- parking for the needs of the zone.

Unacceptable use:

- all types of activities which, by noise, dust, exhalations or organoleptic disturbance above the permissible level directly or secondarily disturb land used for housing or amenities.

TRANSPORTATION

The area is served by road **II/157** passing through the area on the eastern side (**Nemocniční Street**) and road **II/160 (Objížd'ková Street)** closing its western boundary.

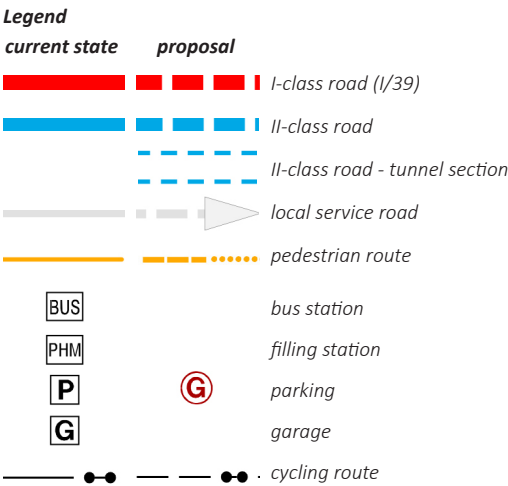
A proposed tunnel section (P203a) leading from the southern bridgehead of the new U Trojice bridge (P202) enters the intersection of these two roads in the proposal for the new zoning plan.

The new zoning plan defines this intersection together with other plans in relation to the route of the II/157 road (including the long-prepared revitalization of the Ambit area; the plan of a new bridge P202- U Trojice Bridge- Ambit; a new connection leading from the southern bridgehead of the U Trojice Bridge to the bridgehead of the Porák Bridge P75- Ambit Objížd'ková- Pivovar Bridge; or a new connecting route Z203b- Eastern Bypass. ..), the aim of which, according to the master plan, is *to increase the efficiency of the basic communication system of the city as a whole, to create opportunities for effective redistribution of the current communication loads and also to ensure full functionality of the system even in case of emergency situations.*

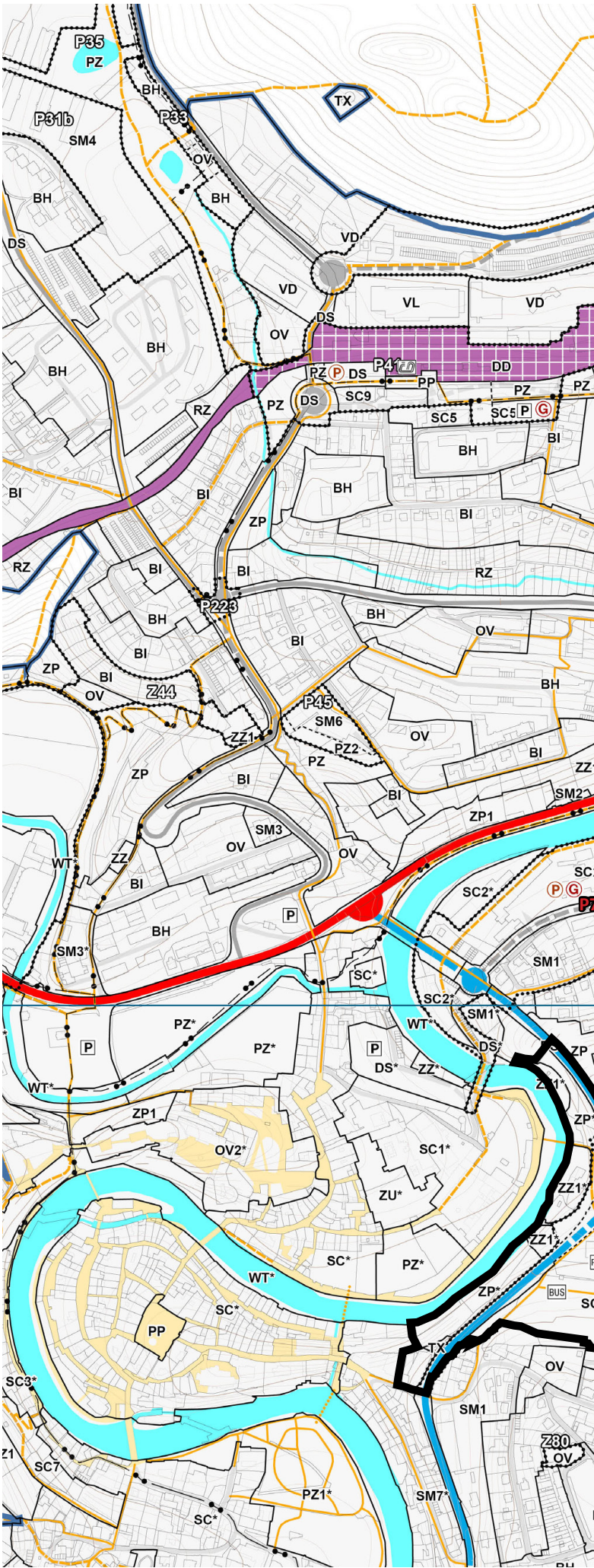
However, the intersection in its intended form may be perceived as problematic. While this traffic solution allows for smoother and safer passage of motor vehicles, it is inappropriate for pedestrians as it will cause an extension of pedestrian routes. The vastness of the intersection means that it may become a difficult to penetrate barrier in the area, which is contrary to the objectives of the masterplan in this location.

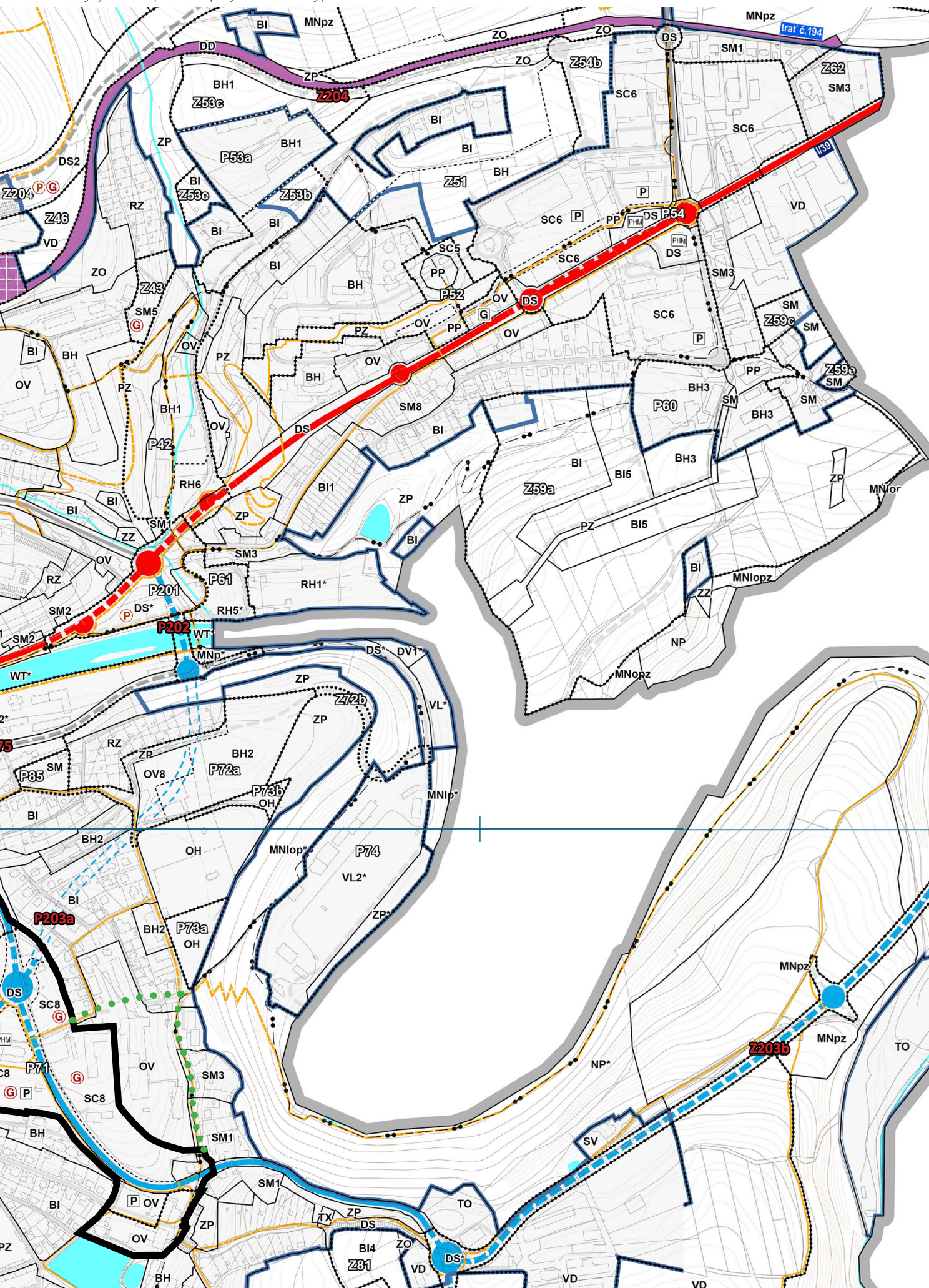
In its outlined form, the intersection lacks a solution to the broader urban linkages and degrades the entire area to a purely traffic-oriented development, difficult to reach on foot, typical more on the periphery of cities than in the vicinity of historic centres. This solution increases the incentive for city residents to travel through the site by motorised transport rather than on foot, which paradoxically may make traffic in the site even worse as a result. 85% of the traffic in the area is already generated by residents of Český Krumlov who move from one part of the town to another by car. The Horní Brána district, however, has more potential than being a mere traffic junction, thanks to its valuable location in contrast to the panorama of the historic centre.

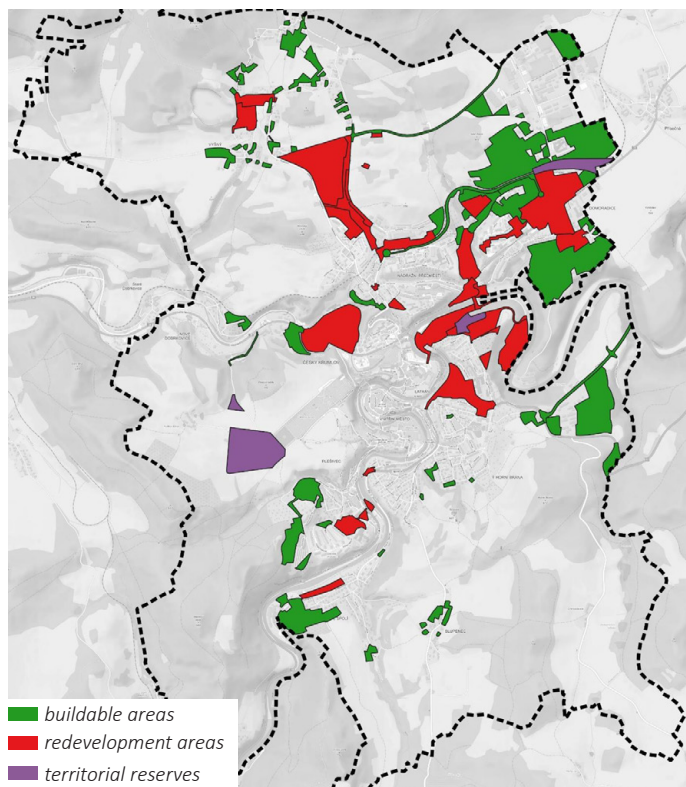
The municipality commissioned a traffic model comparing some of the town's transportation infrastructure development options in various combinations for the 2035 traffic condition. This resulted in several possible scenarios, which are described below. For the purposes of this assignment, only those that are directly relevant to the assignment area, i.e. scenarios 1, 2, 3, 5 and 6, are presented here.



the competition area with other plans in relation to the II/157 road on the latest version of t



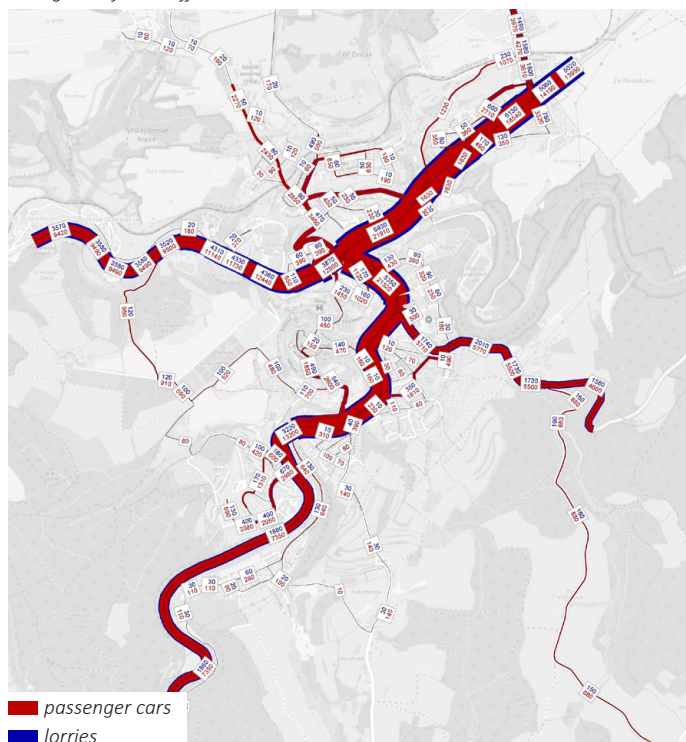




Expected population development according to the new zoning plan

town district	Cadastral area – locality	Population	
		2019	2035
Domoradice	Přísečná-Dom. – Tovární – U Liščí		
	Přísečná-Dom. – Mír II, III + jih	2335	3675
Horní Brána	Český Krumlov	2262	2483
Latrán	Český Krumlov	791	738
Nádražní Předměstí	Český Krumlov		
	- Jitona	2906	3012
Nové Dobrkovice	Kladné-Dobrkovice	144	148
Nové Spolí	Spolí – Nové Spolí	580	769
Plešivec	Český Krumlov	3081	2841
Slupenec	Slupenec	94	104
Vnitřní Město	Český Krumlov	276	267
Vyšný	Vyšný sever		
	Vyšný kasárna	512	3222
Český Krumlov		12981	17259

cartogram of car traffic: scenario 1



Scenario 1 - Existing network (intersections Domoradice and U Trojice converted to signalised intersections)

By 2035, there will most likely be an increase in traffic throughout the city and especially on the I/39 road, which is already congested at peak times. This can be expected due to further increase in motorisation and mobility of the population.

In addition, there will be an increase in road congestion caused by the filling of development sites, particularly in the north of the city. For example, there will be significant congestion on Míru Street and Na Svahu Street after the redevelopment of the former barracks area into a residential area for more than 2,000 inhabitants.

Scenario 2 - Existing network + tunnel (P203a)

The construction of the tunnel between the U Trojice intersection and the intersection under the hospital is in many ways a radical solution to the traffic situation in the city. It is not only a huge investment project, but also the subsequent operation of the tunnel is financially demanding. At the same time, the benefits of the tunnel apply only to part of the congested network: on I/39 between the U Trojice intersection and the Porák Bridge and on II/157 between I/39 and the hospital. The most congested section of I/39 between the Mír housing estate and the U Trojice intersection is not affected by the tunnel. Another positive effect is the shift of some traffic from Míru Street to the more suitable Na Svahu Street. This street, together with the tunnel, will become a logical route linking the Nádražní předměstí suburb with the south of the city.

Scenario 5 - Existing network + tunnel (P203a) + Nad Trati road (Z204)

The tunnel and the Nad Trati road complement each other. Each of the constructions causes the relief of a different section of the I/39 road and the whole section from Domoradice to the Porák Bridge is relieved. Moreover, the Nad Trati road essentially cancels the congestion on Na Svahu Street, which is fed by the tunnel.

Scenario 3 - Existing network + eastern bypass (Z203b)

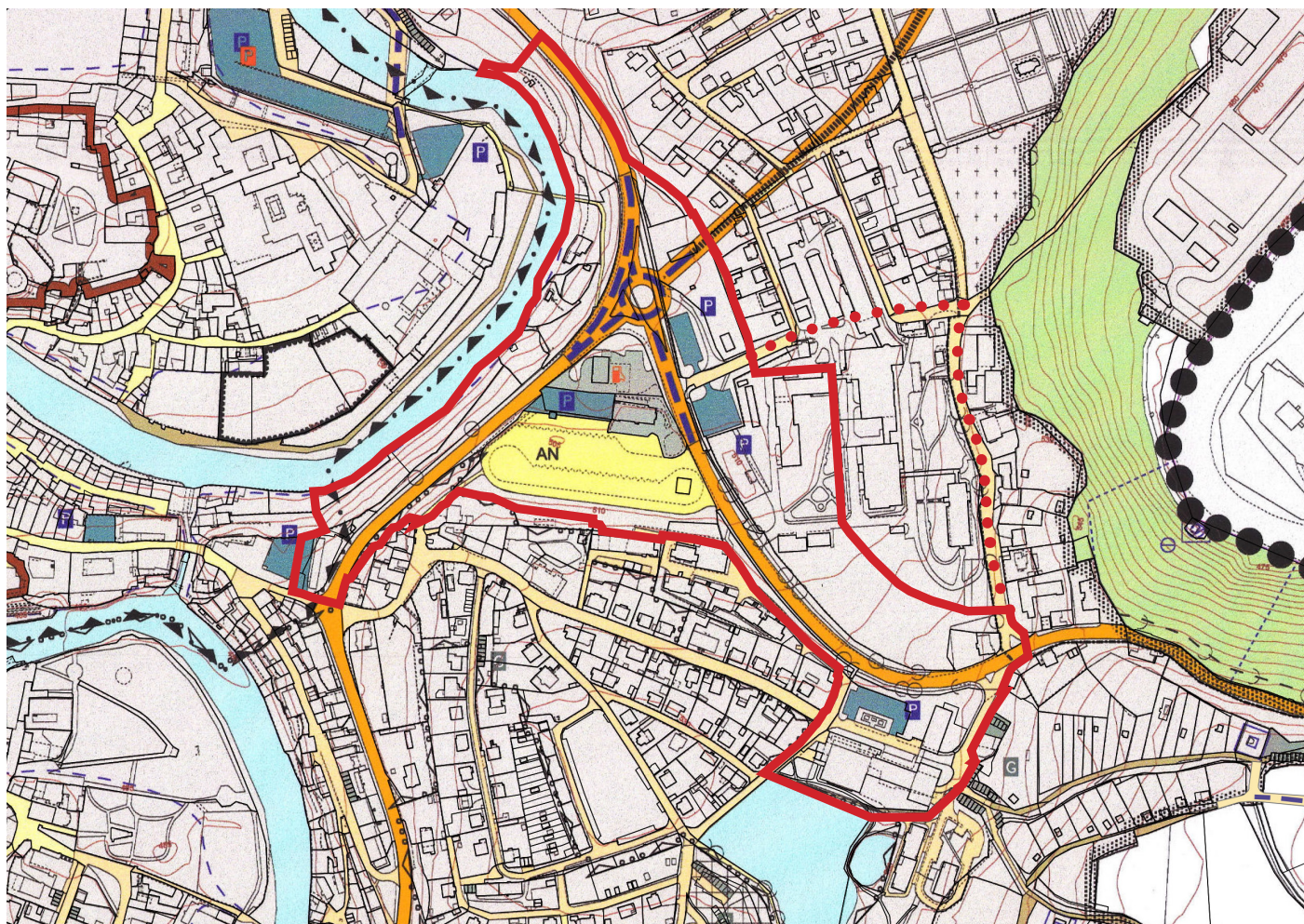
The eastern bypass is to some extent an alternative to the tunnel, as the tunnel also partially fulfils the function of the eastern bypass/tangent. As in the case of the tunnel, it is an investment-intensive construction as the bypass includes a bridge over the Vltava valley. The bypass is partly located on the cadastre of the neighbouring municipality of Přísečná.

Unlike the tunnel, it relieves the I/39 road in a longer section - from the beginning of the town in Domoradice to the Porák Bridge, but at the same time, due to its offset location, it is minimally used for inner-city roads. The congestion on the bypass, as well as the reduction in intensity on I/39, is lower in the case of the bypass than in the case of the tunnel.

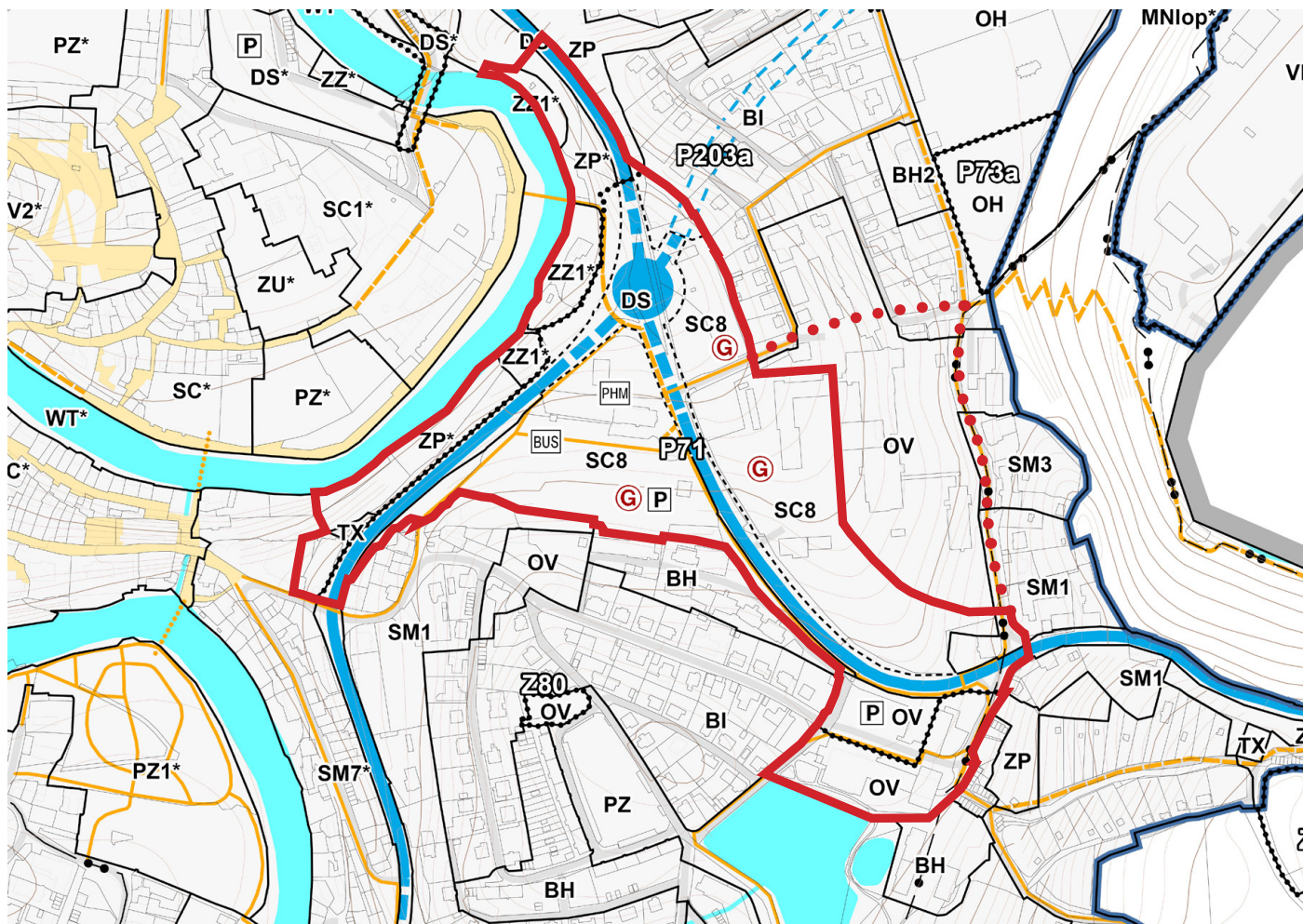
Another effect is the diversion of traffic from the one-way U Trojice Street in the direction out of the city. This transit traffic extends into the street due to the exhaustion of the capacity of the I/39 road and returns to it once it is relieved.

Scenario 6 - Existing network + eastern bypass (Z203b) + Nad Trati road (Z204)

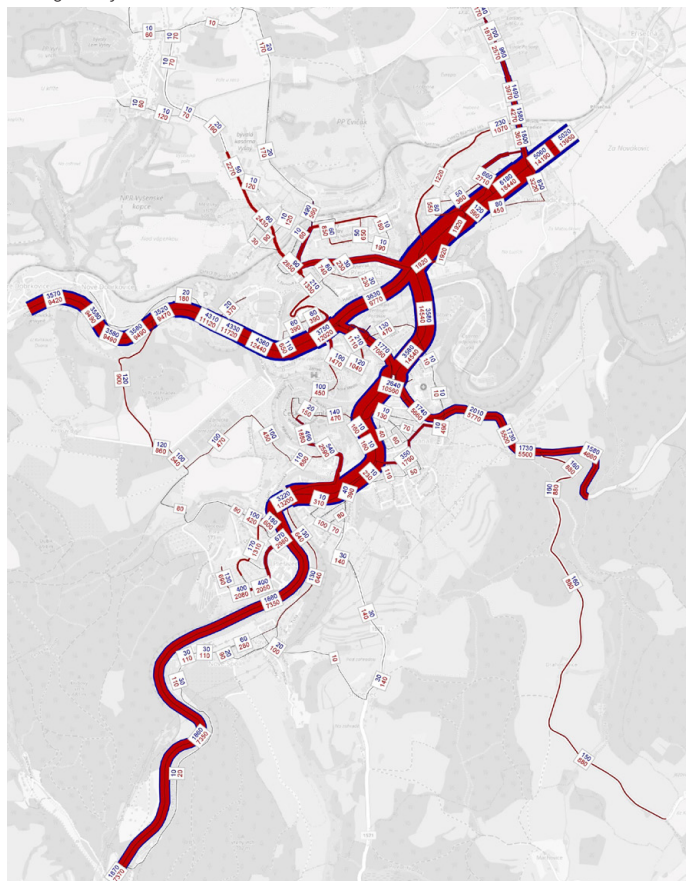
The common effect of these two constructions is a significant reduction in traffic intensity on the I/39 road in the section between Domoradice and the U Trojice intersection, which is, and without further measures will continue to be, the most congested section of the communication network in the town. The traffic volume here will drop by a third (approximately 10 000 vehicles per day) as a result of the combined effect of the eastern bypass and the Nad Trati road.



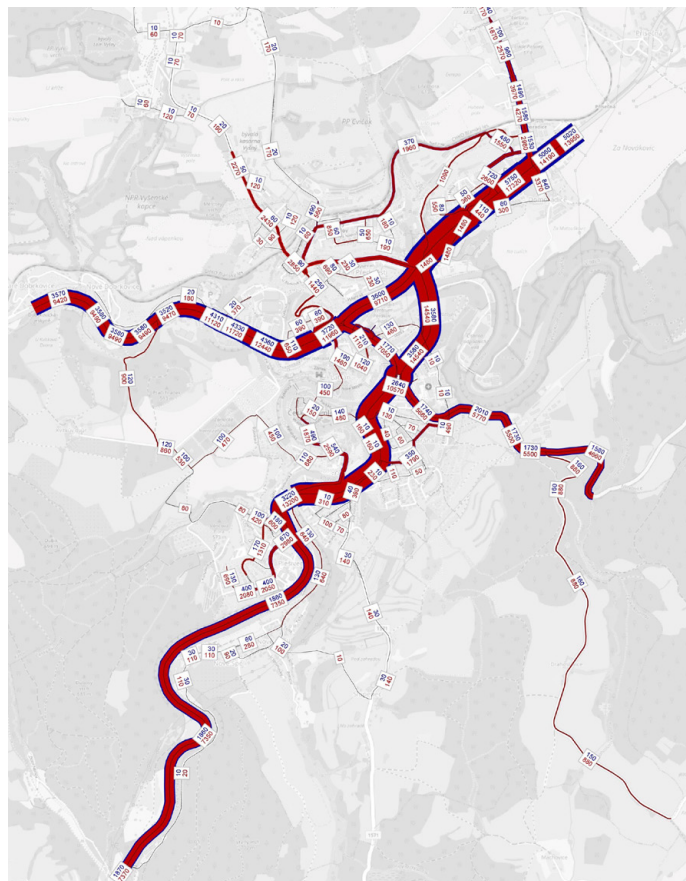
Main drawing of the transport concept of the new zoning plan - latest proposal before the public hearing



Cartograms for scenarios



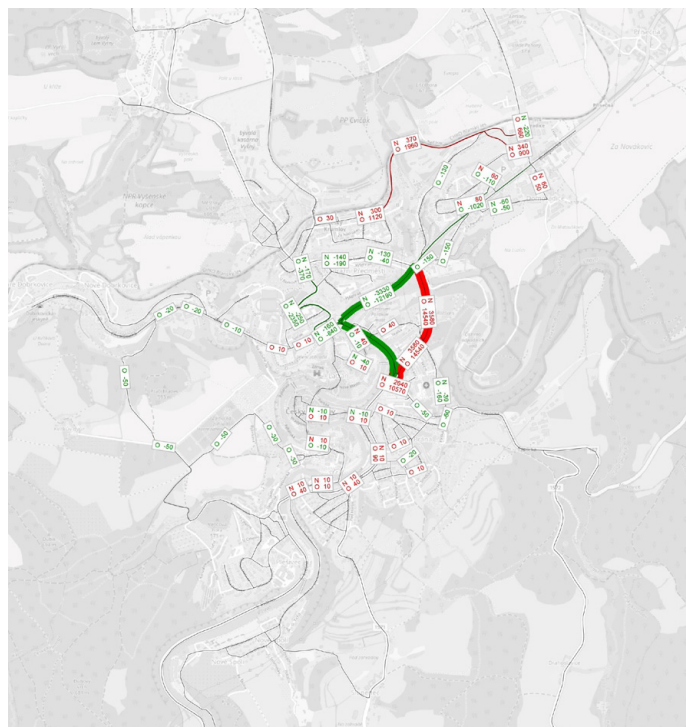
Cartogram of car traffic: scenario 2



Cartogram of car traffic: scenario 5

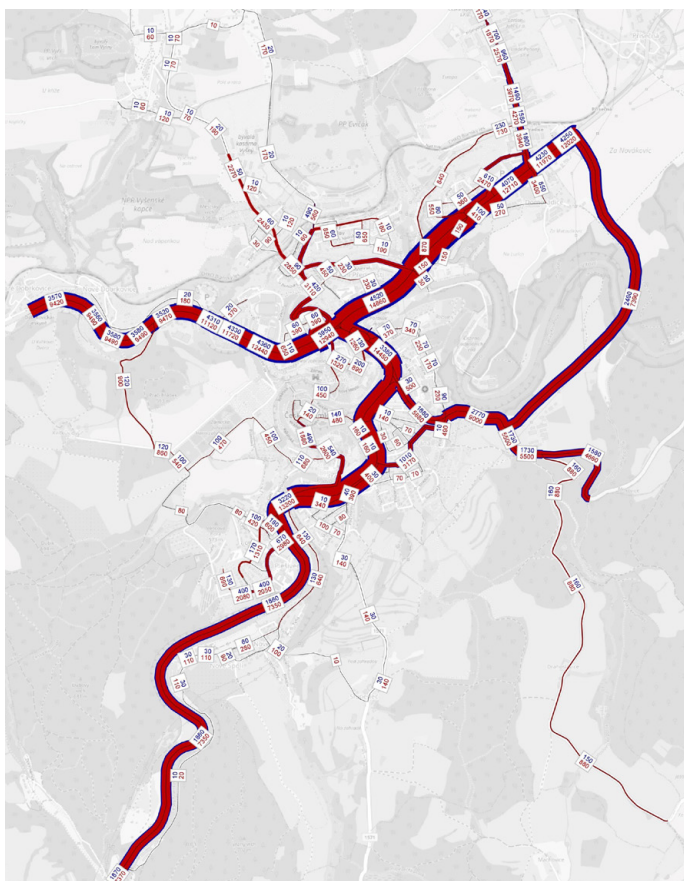


difference cartogram of car traffic load: scenario 1 - scenario 2

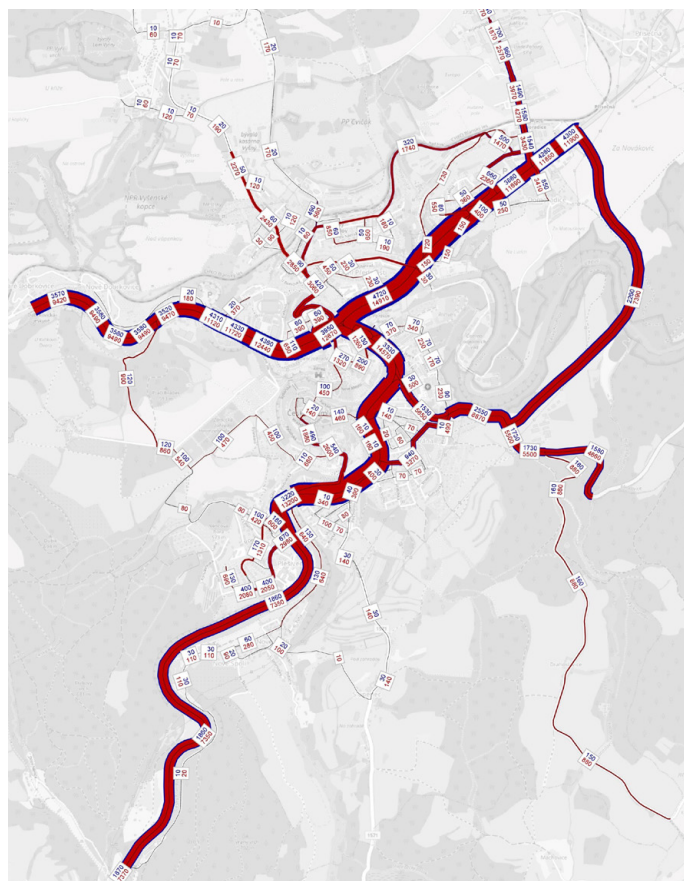


difference cartogram of car traffic load: scenario 1 - scenario 5

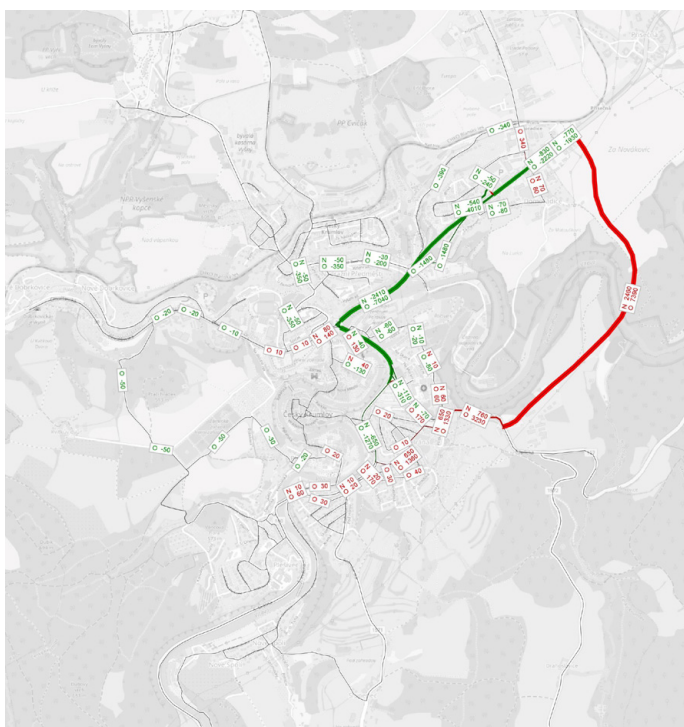
profile monitored	Traffic concept current state 2017	Scenario 1 2035 comparative	Scenario 2 P203a	Scenario 5 P203a Z204	Scenario 3 Z203b	Scenario 6 Z203b Z204
Budějovická (U Trojice)	22070	30160	29870	28130	22170	20570
Objížďková (pod AN)	12150	18880	18830	18830	16940	16920
Tunel II/157 (P203a)	0	0	18150	18120	0	0
východní obchvat (Z203b)	0	0	0	0	9850	9650
Nemocniční	5570	7450	7400	7400	7560	7180
Křížová - Kaplická	1360	2420	2370	2370	4400	4430
Na Svahu	2400	4110	6180	3950	3880	1920
Třída Miru	1980	3930	1540	1690	3530	3480
Vyšenská	570	2940	2940	2940	2940	2940
Nad Trati (Z204)	0	0	0	2330	0	2060



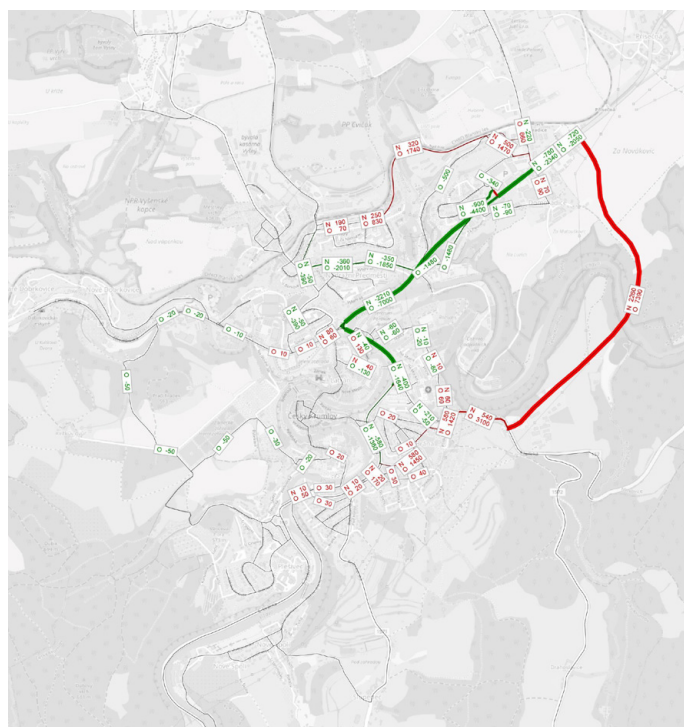
Cartogram of car traffic: scenario 3



Cartogram of car traffic: scenario 6



difference cartogram of car traffic load: scenario 1 - scenario 3



difference cartogram of car traffic load: scenario 1 - scenario 6

Annual average of daily traffic volumes (2016)¹¹

section 2-2112

Annual average of daily traffic volumes	LT	MT	MTT	HT	HTT	ST	B	AB	TR	TRT	HV	I	M	SV	
all days	vehicles/day	1 009	218	25	168	18	83	361	9	15	4	1 910	14 104	82	16 096
weekdays (Mon-Fri)	vehicles/day	1 249	270	32	208	23	106	418	11	19	5	2 341	14 903	76	17 320
free days (ex. holidays)	vehicles/day	409	88	8	68	6	26	219	4	6	2	836	12 106	96	13 038

section 2-2071

Annual average of daily traffic volumes	LT	MT	MTT	HT	HTT	ST	B	AB	TR	TRT	HV	I	M	SV	
all days	vehicles/day	489	148	4	67	3	34	142	0	5	4	896	10 908	71	11 875
weekdays (Mon-Fri)	vehicles/day	605	183	5	83	4	43	164	0	6	5	1 098	11 838	66	13 002
free days (ex. holidays)	vehicles/day	198	60	1	27	1	11	86	0	2	2	388	8 582	83	9 053

Meaning of abbreviations used:

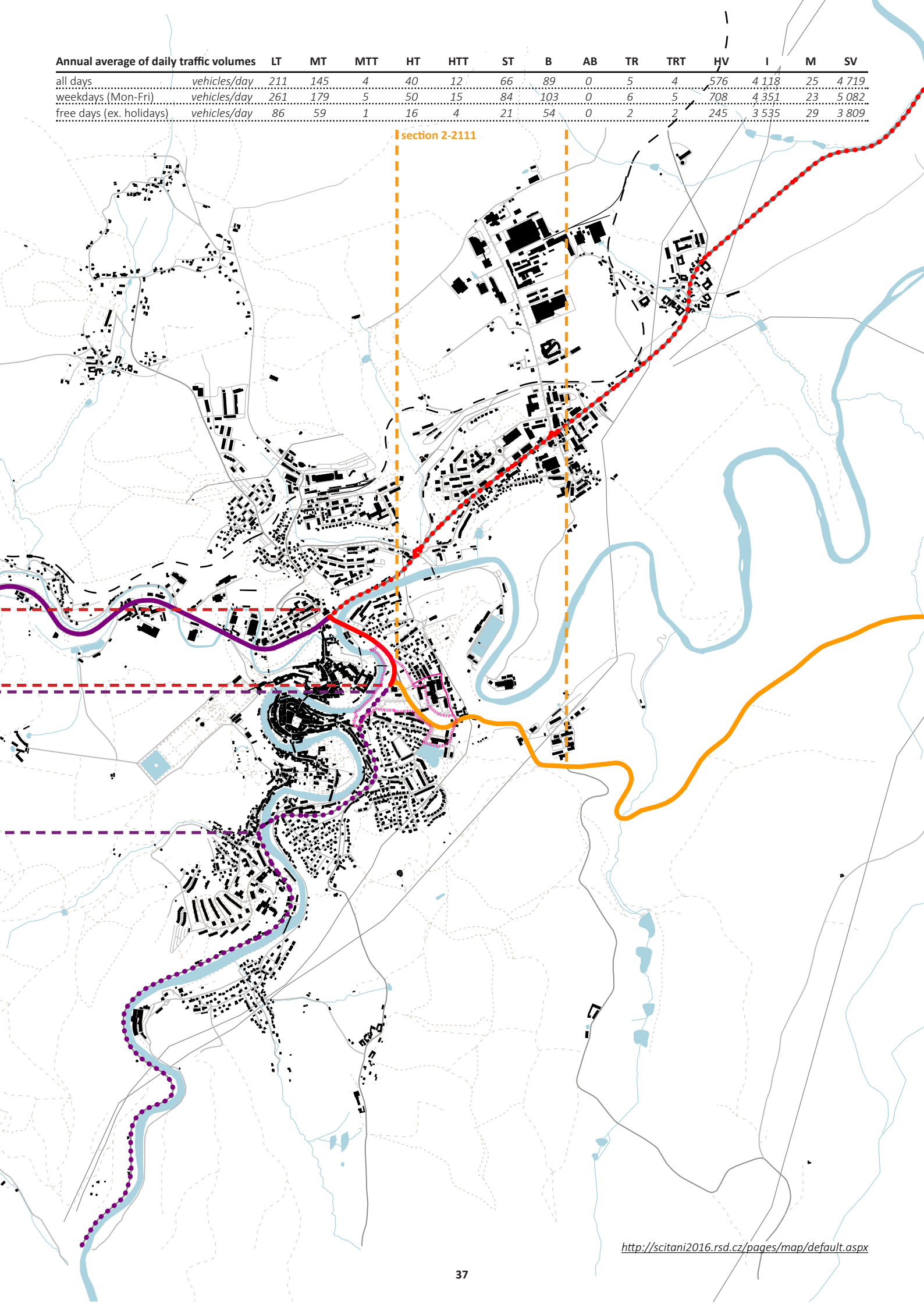
LT	Light trucks (payload up to 3.5 t) without trailers and with trailers
MT	Medium trucks (payload up to 3,5 – 10t) without trailers
MTT	Medium trucks (payload up to 3,5 – 10t) with trailers
HT	Heavy trucks (payload over 10t) without trailers
HTT	Heavy trucks (payload over 10t) with trailers
ST	Semi-trucks
B	Buses
AB	Articulated buses
TR	Tractors without trailers
TRT	Tractors with trailers
HV	Total heavy motor vehicles
I	Cars and vans without trailers and with trailers
M	Single-track motor vehicles
SV	Total all motor vehicles (sum of vehicles)
SHT	Heavy trucks (0,1.LT+0,9.MT+1,9.MTT+HT+2,0.HTT+2,3.ST+B+AB)

Legend:

● ● ● ● ●	Section with intensity 1001- 3000 vehicles/24h
■	Section with an intensity of 3001- 5000 vehicles/24h
● ● ● ● ●	Section with intensity 5001- 7000 vehicles/24h
■	Section with intensity 7001- 10 000 vehicles/24h
● ● ● ● ●	Section with an intensity of 10 001- 15 000 vehicles/24h
■	Section with an intensity of 15 001- 25 000 vehicles/24h

¹¹ National Transport Census 2016
<http://scitani2016.rsd.cz/pages/map/default.aspx>

Annual average of daily traffic volumes		LT	MT	MTT	HT	HTT	ST	B	AB	TR	TRT	HV	I	M	SV
all days	vehicles/day	211	145	4	40	12	66	89	0	5	4	576	4 118	25	4 719
weekdays (Mon-Fri)	vehicles/day	261	179	5	50	15	84	103	0	6	5	708	4 351	23	5 082
free days (ex. holidays)	vehicles/day	86	59	1	16	4	21	54	0	2	2	245	3 535	29	3 809



Bus transportation¹²

The town of Český Krumlov is mainly served by regular bus transport. It is connected with its surroundings by about 20 lines. Apart from city and regional lines, the town is also connected to long-distance lines, especially in the direction of Prague.

Other specific lines related to Český Krumlov are the so-called shuttles, which are mostly minibuses that provide on-demand individual tourist trips to Český Krumlov from Prague, Vienna, Munich, Bratislava and Budapest in connection with Karlovy Vary or the Austrian towns of Hallstatt, Salzburg, Melk, Obertraun and Bad Ischl, as well as connections with the airports of Prague, Vienna, Munich and Budapest. These connections are operated door-to-door, i.e. between hotels and guesthouses.

Regional and long-distance buses use two main terminals in addition to stops along the access routes, namely the Bus Station and the Špičák stop. Both of these stops are located on the outskirts of the historic city centre - Špičák in the north and Bus station in the east - and all regional and long-distance services stop at them. Along the access routes, most of the regional bus lines are served by the stops Domoradice, U Sv. Trojice, Horní brána, Plešivec (one-way), Tavírna (one-way), Rechle (one-way), Chvalšinská (served by public transport only occasionally) and Dobrkovice (without public transport).

INTERNATIONAL AND LONG-DISTANCE BUSES

There are two regular international bus lines to Český Krumlov:

Once a day there is a line between Český Krumlov and the Ukrainian Shepetivka. The bus line Prague - České Budějovice - Český Krumlov - Linz - Salzburg also stops in Český Krumlov on a daily frequency.

They are also:

Line 133100 Prague - Písek - Lhenice - Český Krumlov - (Lipno nad Vltavou - Frymburk)

Line 133110 Prague - Tábor - České Budějovice - Český Krumlov - (Lipno nad Vltavou)

Line 133109 Prague - České Budějovice - Český Krumlov - (Lipno nad Vltavou)

Line 133109 runs from 6am to 9pm once an hour. Lines 133100 and 133110 run once a day on weekdays, supplemented by a booster service at weekends.

REGIONAL BUSES

At the regional level, transport is provided by the South Bohemia Region and organised by the regional transport coordinator. The transport itself is provided by various carriers operating the following bus routes:

Line 320020 České Budějovice - Český Krumlov - Větřní

Line 320021 České Budějovice - Český Krumlov - Lipno n. Vltavou - Horní Planá - Nová Pec

Line 320024 České Budějovice - Český Krumlov - Volary - Kvilda

Line 330001 Kaplice - Český Krumlov

Line 330020 Český Krumlov - České Budějovice

Line 330052 Český Krumlov - Chvalšiny - Nová Ves

Line 330055 Český Krumlov - Horní Třebonín - Mojmé - Velešín - Kaplice

Line 330058 Český Krumlov - Křemže - Brloh

Line 330059 Větřní - Český Krumlov - Černá v Pošumaví - Horní Planá

Line 330060 Český Krumlov - Zlatá Koruna - Záluží

Line 330063 Český Krumlov - Mirkovice - Markvartice - Velešín

Line 330065 Český Krumlov - Rožmberk n. Vltavou - Frymburk

Line 330066 Český Krumlov - Větřní - Světlík - Frymburk

Line 330101 Kaplice - Střítež, Kaplice-nádraží - Český Krumlov

Line 330110 Kaplice - Český Krumlov - Ktiš - Prachatice - Vlachovo Březí - Vimperk

Line 330151 Český Krumlov - Větřní - the so-called suburban line, it is the only one serving the stops Tavírna and Rechle (occasionally) - it runs at an interval of about an hour along a very similar route as the southern branch of the public transport line 335001 (it is twice as long as the branch of the public transport line)

Line 330813 Český Krumlov - Krásetín - Holašovice

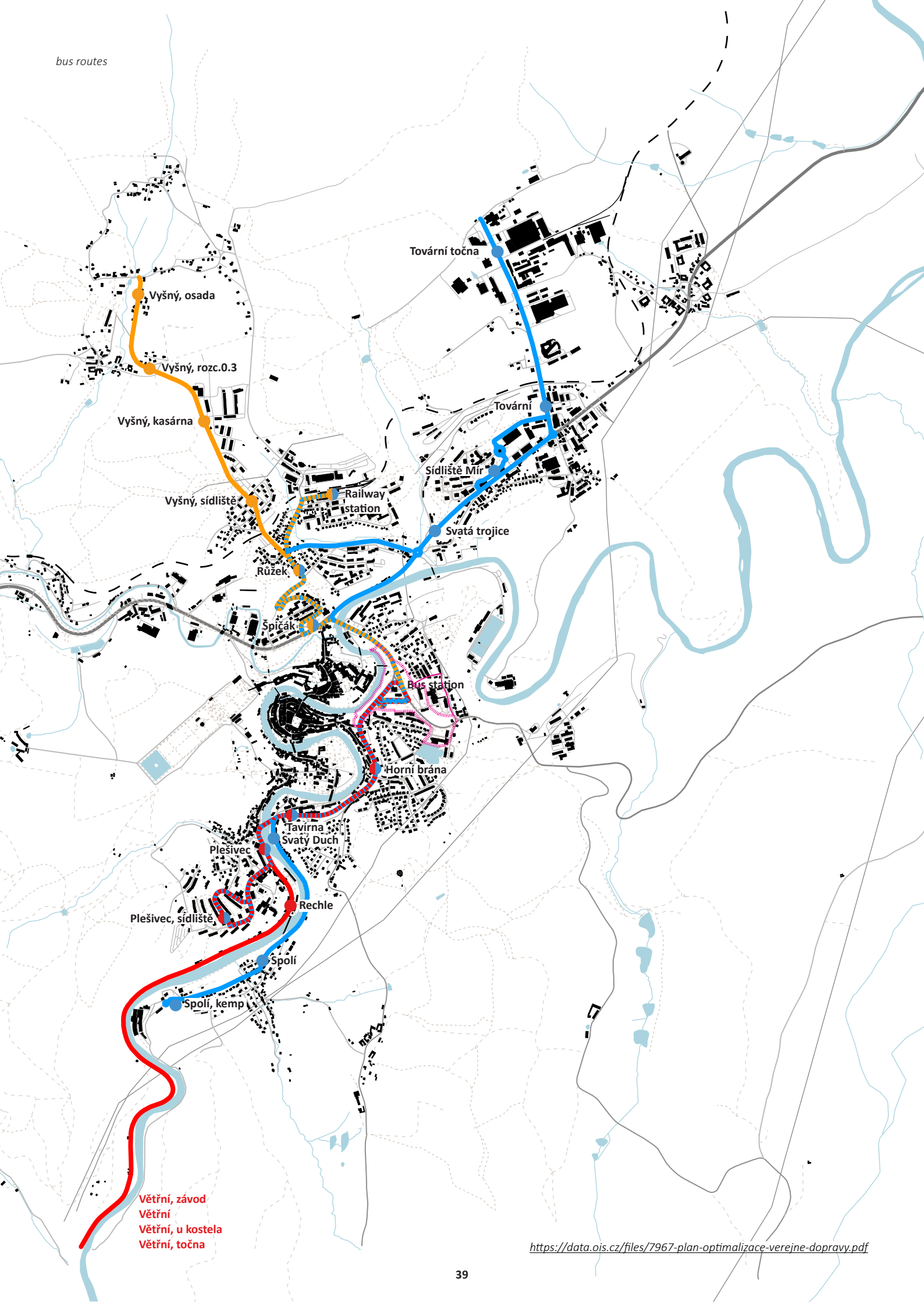
STOPS OF PUBLIC BUS TRANSPORT

There are a total of 26 bus stops in the town.

From the data provided by the City of Český Krumlov Transport Department, it can be estimated that the number of public transport passengers is 1,300 passengers per day, with only about 200 passengers per day on weekends (November 2016). By comparing the turnover data from 2015 and 2016, it is possible to estimate the turnover of public transport at bus stops. The Špičák stop has the highest turnover (700 boardings and alightings per day), other important stops are the bus station, the railway station and the Plešivec housing estate (around 350 passengers per day).

The bus station and Špičák are the busiest stops, used by more than half of all bus passengers (mainly due to regional transport).

¹² Komplexní dopravní koncepce města Český Krumlov
<https://data.ois.cz/files/7967-plan-optimalizace-verejne-dopravy.pdf>



Větrní, závod
Větrní
Větrní, u kostela
Větrní, točna

PUBLIC TRANSPORT BUSES

According to the results of a questionnaire survey of transport behaviour, the residents of Český Krumlov make 5,000 journeys by public transport every day.

Public transport is represented by two bus lines:

Line 335001 Spolí - Plešivec - bus station - railway station - Tovární točna

Line 335002 bus station - Špičák - railway station – Vyšný

Public transport systematically serves the town's main transport terminals, the bus station, Špičák stop and the railway station, and serves all housing estates, the commercial zone and the industrial zone. The centre is served by the Špičák and Horní brána stops (in the direction from Plešivec, located about 300 m before the Horní brána itself). Public transport connects line 1 Spolí and Plešivec in the south of the city with the bus station, Špičák, the railway station, the business and commercial zone on an hourly timetable with extended services to serve the industrial zone during shift changes (these do not serve the railway station).

Suburban line 330151 is in almost complete route and time coincidence with line No. 1. Between Plešivec and the bus station the connections are doubled for this reason.

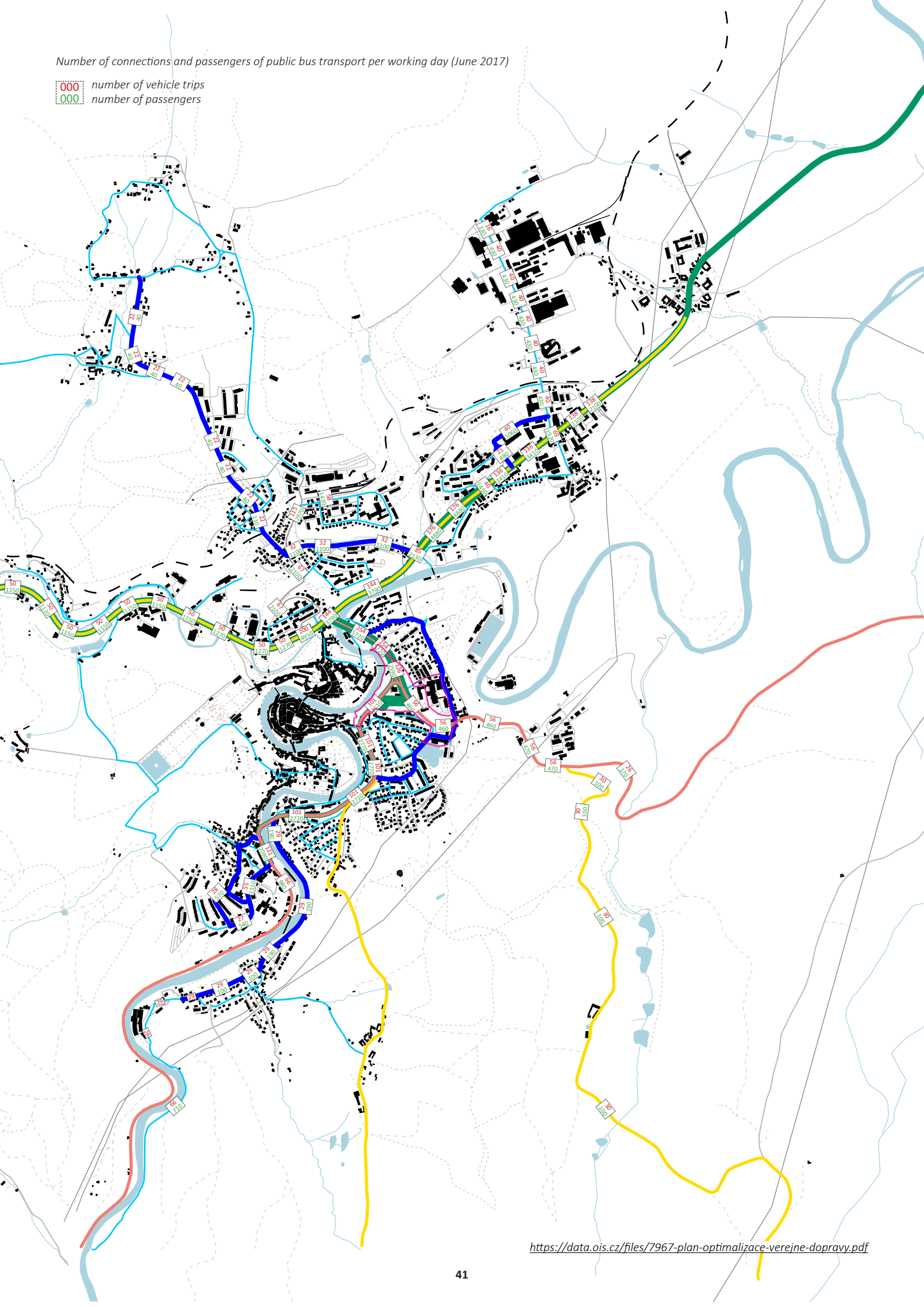
Line No. 2 connects the bus station with the railway station in interchange with line No.1 and thus creates a half-hourly interval between the two transport terminals, line No.2 also serves the Vyšný area.

TRANSPORT DISTRIBUTION

According to the results of the household questionnaire survey, the distribution of transport of the inhabitants of Český Krumlov is significantly to the disadvantage of public transport, by which only about 14% of all journeys were made, i.e. 8% by public transport, 5% by regional bus transport and 1% by rail transport. The share of public transport : integrated bus transport of the transport carried out by means of transport by the inhabitants of Český Krumlov is 17 : 83. Information on the distribution of transport of external trips was not collected, but from the comparison of road traffic intensity, the use of urban parking lots and the number of bus passengers, the vast majority of trips to the city are also made by cars.

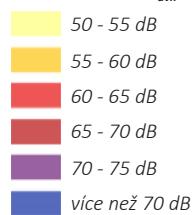
Number of connections and passengers of public bus transport per working day (June 2017)

000 number of vehicle trips
000 number of passengers



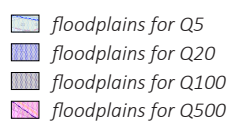
Noise map in the vicinity of the competition area¹³

Noise indicator L_{dvn}

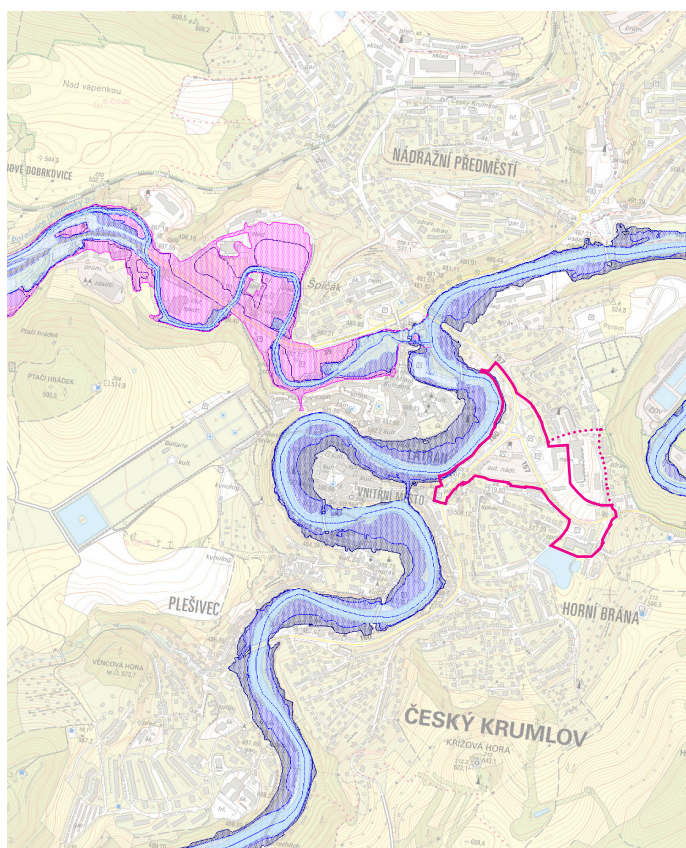


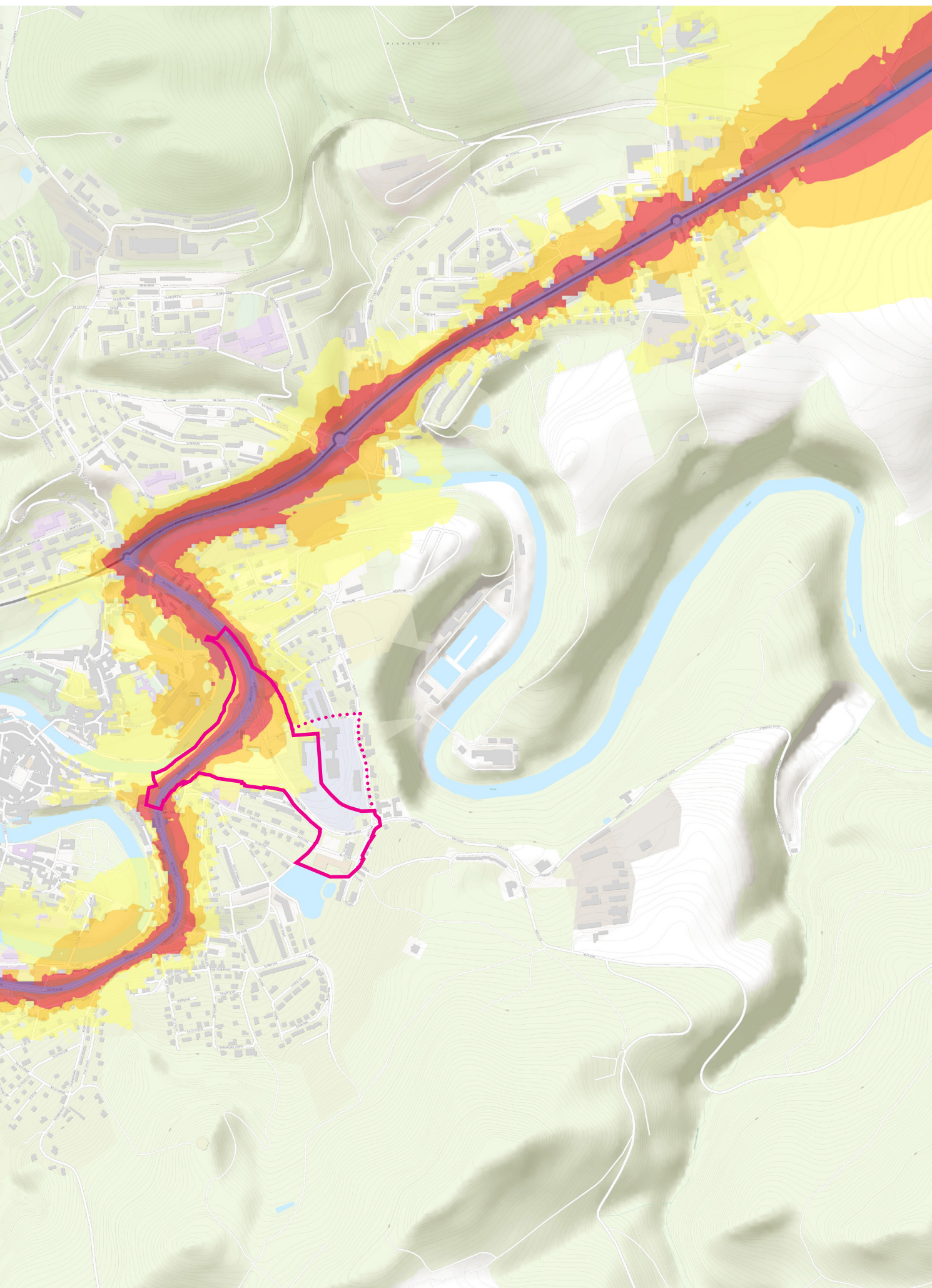
13 Noise maps 2017
<https://geoportal.mzcr.cz/SHM/>

Floodplains¹⁴



14 Hydrogeological Information System VÚV TGM
https://heis.vuv.cz/data/webmap/isapi.dll?map=isvs_zapluz&lon=14.3131739&lat=48.8098911&scale=15120

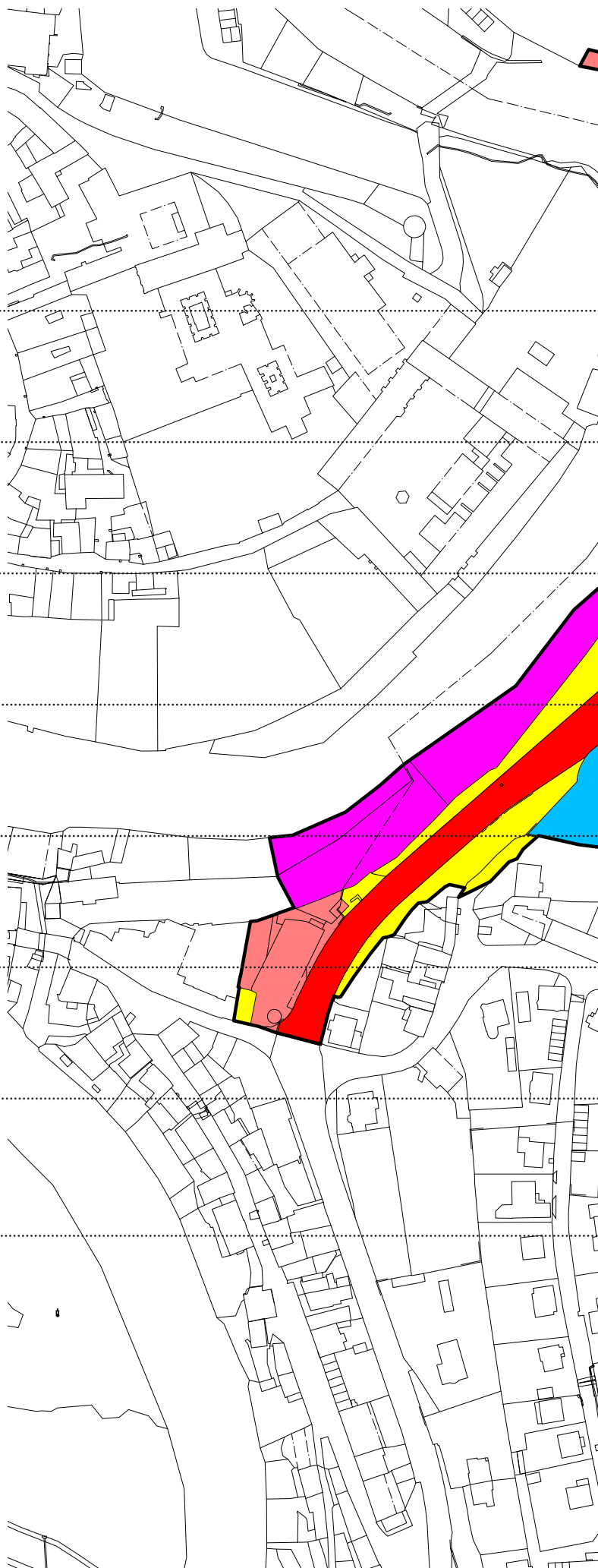




PROPERTY MAP OF THE COMPETITION AREA¹⁵

The largest part of the land in the area falls under the Hospital Český Krumlov and the Český Krumlov Development Fund (bus station with terminal and parking lot). The roads in the competition area are for the most part under the South Bohemian Region or the town of Český Krumlov.

- South Bohemia Region
- Natural person
- MOL Czech Republic
- Český Krumlov Development Fund
- ČSAD Buses České Budějovice
- Town of Český Krumlov
- Hospital Český Krumlov
- Legal person



¹⁵ <https://www.ikatastr.cz/#kde=48.81063,14.31713,17&info=48.81137,14.32302&mapa=letecka&vrstvy=parcelybudovy>

