

INTERNATIONAL URBAN-TRANSPORT-ARCHITECTURAL TWO-PHASE RESTRICTED PROJECT COMPETITION  
FOR THE

**"Brno New Main Train Station"**

**EXPLANATION OF COMPETITION CONDITIONS NO 21**

Based on the previous requests of the participant in accordance with paragraph 6.3 of the Competition Conditions, the Contracting Authority provides the following explanation of the Competition Conditions.

Identification of the Contracting Authority:

**Správa železnic**, státní organizace (**Railway Administration**, State organisation)

based in Dlážděná 1003/7, 110 00 Praha 1

Company ID No: 709 94 234

Tax ID No: CZ 70994234

represented by Ing. Mojmír Nejezchleb, Deputy General Director of the Railway Administration for Railway Modernisation

and

**Statutární město Brno (Statutory City of Brno)**

based in Dominikánské nám. 196/1, 601 67 Brno

Company ID No: 449 92 785

Tax ID No: CZ44992785

represented by JUDr. Markéta Vaňková, Mayor of the City

Contact person: Ing. Kristina Župková

email: zupkova.kristina@kambrno.cz

**Inquiry No 104:**

Can the flood protection measures be amended so that the an anti-flood levee will be built instead of an anti-flood wall? The wall is a distinct vertical element and obstruction for pedestrians and cyclists and can hardly be overcome without stairs. The levee fulfils the same function and is not an obstruction for pedestrians and cyclists, so it is only a barrier for water in the area. A levee element is implemented in another position in the documents (i.e. outside the Solved Area).

**Answer:**

The Contracting Authority requires compliance with the flood protection measures in accordance with the supporting document P20, as stated in par. 2.2.1 letter d) of the Competition Conditions. Failure to comply with this requirement will lead to the exclusion of the proposal from the assessment and the exclusion of the participant from the Competition. This means that no modifications of the flood protection measures are permitted in the Competition. The Contracting Authority further refers to the answers to questions No. 77 and 92.

**Inquiry No 105:**

Can the anti-flood wall / levee be moved so that the accumulation capacity of the site remains preserved while complying with the principles of water streaming during a flood (stream arrangement, elimination of turbulent currents and hence the risk of undermining levees and shores)?

**Answer:**

The Contracting Authority refers to the answers to questions No. 77, 92 and 104.

**Inquiry No 106:**

What is the maximum length of buses we shall foresee? Regarding the bus terminal.

**Answer:**

What is foreseen for city buses/trolleybuses is maximum 19 m for a two-element bus; for sub-urban, long-distance and train replacement buses the maximum length is 15 m.

**Inquiry No 107:**

Can we amend connecting roads as part of our proposal of the broader area? To be specific, can more roads be closed for cars, so that a pedestrian zone is created, and, at the same time, new roads for vehicles are added? This road will not reach into the city blocks. And connecting points will be respected.

**Answer:**

The Contracting Authority cannot guarantee the use of such modifications outside the Solved Area, so it recommends designing the proposal of the Solved Area so that it is not (primarily) dependent on the changes proposed for the surroundings. The traffic solution within affected area, beyond the scope of the Solved Area, will not be the subject of evaluation by the jury.

**Inquiry No 108:**

Can the North-South Railway Diameter subway station (i.e. the variant in the east-west position towards under the river), be moved about 12 m to south-west? Closer to the railway station? The limits of overhead line arches will not be exceeded, and the space of the station will not change either.

**Answer:**

The Contracting Authority refers to the answer to question No. 102.

**Inquiry No 109:**

According to the assignment of the city public transportation, another two (80m) platform edges only for buses shall be added to the four platform edges with 80 m for trams and city buses. What is the correlation between these two types of transport? Can they be separated?

**Answer:**

The question refers to the recommended requirement stated in par. 1.6.2 of the supporting document P01 Competition Brief. The Brno public city transportation is strongly integrated regardless of the type of vehicle, so it is a common thing – among other things – that a bus and tram have the same platform edge. The Contracting Authority therefore prefers the higher possible degree of integration and not a separation of these modes (see item 1.6.5 of the supporting document P01 Competition Brief), so that the passenger does not need to care what type of vehicle is going to arrive for his/her connection.

**Inquiry No 110:**

According to the Competition Brief, the distance between access points is maximum 100 m and 150 m on the south-west end. Does this mean access points – entries to platform within a single line of these entries or within groups of entries within this entire station?

**Answer:**

This recommended requirement stated in par. 1.6.6 of the supporting document P01 Competition Brief must be understood so that any person changing from a train which arrived at one platform to a train at another platform walks (measures in the rail axis) maximum 100 m and/or 150 m in the south-west end.

**Inquiry No 111:**

Can the railway station be so that the station hall sits above platforms and the platforms only serve for boarding/exiting? This solution would separate pedestrian from buses, i.e. people will not be moving between buses, i.e. higher convenience for passengers and bus drivers alike.

**Answer:**

The Competition Brief and the Competition Conditions do not rule out multi-level access to bus platforms.

**Inquiry No 112:**

Can dynamic platforms be proposed for the bus terminal? This means that the platform number is variable in time for the given line. The passengers are waiting in the station hall where they start seeing their platform number. This solution reduces the number of platforms and increases the capacity of the bus terminal for bus lines.

**Answer:**

The Competition Brief and the Competition Conditions do not rule out this passenger entry organisation method, i.e. it is possible that passengers are waiting in the station hall and not on the platform. The recommended requirement given at the Competition Brief for the number of bus places however is not affected (the calculation was performed based on the number of buses present at the terminal during the peak), i.e. the Contracting Authority is not convinced that an altered organisation method would affect the number of bus places.

**Inquiry No 113:**

Due to the complexity and production-time of the fly-through video, we would like to request a separate deadline for this specific deliverable. I.e. could you please consider extending the deadline for the video with 2 weeks, so that we can produce the video after finishing the design and the panels?

**Answer:**

The Contracting Authority refers to the answer to question No. 96.

**Inquiry No 114:**

There is no mention of Attachment P08 being a required deliverable in Phase 1 of the competition. Could you please confirm this? And could you please confirm that the required subject of construction costs and life cycle costs in the text of Panel 2, should be interpreted as a vision on the construction costs and life cycle costs?

**Answer:**

According to the provisions of par. 5.2.2 letter b) of the Competition Conditions applying to required contents of the graphic part of the proposal in Phase 1, Panel 2 shall bindingly contain the accompanying text (cover letter) which must – among other things – describe "*expected construction costs and construction life cycle costs according to P08*".

The construction costs and construction life cycle costs must be therefore prepared – in terms of the content – in accordance with document P08. The participant however does not have to comply with the formal appearance arising from document P08 (the appearance of the table).

**Inquiry No 115:**

Thank you for providing the 3d model in the DWG format. Unfortunately, we are not able to open these files. Could you please review them?

**Answer:**

Due to the limited data capacity of the EZAK Electronic Tool, the provided file was divided into two files (.z01 and .zip). To open it, it is necessary to download both files attached in the Explanation of Competition Conditions No. 20, then unzip only the file in ZIP format, in which the provided document in DWG format is archived. The .z01 file is only an auxiliary file.

In Brno

doc. Ing. arch. Michal Sedláček  
Director of Brno City's Architect Office, Contributory organisation