MAKSIMIR STADIUM AND SVETICE SPORTS AND RECREATION CENTRE, ZAGREB

The mobility strategy for the Svetice Sports and Recreation Centre prioritises pedestrians, cyclists and public transport, concentrating private vehicles along the perimeter of the site and preserving the interior of the Sport City as a continuous civic landscape.

The existing public transport network—tram, bus and the Borongaj Transport Hub—forms the primary access system to the complex. Pedestrian and cycling routes connect the different sports facilities through a safe and accessible network of public spaces (scheme A), allowing everyday recreational activities to coexist with major sporting events. In this way, the project supports the gradual transition towards more sustainable modes of mobility while maintaining efficient access for all users.

Vehicular traffic is deliberately kept at the edges of the site.
The existing Swimming Pool Complex retains its dedicated vehicular access through a shared public space designed according to the principles of low-speed mobility. Changes in paving, subtle level differences and removable bollards clearly define the vehicular corridor while maintaining visual continuity across the public realm.

Access to the underground parking facilities is distributed along the perimeter (scheme B), separating everyday traffic flows and reducing conflicts between pedestrians and vehicles. Within the Maksimir Football Complex, circulation is organised according to the operational requirements of a contemporary UEFA Category 4 stadium. The principal public underground car park, accommodating approximately 800 vehicles, is accessed from Svetice, allowing shared use with the Athletics Stadium during everyday operations. Dedicated access from Maksimirska Road serves VIP and VVIP arrivals, providing direct connection to the underground parking beneath the stadium.

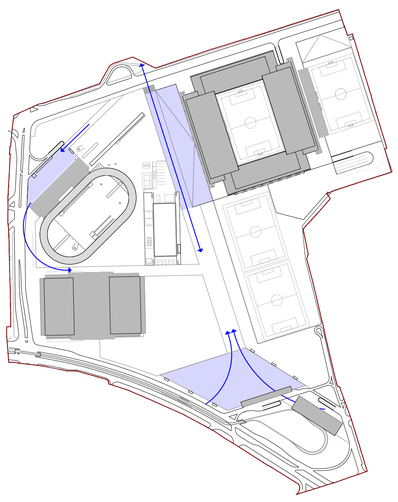
Operational access for teams, club staff, media, emergency services and technical vehicles is located along Ulica Antuna Jakića, adjacent to the Borongaj residential area, ensuring complete separation from spectator flows while allowing efficient event management.

The redevelopment of the Borongaj Transport Hub represents one of the principal infrastructural interventions of the masterplan. The new underground parking facility for approximately 1,500 vehicles supports both the Sport City and the surrounding district while liberating the ground plane for public use. Above, a generous civic square becomes the principal southern entrance to the complex, integrating new bus stops, the existing tram network and a renewed service building accommodating small commercial activities, cafés and operational spaces.

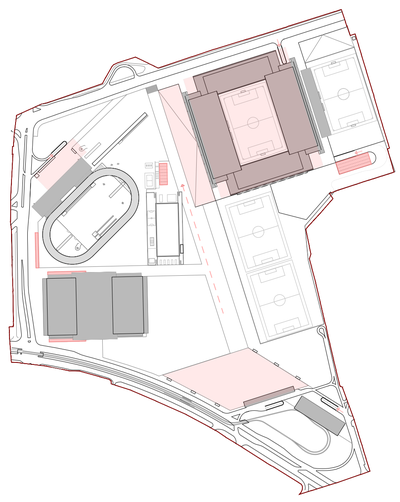
During major football events, the eastern public square can be temporarily adapted to accommodate visiting supporters, providing dedicated parking and a protected pedestrian route to the stadium (scheme C).

Cycling forms an essential component of the mobility strategy. Approximately 1,500 covered bicycle parking spaces are distributed throughout the Sport City in proximity to the principal entrances and public spaces, encouraging active mobility and strengthening connections with the surrounding neighborhoods.

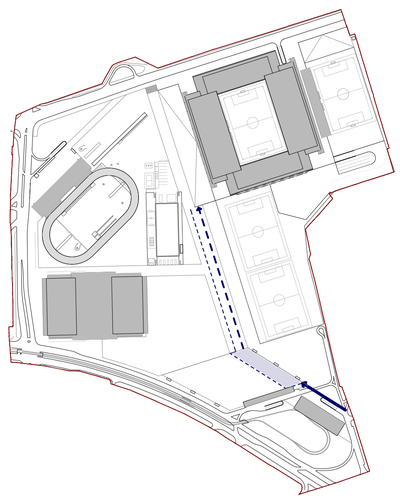
Although largely free from private vehicles, the entire site remains fully accessible to emergency services (scheme D), maintenance vehicles and operational traffic through a discreet network of reinforced permeable surfaces integrated within the landscape. Fire trucks, ambulances, police and technical services can reach every part of the Sport City without compromising the continuity of its public spaces or the ecological character of the landscape.



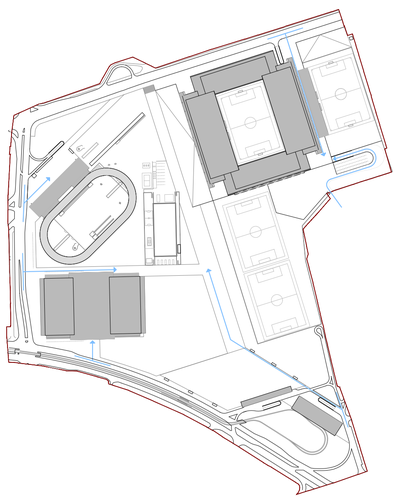
Scheme A - Permeability and Pedestrian Centrality, 1:5000



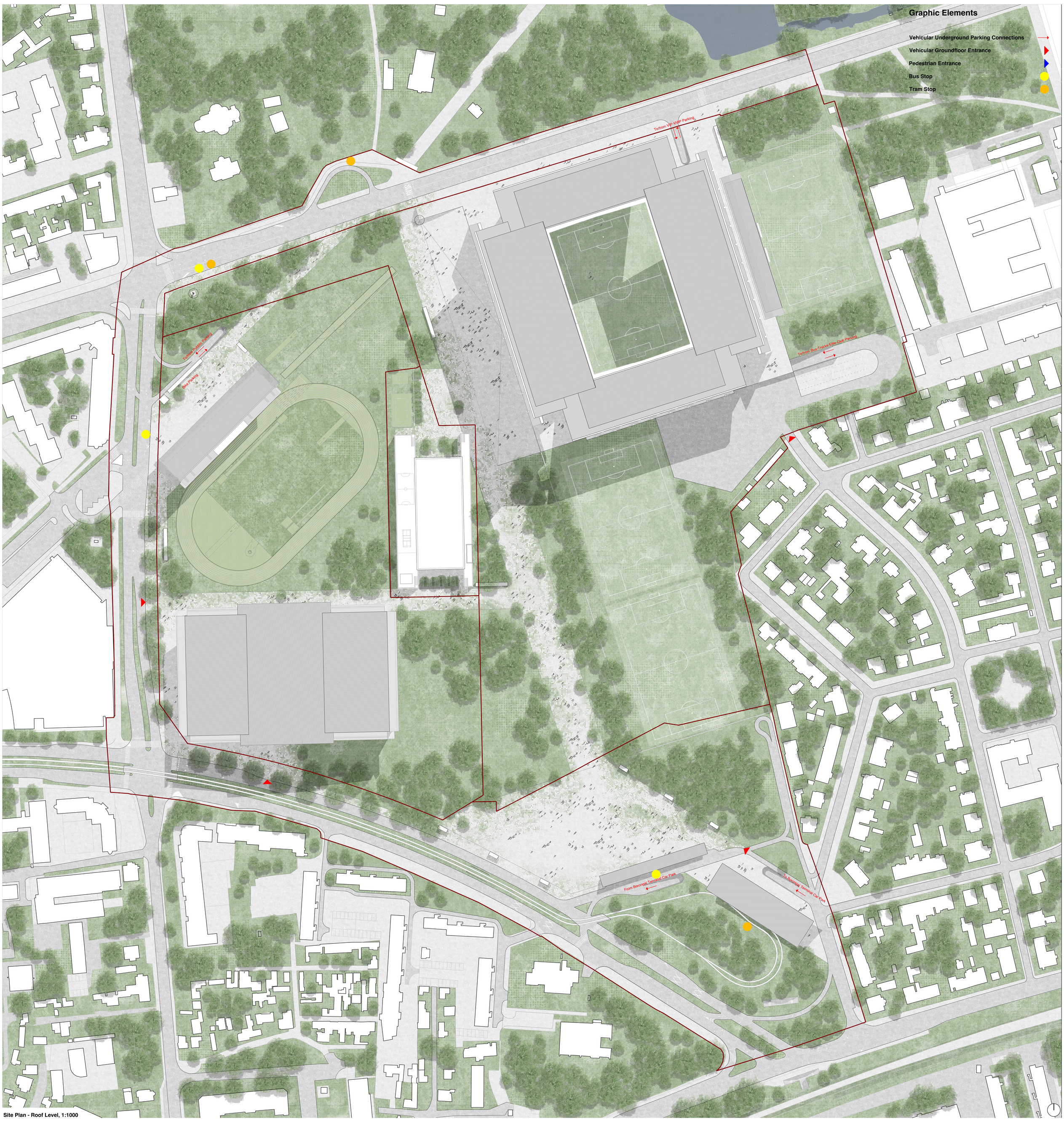
Scheme B - Boundaries and Vehicular Poles, 1:5000



Scheme C - Temporary Fenced Park for Guest Team Supporters, 1:5000



Scheme D - Emergency Accesses, 1:5000



Site Plan - Roof Level, 1:1000