



Press release

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Station in Vysočany Will Be Changed Beyond All Recognition; Passengers Will Get a New Transfer to the Metro

In next four years, another line section between Lysá nad Labem and Prague will gain corridor parameters. Today, Správa železnic started ceremoniously reconstruction of its part from Mstětice to Praha-Vysočany. Thanks to it, the metropolis will get a new three-track section, including the Praha-Rajská zahrada stop, where there will be a transfer to the metro. The station in Prague's Vysočany will undergo a fundamental transformation as well.

"Railway line 232 plays an important role especially in Prague's commuter transport. In recent decades, some stations have undergone partial modifications, a relatively recent novelty is the lately completed full reconstruction of the railway station in Čelákovice, where, among other things, an island platform was created, which is, thanks to underpasses, accessible from both sides of the tracks. The reconstruction of the adjoining section to Lysá nad Labem began last year as well," describes Jiří Svoboda, Director General of Správa železnic.

Subterra CEO Ondřej Fuchs is adding: *"The construction is extremely important to us, especially in the current rather turbulent times. For example, we will realise not only the railway substructure and superstructure, but also the operation building and electro-relocation in the Praha-Vysočany railway station. Therefore, three of our four divisions will take part on the construction. The Prague location, where we have the opportunity to demonstrate our modern yellow fleet, is a nice bonus, of course."*

The reconstruction will pass in a section almost 15 kilometres long. The current maximum line speed of 100 km/h will increase to 160 km/h after the installation of ETCS. The Praha-Vysočany station in particular will undergo a big change, in which the station building stands historically in the middle between the two original lines. The project envisages a change in the configuration of the track, a total of two islands and one external platform will be created there. Passengers can get there thanks to a combination of fixed stairs, escalators and elevators. In addition, the platforms are going to be connected to another underpass from the streets Krátkého and bratří Dohalských. The existing station building is awaiting a demolition; it will be replaced by a new check-in hall, which will be built at the level of an extended underpass from the street Paříkova.

The function of the existing junction point Skály will also be changed; it will become a passing point. Thanks to the insertion of connectors among all tracks, a regular three-track electrified section to Vysočany will be created, which will be able to be used by trains in both directions of Lysá nad Labem and Neratovice as well. There will be also a new stop Praha-Rajská zahrada, located in the immediate vicinity of the line B metro station in the same name. The way to the trains will be provided by a footbridge, which will be built as a follow-up investment by the Capital City of Prague. It will bridge the busy street Chlumecká, thanks to the extension across the entire track; it will also be used by residents from the area called Na Hutích.

An island platform was built in the Praha-Horní Počernice station several years ago. In the direction of Lysá nad Labem, at the main track number 1 in front of the station building, there will also be an external platform now with a boarding edge at a standard height of 550 millimetres, which will be 200 metres long. Three overtaking tracks will be possible to use to pass trains.

At the same time, the only existing railway stop in Zeleneč will be modified. A new underpass will be built between the reconstructed platforms, which will not become barrier-free due to the cramped spatial conditions; people with reduced mobility will use a subsequent crossing. The Mstěnice station will be rebuilt as a part of another construction.

The total investment costs of the construction entitled Optimisation of the railway section Mstěnice (excl.) – Praha-Vysočany (incl.) amount to CZK 5,407,803,659 without VAT. The project is co-financed by the European Union from the Connecting Europe Facility (CEF). The total amount of eligible costs of the project is CZK 4,277,475,619. The EU support rate is 83.07% of eligible costs, the amount of the financial aid amounts to a maximum of EUR 131,496,521, i.e. approximately CZK 3,553,298,990. National funding is provided by Státní fond dopravní infrastruktury.

The contractor is a construction company Společnost Mstěnice-Vysočany, which consist of Subterra (company administrator), OHL ZS, Eurovia CS and Elektrizace železnic Praha. The completion date is February 2024.

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