

PRAGUE, 15 November 2021

Správa železnic Obtained a Zoning Decision for the Modernisation of Masaryk Railway Station

Project of major modernisation of the Prague Masaryk railway station (Praha Masarykovo nádraží) is again closer to its realisation, because Správa železnic has a final zoning decision. The construction work itself will begin in 2023 and will include, among other things, expanding the existing number of tracks from seven to nine, building a new vestibule in the form of a roof connecting the area of Na Florenci, Hybernská and Opletalova Streets with accesses to the individual platforms. The speed of trains will be increased and track will be built for operational maintenance of trains in the Hrabovka locality.

Prague Masaryk railway station is the second most frequented station on the network of Správa železnic and is unique in its terminus arrangement, where trains stand on dead-end tracks by the platforms, which are directly connected to the roofed hall. From there, it is possible to exit at the level to Havlíčkova Street with a frequent tram stop and entrances to the metro station B Náměstí Republiky and also to Hybernská and Na Poříčí Streets. The historic centre of Prague is a five-minute walk away. It is currently the terminus of several very busy regional lines from the centres of the Central Bohemian Region. In the near future, it will also become the terminus or departure station of trains connecting the centre of Prague with Václav Havel Airport.

For trains to the airport, Masaryk railway station will be extended towards Na Florenci Street from the existing 7 to 9 tracks with platforms. In order to improve the accessibility of the station from the Florence area and from the direction of the main station, and also to remove the barrier in the area currently being created by the station itself, the construction of a platform over track facility is designed. It will not only form a communication link, but will create a new eastern vestibule for waiting passengers, from which escalators, staircases and lifts will directly reach the individual platforms. Part of the platform is to be planted with greenery, creating a quiet oasis in the centre of the metropolis. The height of the platform will link on the newly planned development of a private developer on both sides of the station.

There will be three external and three bay platforms. The platform edge will be 550 mm above the top of the rail. Access to the platforms will be from two directions, either from the existing hall or from the new roofed platform from Hybernská / Opletalova and Na Florenci streets. The track facility, including the Hrabovka district, all technologies, the overhead contact line and power supply as well will undergo reconstruction. After completion of the construction works, it will be possible to increase the speed of trains running in the direction Praha-Libeň to 100 km/h. An interesting feature will be the fixed overhead contact line used due to the compressed construction height under the platform. The station will be equipped with the European train control system ERTMS/ETCS and the exclusive operation of railway vehicles equipped with the on-board part of ETCS is envisaged.

The reconstruction of Masaryk railway station is part of the modernisation of the railway from the centre of Prague to Kladno. It is divided into several stages. At the beginning of October, Správa železnic announced a tender for the construction contractor for the section from Kladno to Kladno-Ostrovec, and the section between Praha-Bubny station and the future new Praha-Výstaviště stop is also in the same stage of preparation.