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## **Transformation of Holešovice Begins: Správa železnic Has Announced a Tender for Modernisation of Bubny – Výstaviště Line Including Railway Stations**

Modernisation of the railway line from Prague to Kladno with a branch line to Václav Havel Airport Prague has moved to the next phase. Správa železnic announced a tender for the contractor of the section Praha-Bubny – Praha-Výstaviště. The highest admissible bid price for the contract is CZK 3.8 billion. By the implementation of this construction, it will begin a major transformation of Prague's Holešovice, which will be connected by a completely new district in the place of today's Bubny railway station. The modernisation will be completed by 2025 and will become one of the pillars of the future development of the entire area.

*"The announcement of the tender for the contractor is an important milestone for the entire modernisation of the line from Prague to Kladno and the airport. Together with the Kladno section, it is the actual beginning of the complete construction and, above all, the beginning of the transformation of the entire Holešovice district. The old railway station has been dividing Holešovice into two disparate parts for a long time, while the new railway will, on the contrary, naturally connect the two parts,"* says Jiří Svoboda, Director General of Správa železnic.

The most significant element of the modernised line will be the new railway station Praha-Bubny, which will be built behind the Negrelli viaduct and connected by an underground vestibule with the metro station C Vltavská. The architectural design of the station with three platforms and four tracks is the responsibility of the Jakub Cigler Architekti architectural studio. The design of the station will have two different phases. In the first phase, when it will be the only building in the area, a grassy resting area will be created on its roof, allowing people to have a view on the city and the changing Holešovice. In the second phase, an office building will be built directly above the station along with the construction of the new district. The station lobbies will then house a number of commercial premises that will serve both passengers and residents of the future new Bubny-Zátory district.

The station, together with the new Prague Philharmonic Orchestra building, will be the natural centre of the new district. It will also be one of the key elements of its transport services. The modernised railway will serve as an important transport hub across Prague 7 and Prague 6. As part of the modernisation of the Bubny – Výstaviště section, a railway stop Praha-Výstaviště will be built on the edge of Stromovka Park, whose architectural design will be the responsibility of dh architects and which will significantly relieve Prague's integrated

transport, especially at times when mass events such as trade fairs, concerts or sports matches will be held at the Prague Exhibition Centre. New footbridge over the railway line will improve the connection between Stromovka and Letná as well. The railway will also have similar benefit for the attendance of concerts in the Prague Philharmonic Orchestra building or in the case of mass events at Prague Letná.

The modernised line will lead in the Bubny – Výstaviště section for the most part along a new elevated track, which will enable the consolidation of Holešovice into one functional area. *"The elevated track will be designed with generous bridge arches in order to maximally allow further development of the area. We are counting on the fact that in the vicinity of the Exhibition Centre (Výstaviště), following the model of Germany and other western countries, glass built-ins will be created to enable commercial use. However, if this does not happen, the elevated track will allow an airy and sensationally safe connection of the area on both sides,"* adds Jiří Svoboda. At the same time, it will enable the cancellation of the unpopular railway crossing in Bubenská Street and also the raising of the bridge structure in Dukelských hrdinů Street, where in the past, due to its low height profile, tram overhead contact line was repeatedly torn down by inattentive lorry drivers.