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Roztoky u Prahy Railway Station Will Be Barrier-Free

Správa železniční dopravní cesty (SŽDC) will invest 184 million Czech Crowns to ensure a wheelchair accessibility of the Roztoky u Prahy Railway Station. To speed up the implementation of this project, SŽDC plans to take advantage of the amendment to the construction act enabling to merge the district territorial planning and authorization and construction licence procedures newly into a single application. The reconstruction of the Station part will bring a substantial improvement of travel conditions not only for immobile fellow citizens, but also, for example, mothers with prams as well. In addition to new platforms and lifts, it will also bring about the underpass modernization. In case of a trouble-free preparation, the construction can be carried out possibly in 2020.

"We expect primarily from the railway station reconstruction a provision of passengers with greater comfort, a quality increase in the check-in and safety during movement at the railway station," Mr Peter Hofhanzl, SŽDC Director of Construction Planning Section is quoted as saying and adding that: "Upon its modernization, the station will be friendlier even to fellow citizens with reduced mobility and to disabled persons."

The Roztoky u Prahy Station is located on a nation-wide Prague – Kralupy nad Vltavou – Děčín double track electrified railway line, which is the part of the Trans-European TEN-T network. Two Prague Integrated Transport System railway lines are making their stop at Roztoky u Prahy Station, so that up to seven pairs of passenger trains can be cleared there on working days.

The intended reconstruction of the railway station part is suggesting a construction of platforms with a total of four usable platform edges at a height of 550 mm above the top of rail, i.e. at the floor level of modern railway cars. This practical innovation will be appreciated primarily by disabled persons on wheelchairs. This new feature will enable them to embark any train without assistance of anybody else. The lengthy procedure requiring a two days advance embark assistance request to be submitted by them for the scheduled trip to a carrier staff member will be thus brought to an end.

A convenient access to the new barrier-free platforms from the reconstructed underpass will be ensured by the newly designed lifts. The modernization will also include the current centre platform with the latter being improved by a new shelter to protect the passengers against adverse weather conditions. In addition, the station will be extended by a new unilateral covered centre platform. The security at the Railway Station will be strengthened by an enhanced camera system. A new broadcasting or information and orientation system will facilitate the access of passengers to the

platforms. By doing this, dangerous last second train catching attempts made by the passengers with a risk of falling into the trackage will be removed.

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