

## **Supplementary technical description for the Architectural Design Competition:**

### **1) Transportation capacity prognosis:**

For the purposes of assessing the capacity of the railway station in the context of the transportation capacity prognosis based on the transport model of the Václav Havel Prague Airport Development Plan, as well as other development data for public transport networks, the anticipated number of all passengers at the Prague Veleslavín Railway Station in 2052 is 10,635 over 24 hours, out of which 4,945 are outgoing passengers and 5,690 are incoming passengers, which is normal rate of traffic after the completion of all segments of the track; technological facilities at the station need to be dimensioned for these numbers. With respect to passengers travelling to the airport, large-sized luggage has to be taken into account. Transit areas for passengers must be dimensioned for situations limited in time, where the segment to the city centre has not yet been put into operation, or the traffic to the city centre is restricted or impossible due to an emergency and most trains will thus use Veleslavín as their terminal. In such situations the rates could be up to 61,650 persons per day, provided that those passengers transfer compulsorily rather than voluntarily (whether due to cancellation of other municipal/public transport lines from the airport or from Kladno, or due to an emergency). The station also has to cope with such situation, albeit with limited comfort. Please note that, based on current knowledge, this is a tentative professional estimate. The headcounts above are per day. For the dimensioning purposes, the author of the design will derive hourly intensities of passengers using the documentations Railway Connection Prague, Ruzyně Airport and Kladno, Updated Feasibility Study 2015 (attached tables of daily variations broken down to airport passengers and other passengers, and tables determining the average peak passenger rate for trains in peak hours).

### **2) Direction and information system**

As part of the “Modernisation and new construction of railway track from Prague-Veleslavín (inclusive) to Prague-Václav Havel Airport (inclusive)”, it is necessary to design, for all railway stations and halts, a new direction and information system compliant with SŽDC Directive no. 118 *Direction and information system at railway stations and halts*; it includes a manual where all features are defined, including colours, letter type, etc. Boards with the name of the station are governed by the standard TNŽ 73 6390 *Signs with names of railway stations and halts*. Both the Manual and the TNŽ standard are available on the Contracting Authority’s website ([www.szdc.cz](http://www.szdc.cz)) in section *další informace – dokumenty a předpisy* (in Czech only). Installation of the following direction boards and information panels (displaying variable information) is expected:

- a) railway station name board - 8 items, dimensions of 4000 x 600 mm;
- b) other direction and information boards with pictograms on platforms and all access ways
  - designation of sectors and track numbers installed on both sides of platforms, total of 16 items (8 items on each platform), dimensions of 340 x 460 mm,

- single-line boards, 5 items, dimensions of 480 x 1500 mm,
  - double-line boards, 5 items, dimensions of 240 x 1500 mm;
- c) in the passenger terminal or at another appropriate place, 1 large inbound and outbound trains information panel, single-sided, dimensions of approximately 1 500 x 2 500 mm, or LCD monitors;
- d) near the exit to the outdoor platform, 1 simplified outbound trains information panel, single-sided, dimensions of 1 000 x 2 000 mm, or an LCD monitor;
- e) in addition, an outbound trains information panel, double-sided, dimensions of 500 x 1 500 mm, has to be installed at each entrance to the premises of the railway station;
- f) it would be appropriate to install a single-sided information panel, dimensions of 2 200 x 1 500 x 200 mm, on each platform.

The design of a railway halt has to be of a spatial concept such that it is technically possible to install a direction system for passengers and an information system providing information on train connections and current situation at the railway and adjacent halts.

### **3) Existing building of the Veleslavín railway station**

The area concerned of the future railway station Veleslavín (green colour in Annex 2 to the Competition Terms and Conditions) currently comprises the existing building of the Veleslavín railway station. Preservation of that building in the participant's competition entry is not necessary for the future functioning of the Veleslavín railway station. If a participant wishes to preserve that building as part of their design of the Veleslavín railway station, then that participant will describe in their competition entry the possible use of that building in the future (at present, the building comprises apartments, for example).