

Veleslavín Railway Station – Requirements of the Municipal District of Prague 6 for an Architectural Tender

Motivational introduction

The centre of Veleslavín lies in the middle of the Municipal District of Prague 6, in Evropská Avenue forming the connection link between the Václav Havel International Airport and the centre of Prague, and at the same time constitutes a major transport hub of the suburban railway – metro – tram + bus. It thus serves as the first transit point for passengers coming from the airport. The significance of the location was confirmed by the city by extending the A route metro, including the requirements for bus connections and the capacity of the parking facility. These activities are not related to the fact that one of the oldest Slavic hillforts used to exist on the border of Veleslavín (next to the Šárka oppidum).

The millennial tradition of the current municipal development was significantly disrupted by the industrial development in the centre of Veleslavín in the second half of the 20th century. A railway station of the value described above, links to the metro and other elements of the public transport – as well as the fact that Veleslavín serves as the entry point to the Šárka Valley, the Džbán Lake and the whole Litovicko-Šárecký Stream Basin – mean for Veleslavín a chance to “start” a new era. A major step towards this start is the choice of a suitable concept of the area in front of the railway station including addressing all the required operational and transport links. The architectural solution will fulfil the function of the sub-centre of Prague 6, and its overall concept will build on the traditional Veleslavín development, which still shows a specific genius loci despite the disruptions due to the previous unwelcome interventions.

Current status

- The area in front of the railway station is used as the terminal of suburban and city buses with more than 1,000 movements a day
- The inadequate space for parking buses presents a burden on the surrounding area as well as on the operated lines themselves
- The planned underground parking facility with a temporary P + R function (capacity: 630 spaces) has not been built yet
- No multi-storey bus terminal with the required capacity is planned
- No final solution to a collision-free link between the metro and the railway has been found
- And, in terms of broader relations in the transport solution, there is no second connection of Vokovice or interconnection between Evropská and Petřiny

The long-awaited change in this unfinished area should be brought about by the modernisation of the railway, at least Stage I of Veleslavín – Václav Havel Airport with the Dlouhá Míle transport hub – P + R (about 5 thousand cars) + the termination of suburban buses and the implementation of most of the transfer links. This use of the Dlouhá Míle area

with 4 public utility buildings, approved in the long term, will be accompanied by a thorough examination and provision of transport connections to the existing transport network and the main feeder roads.

Requirements for the proposed solution

The requirements of the Municipal District of Prague 6 based on the following status:

- A concurrent development of an integrated transport hub at Dlouhá Míle, which is also part of the newly reconstructed railway line
- Where the area in front of the existing and newly designed Veleslavín Railway Station is designed a) as an area immediately adjacent to the railway station
- b) as the centre of Veleslavín, on which demands stemming from the local, district and city-wide functions are imposed – with regard to the routes of transport systems of a city-wide importance

Summary of specific requirements:

- The architectural solution will fulfil the function of the sub-centre of Prague 6 and, at the same time, it will take account of the genius loci of Veleslavín,
- Evropská Avenue will be conceived as an urban avenue including tram lines and collision-free, safe walking connections between the northern and southern residential areas
- Commercial facilities will be designed in a relatively small scale, covering the needs of the transport hub, and they will also fulfil the function of the sub-centre of Veleslavín
- The public space – square / area in front of the railway station – will constitute a gathering area, and will be complemented by small architectural elements, artistic works or water surface and equipped with high-quality urban furniture and a specific design of tall greenery
- Community facilities – an indoor space serving the needs of the local community (may be part of the gastronomic facilities)
- The provision of gastronomic services – of a relatively small scale, supplementing the absence of such a facility at all connections + central facilities in the public space of the square
- The material solution will be complemented by the design of possible administrative areas or other services related to the Veleslavín sub-centre

In terms of transport, we require:

- A parking facility located underground if possible, covering the needs of the sub-centre, new buildings in the locality and the operation of the railway station, with an estimated capacity of up to 300 spaces. The parking facility will be connected to the

street network independently of the design of the public transport organisation; we expect an underground solution.

- Direct interconnections of public transport – buses will have a transfer station there, without a terminal station or the parking of vehicles (2-3 city lines are anticipated).
- The establishment of the necessary minimum areas for parking, or rather stopping in front of the station for a short while, K+R/ B+R, all in direct connection with the railway station as a part thereof. The parking facility will be used for parking vehicles.
- Supplementing all pedestrian links to existing pedestrian and non-motorised transport systems. This concerns, in particular, the interconnection of the pedestrian and cycle routes using the corridor of the outplaced railway in the Dejvice Veleslavín section as a backbone element of the motorless transport system in the Municipal District of Prague 6. The sub-centre of Veleslavín will be interconnected with the pedestrian routes of Veleslavín and Vokovice.
- All paved areas will have a hard surface (stone, asphalt, concrete). Public spaces will be complemented by high-quality tall greenery – building on the existing greenery of the related areas.

This list is not final, it will serve as the basis for supplementing the tender conditions for the Veleslavín Railway Station, and merely clarifies the Opinion and requirements of the Municipal District of Prague 6.

Please find enclosed the assignment of the Veleslavín land-use study, which included the area in question. The assignment was prepared by the City Hall of the City of Prague, the Spatial Development Department, in cooperation with the Municipal District of Prague 6, in 12/2017. The assignment includes the definition of the main problems of the area in question, including an overall concept of the future area. The assignment forms an annex hereto.

The above requirements of the Municipal District of Prague 6 were addressed by correspondence at the Spatial Development Committee and the Strategic Development Committee as advisory bodies to the Council of the Municipal District of Prague 6. We hereby send you a supplemented text, which we expect to be approved by the collective body of the management of the Municipal District of Prague 6.