

Nový Hlavák

New Main Station District

Competitive Dialogue Procurement Procedure

Tender documentation

P01.2 Description of the current situation

Capital City of Prague
Správa železnic, state organization
Prague Public Transit Company, joint-stock company

&
Prague Institute of Planning and Development, contributory organisation



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PRAGUE

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Broader context

Area description

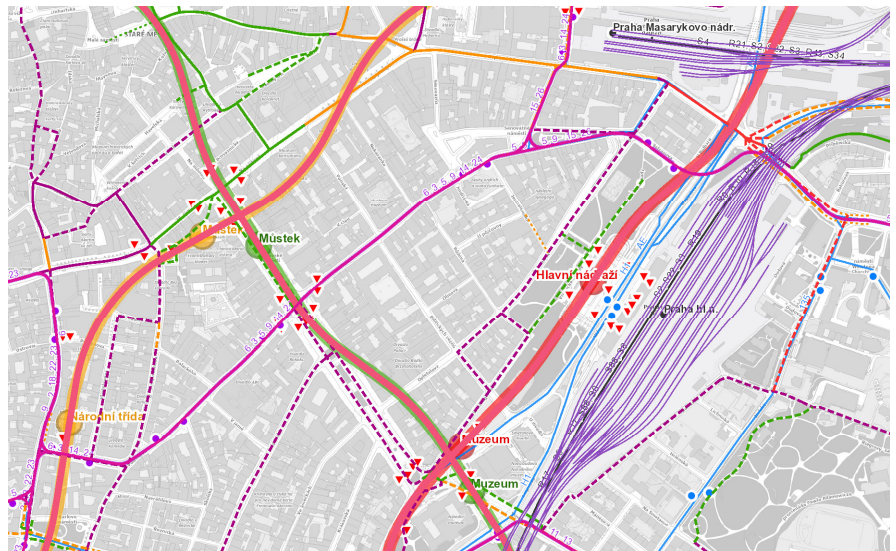


From the historical Prague development perspective, Vrchlického sady Park and the Main Railway Station (the entire area concerned) lie within the area of the original city walls of the New Town of Prague founded in the middle of the 14th century. These walls were gradually removed when Prague towns merged with neighbouring villages in the second half of the 19th century.

The area, where the Main Railway Station is located, currently forms a barrier between the central districts of Prague 1, Prague 2 and Prague 3. As it is connected to another currently impenetrable area nearby the Masaryk Railway Station, it is possible to include Prague 8 district in the list of the connected municipal districts. Historical Main Station's Fantova Building is separated on the surface (1st aboveground floor level) from the roof area of the New Terminal Hall and Vrchlického sady Park area by one of the busiest city roads - the north-south highway with a traffic load approx. 83 thousand cars per day. The Building is currently accessible for pedestrians only via the footpath along Legerova Street in the direction from Vinohrady.

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Links to the city – transport connections



The Main Railway Station is undoubtedly one of the most important transport hubs not only within the capital city, but also within the whole Czech Republic. In the national public transport system, it is located in close proximity to the Masaryk Railway Station and the Prague Florenc Bus Station. In terms of city public transportation system, the Main Railway Station is directly connected to the metro station - line C - with entrances from the 2nd underground floor of the New Terminal Hall and is further connected to tram lines in Bolzanova and Jindřišská Streets. The Hall is also planned to be connected to the newly planned metro line D, where access should be via the vestibule of metro line C. The connection of the Main Railway Station to the „System of Segregated Suburban and Urban Transport“ (New Connection II) is also envisaged.

In front of the entrance to the historical Fantova building of the Main Railway Station at the level of the 1st aboveground floor, on both sides of the north-south highway, there are bus stops for long-distance international and domestic connections and, for the time being, also the Airport Express (AE) line to Václav Havel Airport Prague. The specific design of this space is not part of this competitive dialogue.

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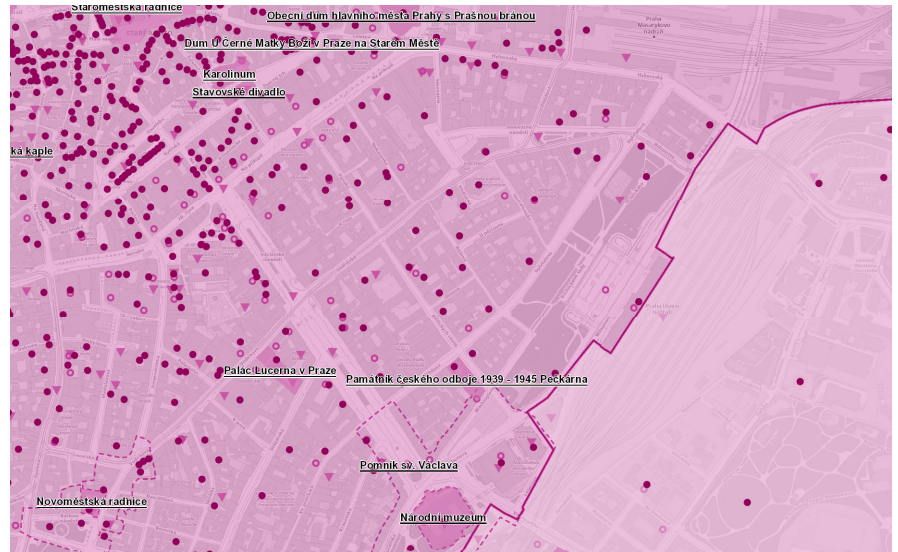
Links to the city – squares and parks



The Main Railway Station with its New Terminal Hall is located close to important city public spaces – squares and parks. It is most closely connected with Vrchlického sady Park, which is part of the area concerned and with which it is connected by the main pedestrian entrance from the New Terminal Hall. Other significant public spaces within walking distance are: Wenceslas Square and the surroundings of the National Museum, Senovážné Square, Riegrovy sady Park. In the wider circle, it is worth mentioning Charles Square, Republic Square, Old Town Square, Jiřího z Poděbrad Square, and Vítkov Hill Park.

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Important buildings in the surroundings and wider area



Several buildings of important cultural institutions are part of the close surroundings of the area concerned – the New Terminal Hall and Vrchlického sady Park. The State Opera House, and the buildings of the National Museum and the Museum of the Capital City of Prague are situated within walking distance. In the wider surroundings, some socially significant historical and cultural buildings can be mentioned – the Lucerna Palace, the Estates Theatre, Karolinum, the Old Town Hall, the Powder Tower, the Municipal House, the Žižkov TV Tower.

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Further map descriptions of the area concerned (selection)

Cultural and religious objects

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Health services and social services

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Educational institutions

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Historical city environment (city fabric development)

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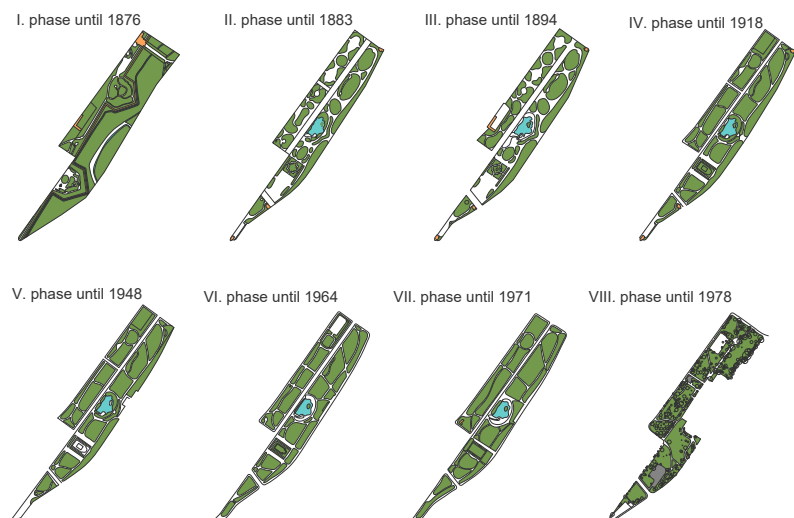
Technical infrastructure (water, gas, electricity, sewerage, collectors)

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Historical development

Vrchlického sady Park



Schematic diagram of the historical development of the park

The Park is located on the site of the former baroque city walls of the New Town of Prague. In 1827–31, on impulse of Count Karel Chotek, an orchard promenade with several cafés was built on these baroque city walls, which ran from Žitná Street in the south to Na Poříčí Street in the north. The orchard arrangement was designed by Josef Fuks.

After demolition of the walls, the so-called Great Park, later renamed the City Great Park, was established in 1876 by gardener F. Malý in the foreground of the newly built Railway Station of Emperor Franz Joseph I. The Park was completed in 1884 according to the garden architect František Josef Thomayer's design. At the beginning of the twentieth century the Park underwent partial modifications according to the design of Karel Skalák. In 1913 the Park was renamed to Vrchlického sady, after the writer Jaroslav Vrchlický. The Park underwent significant transformation in connection with the construction of the New Terminal Hall of the Main Railway Station, dating 1972-1977.

In the past, there was for example a large water area in the Park, including an artificial waterfall, or a parterre with flowerbeds with a monument to the botanist Jaroslav Presl placed at the head of the space. The monument is still there until today.

New Terminal Hall of the Prague Main Railway Station



In 1970, an architectural competition for the design of the terminal hall was announced. The design by architects Jan Šrámek, Jan Bočan and Alena Šrámková won in the second round.

The final design with the modification to a large two-storey terminal hall was constructed between 1971 and 1978 according to the design of J. Danda, J. Trnková, J. Bočan, J. Šrámek and A. Šrámková. SUDOP Praha office was the general designer of the project. Between 2006 and 2010, the New Terminal Hall was reconstructed according to the project design of Patrik Kotas, Jaroslav Smola and Karel Hajek. The interior design by J. Bočan, J. Šrámek and A. Šrámková was the most affected part of the building. The original layout concept, with cashier desks at the head of the hall, check-in and storage in the rear lowered part of the ground floor and services and shops only on the sides, has been changed fundamentally. Cashier desks were newly placed below the upper level, and the original stainless steel cashier window frames and handles disappeared. Numerous commercial premises were built in. The granite pavement made of narrow stripes alternating light and dark shades designed by Alena Šrámková remained, as well as did the tech style ceiling with its exposed construction of red air ventilation ducts, black painted steel supporting structures, and light fittings made of fluorescent tubes placed within suspended ceiling circular openings. The characteristic pairs of black columns and single red columns were also preserved.

Current condition

Vrchlického sady Park

The current condition of the Park is based on a combination of long-term intensive load, (a wide portfolio of urban loads) and the absence of long-term development. These deficiencies are to some extent caused by the fact that the park should have been revitalised several times in the recent past, but it never happened, apart from repairs to the playground. Thus, only basic maintenance (especially of the tree level) has been carried out in the long term. The result is the current degraded state of both natural elements and furnishings. The problem is a significant number of trees, that, with reduced vitality and continuous arboricultural care, have reached a torsion state. At the same time, despite numerous attempts, there is a high failure rate of newly planted trees. The bush level has been mostly removed in the years of rising crime in these places. The herbaceous level today consists practically only of degraded spontaneous ruderalised mown vegetation. Floral décor has been limited to rare trials with seasonal planting. It has become a habit that practically the area is trampled and even, for example, the park maintenance service itself has got used to the possibility of driving on all surfaces by service vehicles. Spontaneous urination by homeless people is an enormous burden, which the installed mobile urinals have partly tried to reduce. The Park damaging is based on a long-standing behavioural pattern that deepens levels of stress, contamination, compaction, and is environmentally generally incompatible with the long-term sustainability.

The altitude of the Park is in the range of 198–208 m above sea level. Climatically, the area is located in a warm dry region T2 - spring is relatively short, warm to moderately warm, summer is warm long and dry, autumn is relatively short, warm to moderately warm, winter is short, dry to very dry. This characteristic is further enhanced by the effect of the city's heat island. The soil profile is antopic – overlaid during many stages of construction modifications.

Description of the Main Railway Station's buildings

The area of the station consists of a collection of historical and modern buildings. Especially the historical building designed by the architect Josef Fanta is very valuable. At the same time it is the largest Art Nouveau monument in the Czech Republic listed as a heritage cultural monument. The building is currently undergoing extensive reconstruction as well as the Art Nouveau interiors. The renovation of the outer shell has been completed and the richly decorated Art Nouveau interior is currently being repaired, especially the original waiting rooms for Class I and II.

Another part of the Main Railway Station complex is the Art Nouveau station hall with platforms connected to the track yard area and later built covered platforms. Fantova Building and the platforms are connected by three underpasses to the so-called New Terminal Hall (NOH), a building consisting of a large hall connected on the sides to two floors containing entrances to the metro, waiting and commercial areas.

Passenger frequencies have been around 70-80 thousand per day in recent years, with an outlook to 100 thousand per day in the near future. Especially with the gradual improvement and addition of public transport lines, whether a new tram line or improvements to rail connections (HSR and Metro S) and Metro D.

All future extensions of connections to other means of rail transport will mean an increase in the number of passengers passing through the New Terminal Hall and the associated increased burden on its public spaces and their facilities.

The area in front of the station at the level of the 1st aboveground floor also includes K+R parking spaces, paid parking spaces and taxi ranks located on the roof of the New Terminal Hall.

New Terminal Hall of the Prague Main Railway Station

Description of the building

The new terminal hall was built according to the design of architects J. Bočan, J. Danda, J. Šrámek, A. Šrámková and J. Trnková and was completed in 1979. It is one of the important examples of Czech modern architecture of the 1960s and 1970s. Between 2006 and 2010, the building was renovated under the direction of architect Patrik Kotas, when part of the interior was modified and new islands of shops in 1st and 2nd underground floors were added to the original generous space of the terminal hall, thus reducing the public areas sized for the prospective number of passengers.

The underground hall has three levels, at the entrance from Vrchlického sady Park the space is open over two floors. At the level of the 2nd underground floor, entrances to the metro and waiting and commercial areas are located. Connected space of the hall under the highway, consists of two levels. The lower level houses the cashier desks and information counters, as well as commercial services and business units.

On the upper level (1st underground floor), there are mainly waiting areas for passengers, commercial areas and entrances to individual underpasses leading to the individual platforms. Three underpasses lead to seven platforms – the southern, central (main) and northern. These three underpasses will be revitalised according to the design resulting from the architectural competition held in 2021.

The individual floors of the new terminal hall are connected for public in a barrier-free way by a pair of elevators opening into a pair of glass towers in the exterior opposite the entrance to Fantova building. Sanitary facilities for passengers are located only in the 1st underground floor on the sides of the new terminal hall (accessible only from the exterior) and then in the passages to the underpasses in the 1st underground floor of Fanta's building.

The roof of the underground terminal hall is designed as a drive on surface, through which the north-south highway (Wilsonova Street) runs along the historical Main Railway Station building. The roof part closer to Vrchlického sady Park also serves as a car park for passengers and buses. The New Terminal Hall is also including ramps and tunnels providing car access from both sides of the north-south highway and car access to and exit from the „Bolzanova“ underground garages, located under the highway towards Holešovice, north of the New Terminal Hall.

In the 3rd underground floor, there are technical areas and facilities of the new terminal hall. They are located next to the premises of the metro station C „Hlavní nádraží“ and its technical facilities.

Passengers parking options

The Wilsonova Garage and Parking Complex includes parking spaces for passenger cars and buses right on the site of the north-south highway. The paid car park on the roof of the NTH has about 145 parking spaces and a few bus parking spaces, additional parking spaces for taxis and supply vehicles are located at the downward ramps at the level of the 2nd underground floor. Further 52 parking spaces for motorcycles and 319 parking spaces for cars are located on three floors of the „Bolzanova“ Garages, directly under the north-south highway towards north in the direction of Holešovice. On the third floor of the garages, there are car repair and car wash services located (level of the 1st underground floor of the NOH).

The entire complex was originally apparently designed to serve the needs of the Main Railway Station, but currently most of the spaces in the underground garages are long-term leased or used for ensuring the parking needs of the surrounding hotels.

It is clear that at present it is primarily attractive to use public transport to get to the railway station, especially C line of the metro and tram lines, although these are available at a greater distance. It is clear from the current usage of all the parking spaces, that the vast majority of passengers find the poor traffic situation on the north-south highway limiting and prefer to use relatively reliable and regular public transport, except in the evening or at night.

For parking (K+R, taxis, employees), the spaces on both sides of Fanta's building are also partially used spontaneously. Due to the traffic situation on the congested highway, from the ratio of the number of daily passengers and the real possibility of parking spaces.

The traffic situation on the highway, the permeability, the safety situation in Vrchlického sady Park and the disconnected system of cycle paths limit the current use of the Main Station surroundings for cyclists. On the side of the New Terminal Hall and Fantova Building, the current lack of B+R parking spaces, or shared bicycles or e-bikes, corresponds with the current cycling limitations.

Public transport

Today, the area of the Main Railway Station is directly connected to the public transport system only by metro line C. Tram lines are within uncomfortable walking distance (the Hlavní nádraží stop in Bolzanova Street and the Jindřišská stop). Apart from the direct connections to the north and south of the city by line C, it is necessary to make transfers for other main directions. That is why the implementation of a backbone tram line with a stop situated directly in the foreground of the NOH is being considered as part of the competitive dialogue.

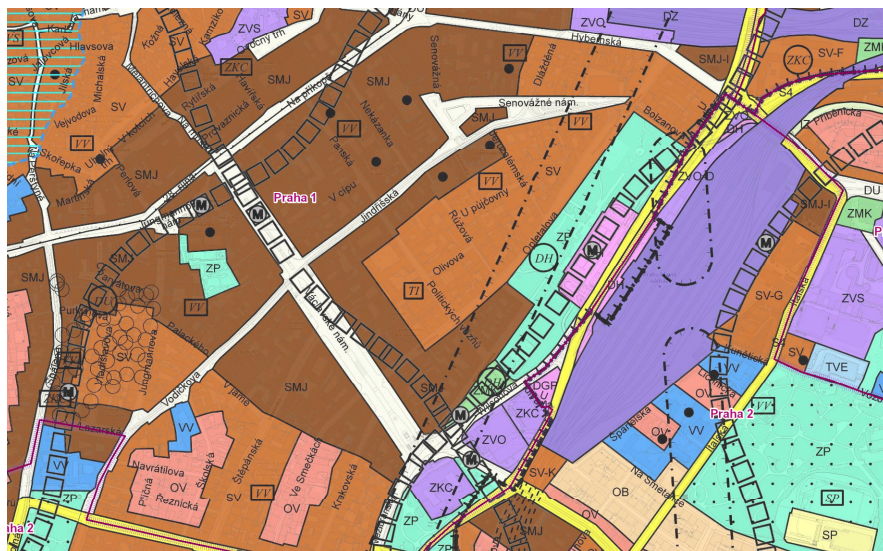
Structural and technical condition

The reconstruction between 2006 and 2010 mainly concerned the interiors, not the roof of the New Terminal Hall itself, which has long shown waterproofing layers failures, especially in the part under the north-south highway, in the part of the access ramps and in the part of the tunnels under the highway. According to the Diagnostic Survey and Structural Assessment of the Reinforced Concrete Part of the Ceiling Structure of the NOH (Czech Technical University Prague, Klokner Institute – February 2020), the reconstruction of the reinforced concrete part of the roofing of the hall and the reconstruction of the bridge superstructure in the entire area of the roofing is necessary, including the complete road, pavement and waterproofing layers and the drainage system.

The capacity of the existing vertical communication movements (elevators and escalators) does not correspond to the current number of transported passengers. The offer of restaurants, cafés and facilities for passengers is insufficient. Some passengers therefore already use the exterior routes on the sides of the New Terminal Hall at the level of the 1st underground floor.



Zoning plan



According to the valid zoning plan of the Capital City of Prague, there are areas with functional use DH, ZP and ZMK in the area concerned.

The following areas partially encroach on the area concerned: SMJ - mixed urban core and SV - generally mixed in relation to the surrounding buildings.

DH – public transport areas and facilities

Main use – Areas and facilities for public transport including P+R car parks.

Acceptable use – Buildings, facilities and areas for the PID operation, bus stations. Administrative facilities and services connected with the main use. Greenery, cycling paths, footpaths and pedestrian spaces, purpose-built roads, technical infrastructure. Parking areas connected with the main use.

Conditionally acceptable use – Accommodation facilities and employee apartments may be located in the area in order to meet the needs connected with the main and acceptable use. The following may also be located in the area: roads, retail units with a total gross floor area not exceeding 300 m². The conditionally acceptable use must not restrict the main and acceptable use.

ZP – parks, historic gardens and cemeteries

Main Use – Parks and other intentionally established architecturally designed areas of urban greenery for recreation; burial grounds and places of remembrance.

Acceptable use – Parks, gardens, orchards and vineyards, all on unmade terrain; areas designated for burial, urn groves, columbarium, scattering meadows. Small water areas, pedestrian roads.

Conditionally acceptable use – Purpose-built roads and technical infrastructure may be located in the area in order to meet the needs connected with the main and acceptable use. Playgrounds, cycling paths, riding trails. Garden restaurants, uncovered amphitheatres, observatories, lookout towers, churches, places of worship, uncovered sports facilities without amenities, small garden architecture. Crematoria and ceremonial halls. Commercial facilities with a total floor area not exceeding 200 m² of gross floor area and non-disturbing services as part of cemetery facilities. Spatially separated areas intended for the burial of pet animals, without the possibility of incineration. Buildings and facilities for operation and maintenance, other buildings related to the main and acceptable use. Linear technical infrastructure lines running in existing paved roads. Revitalisation of watercourses and areas to enhance natural and biological function and natural flow. Use permissible in other areas within the category Landscape and urban greenery and Cultivation areas - orchards, gardens and vineyards, provided that the land being assessed defined in the ZP area is immediately adjacent to them and that the main and acceptable use of the ZP area is not restricted. The conditionally acceptable use must not impair or endanger the usability of the land concerned.

ZMK – urban and landscape greenery

Main use – Urban and landscape greenery with recreational activities.

Acceptable use – Landscape greenery, group, scattered or linear stands of trees and herbs, artificially created greenery areas and lines (park lines), functional meadows. Uncovered publicly accessible playgrounds with a natural surface without facilities of building nature, playgrounds, small water areas, small facilities serving the operation of the sporting function of water areas, cycling paths, riding trails paths, pedestrian roads and spaces and purpose-built roads, small garden architecture.

Conditionally acceptable use – Parking spaces may be located in the area in order to meet the needs connected with the main and acceptable use.

The following may also be located in the area: garden restaurants, observatories and lookout towers, wildlife rescue stations. Vehicle roads, technical infrastructure, structures and facilities for the PIT operation, even beyond the needs of the area in question, subject to a demonstration that the interest expressed by the need to locate the transport and technical infrastructure outweighs other public interests.

Buildings and facilities for operation and maintenance related to the main and acceptable use. Revitalisation of watercourses and areas to enhance natural and biological function and natural flow.

Acceptable use in other areas within the category Landscape and urban greenery and Cultivation areas - orchards, gardens and vineyards, provided that the land being assessed is immediately adjacent to them. The conditionally acceptable use must not impair or endanger the usability of the land concerned.

Online application/data

IPR Praha / Territorial Analytical Data

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IPR Praha / Two Pragues application

<https://www.dveprahy.cz/>

IPR Praha / Historical Centre of Prague application

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IPR Praha / Opendata

<https://www.geoportalpraha.cz/cs/data/otevrena-data/seznam>

IPR Praha / Zoning Plan

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Mapy.cz / Panorama

<https://mapy.cz/turisticka?x=14.4338338&y=50.0838356&z=17&pano=1&pid=70226692&yaw=3.335&fov=1.089&pitch=-0.030>

Google / Street view

<https://goo.gl/maps/YXxZdbBU9vwjooqNA>

Nový Hlavák

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