

PRAGUE, 10 November 2023

Správa železnic today presented current form of architectural study of new three-track bridge at Výtoň

Správa železnic today presented to the councillors and representatives of the Capital City of Prague the current form of the architectural study of the new railway bridge at Prague Výtoň. In the future, it should replace the old bridge from 1901, which is already beyond its service life and its capacity is insufficient for the increasing demands of railway service. The deputies were thus able to get acquainted for the first time with the changes to the proposal that resulted from the meeting of an expert group consisting of representatives of Správa železnic, the Capital City of Prague, National Heritage Institute, and other concerned subjects.

The architectural study provides a comprehensive urban and transport solution for the site, which will ensure:

- meeting the requirements of the European rail network for international railway service as a preferred and more environmentally friendly form of transport,
- extension of the line from two to three tracks, which will make it possible to meet the growing demand for railway capacity,
- smooth connection of railway to public transportation thanks to the new train station Praha-Výtoň,
- a noticeable increase in travel times on routes using the new bridge, while reducing noise on and around the bridge,
- a better solution for pedestrians, mothers with strollers, wheelchair users and cyclists,
- cultivation of the neighbourhood, where the bridge will offer utilisation for community life and leisure.

Two or three tracks?

As part of the negotiations, Správa železnic also refuted the arguments of the recently published study of the association Nebourat (Do not demolish), which was supposed to prove that the bridge does not need a third track. Experts from Správa železnic listed all the shortcomings that the Nebourat study contains. *"The author of the study presented*

by the Nebourat association misinterprets the inputs to the train capacity calculation and also purposely omits some prospective services. The author also introduces an unacceptable simplification corresponding to the operation of the metro, where all trains run in an orderly sequence, which is not possible in the case of railway traffic. The proposed station Praha Vyšehrad is completely inappropriately located regarding the transport serviceability of the area and the links to the surface public transport backbone lines. The proposed station Praha Vyšehrad is in a position that is not acceptable to ROPID and the Prague 2 Municipality," explains Pavel Paidar, Director of Construction Planning Department of Správa železnic.

The association Nebourat also bases its claims on the upcoming solution New Connection II. According to Správa železnic, these arguments are not correct either, because the underground train connection can realistically be expected in a horizon of about 20 years and will only be a supplement to the three-track bridge at Výtoň in the 3 + 2 model. *"Most commuter trains will move to the two underground tracks, while the bridge will be used mostly by long-distance and fast inter-regional services, along with the remaining regional/urban services,"* Paidar said.