

PRAGUE, 28 June 2023

Radotín station offers comfortable travel, only new building remains to be completed

Travelling from Prague in the direction of Beroun is now faster and more comfortable. This was made possible by the reconstruction of the section between Smíchov and Černošice, which Správa železnic festively completed today. Passengers gained barrier-free access to the platforms and also comfortable boarding of the train. Residents of Velká Chuchle will appreciate the shorter distance to the stop. Further improvements to the services offered will be brought by the completion of the new station building in Radotín at the end of this year.

"The railway along the Berounka River is getting modern parameters. Thanks to this, it will be able to cope with the high demands placed on it within the Prague suburban transport. Preparations for the modernisation of other sections are also in full swing, work should start in a few months between Karlštejn and Beroun," says Minister of Transport Martin Kupka.

The section Praha-Smíchov – Černošice is part of the main double-track line Praha – Beroun, its modernisation began in 2019. In particular, the tracks and the overhead contact line were reconstructed, the line capacity was increased and the line speed and safety of railway operation were increased. After the introduction of the European Train Control System (ETCS) trains will run at speeds of up to 140 km/h.

"This busy section is used not only by fast trains and suburban services, but also by a considerable number of freight trains heading to Branický most (Braník Bridge). Now they have another four-track section that can accommodate a much larger number of trains than before," concludes the Director General of Správa železnic Jiří Svoboda.

The project also included a comprehensive reconstruction of the Praha-Radotín station, where four new platforms were built. Access to them is via a reconstructed pedestrian underpass under the whole station and a new pedestrian underpass in the place of the cancelled level crossing. The station's accessibility is ensured by lifts and inclined ramps. In the direction of Beroun, the level crossing in Na Betonce Street was cancelled and replaced by an extended underpass in Prvomájová Street with two lanes and a new pedestrian underpass with barrier-free access.

Among the other positive features of the construction is the relocation of the Praha-Velká Chuchle stop closer to the centre of the district. It consists of two new platforms accessible via a new underpass. Barrier-free access to the station is provided by inclined pedestrian walkways.

To meet the requirement to increase the capacity of the entire section, a new branch line Závodiště was built near the level crossing in Velká Chuchle, which connected two parallel double-track lines. This created a four-track section several kilometres long, which ends at the Praha-Radotín station. The existing level crossing in Velká Chuchle has been reconstructed as part of the construction, newly protected with barriers across the entire width of the road and complemented by a separate pedestrian crossing. It will be replaced by a road overpass and a pedestrian underpass as part of the adjoining construction.

"The reconstruction of the railway line in the extremely busy section between Smíchov and Černošice was very demanding, not only because of the spatial conditions, but also because of the need to maintain common traffic on the line and in its surroundings," adds Martin Borovka, Director General of the VINCI Construction CS Group, on behalf of the association of companies.

The total investment costs of the action called Optimisation of the line Praha-Smíchov (excl.) – Černošice (excl.) amount to CZK 4,161,008,001. The project is co-financed by the European Union from the Connecting Europe Facility (CEF). The EU support rate is 75.56% of the eligible costs, with a maximum grant of EUR 91,109,912, i.e., approximately CZK 2.3 billion.

"The European Union, as a major investor in the Czech railway sector, contributes significantly to our more comfortable and environmentally friendly travelling. Passengers who commute every day on the modernised suburban sections experience first-hand the benefits of being part of the European family," says Martin Svášek, representative of the European Commission in the Czech Republic.

National funding is provided by the State Fund for Transport Infrastructure (Státní fond dopravní infrastruktury). The construction contractor is the company Společnost Černošice, which consists of EUROVIA CS, STRABAG Rail, Elektrizace železnic Praha and GJW Praha.

Within the framework of a related construction, a new station building is being built at the Praha-Radotín station. So far, foundation and steel bearing structures, internal and exterior masonry, connections and insulation of the building have been built. At present, the internal installations are being carried out, the glazed facade, the foundations for the café terrace and the ramps to platform 1 are being completed. The roofing is being completed as well as the paving of the pedestrian walkways.

The new building in Radotín is expected to be completed at the end of this year. Once it is operational, the existing station building will be reconstructed into a Municipal Police station.



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