

JIHLAVA, 24 August 2023

Správa železnic has announced architectural competition for Jihlava VRT high-speed railway terminal

The terminal near Jihlava will increase the accessibility of the new high-speed railway for the inhabitants of the wider region. The transfer junction will be part of the new railway connection Praha – Brno. The winning architectural and urban design should be presented in the first half of next year.

Správa železnic has announced the third architectural competition for the high-speed railway terminal. It will result in the elaboration of an architectural and urban design of a new transfer junction near Jihlava. In addition to fast railway connections to Prague and Brno, it will offer passengers seamless P+R parking, public transport lines and services. Thanks to its good location on the periphery of the city, the terminal will also be connected to the regional line Jihlava – Havlíčkův Brod and the adjacent D1 motorway. This concept will help to significantly increase the mobility of the inhabitants of the Vysočina Region.

The uniqueness of this architectural competition is the design of a multi-storey terminal in which the current (conventional) line will intersect with the high-speed line.

The architectural competition also includes a bridge over the D1 motorway with a span of more than 160 m and the preparation of an urban conceptual design. This will offer a wide range of possibilities for the solution of the wider area. Experience from abroad shows that terminal districts on the outskirts of cities can see rapid development in the coming years if they are well connected to infrastructure. However, the future development of sites in the vicinity of the terminal will be entirely in the hands of local authorities, with whom Správa železnic will remain in regular contact.

The terminal near Jihlava - Pávov is part of the new railway connection from Prague to Brno. It is located on the prepared section of the VRT Vysočina fáze II (HSL Highlands Phase II) between Sázava and Velká Bíteš. It will be used not only by express trains with speeds of up to 320 km/h, but also by other types of fast connections. On the contrary, the line will not be used for freight trains. Správa železnic expects the implementation of this nearly 80-kilometre section between 2029 and 2034.

In the previous competition, architects, urban planners and other experts were looking for a solution for the Roudnice nad Labem terminal, which is being prepared on the section VRT Podřipsko (HSL Říp Flatlands). The results of the competition, including the designs, can be found on the website www.spravazeleznic.cz/vrt.