



# Cable Cars Station Praha-Bubny

Tamar Benashvili  
1st Year Master  
(Georgia)



Atelier Achten-Pavlíček-Nováková, summer semester 2019-2020  
Faculty of Architecture  
Czech Technical University in Prague





# THE STUDIO CONCEPTS

The map shows project locations of the Studio participants, who tried to imagine what would Prague look like without drivers and what necessary adjustments would take place on chosen locations.

In other cases the concepts were developed only for particular location which has a defined importance within the city structure, for example, the Central Station.

In some cases the students proposed a network of interconnected locations of interventions, from which one location was developed into more details.





# PRAGUE URBAN MOBILITY OVERVIEW

HIGHEST NUMBER OF PUBLIC  
TRANSPORT DIRECTIONS

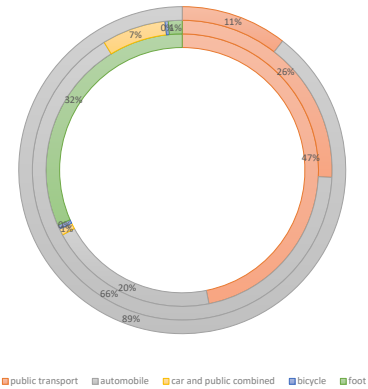
HIGHEST NUMBER OF  
AUTOMOBILE DIRECTIONS

INTRACITY  
/EXTERNAL

Balance of number of trips by persons within the city on a standard workday

Trips by	intracity (around Prague)	external (to/from Prague)	transit (through Prague)	total
Public transport	2 208 100	241 800	9 100	2 459 000
Automobile transport	954 300	614 700	77 400	1 646 400
Combined car and public transport	36 400	64 600	-	101 000
Bicycle	23 300	3 300	-	26 600
Foot	1 490 300	14 000	-	1 504 300
Total	4 712 400	938 400	86 500	5 737 300

TRANSPORT MODES AND DIRECTIONS



Q: HOW TO REDUCE CARS WITHIN  
THE CITY?

A: ENCOURAGE MICROMOBILITY  
AND REDUCE CROSS-CITY  
TRAFFIC

Q: how to reduce cross city  
traffic?

A: MAKE CROSS CITY ROUTES  
MORE EFFICIENT

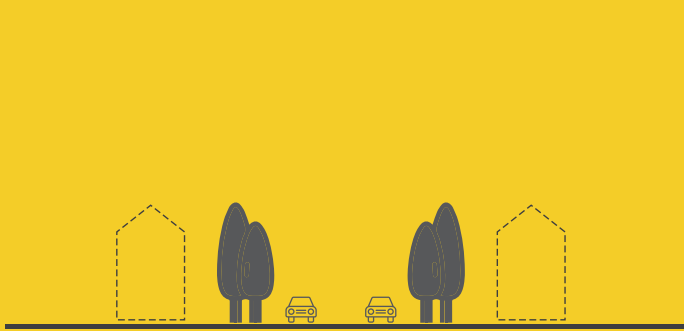
Q: HOW?

A: THROUGH DIRECT POINT-TO-  
POINT CONNECTIONS



# OPTIONS OF TRANSPORTATION

CARS ON THE ROAD



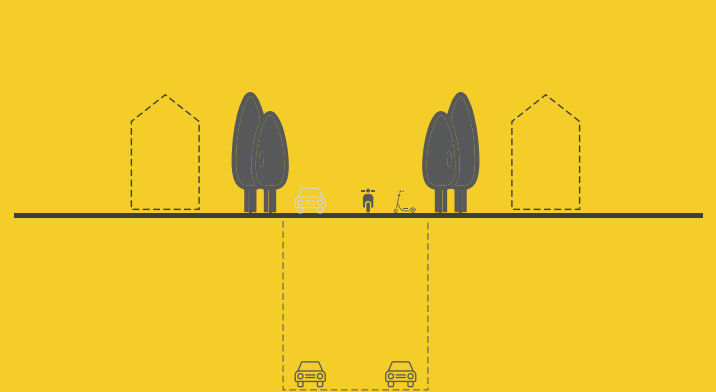
MICRO MOBILITY + P TO P



CARS AND PT ON THE ROAD



UNDERGROUND HIGHWAYS



## CABLE CAR AS PUBLIC TRANSPORT



# LOCATIONS TO BE CONNECTED

The design considers three locations to be connected with point-to-point cable car lines: Dejvická, Letenské Náměstí and Bubny Station.

The three locations are important urban nodes with distinguished functions in the urban structure. Dejvická plays a role of one of the main urban centers surrounded with residential, and multi-functional development including university campus.

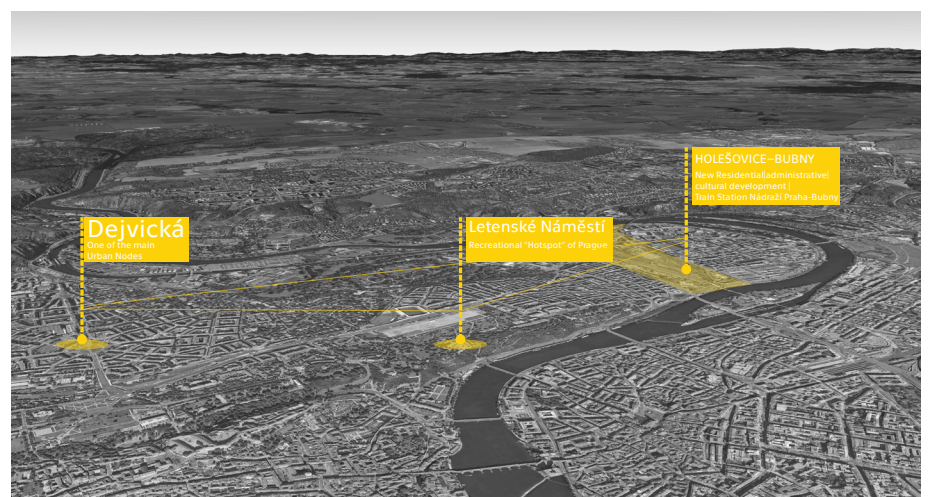
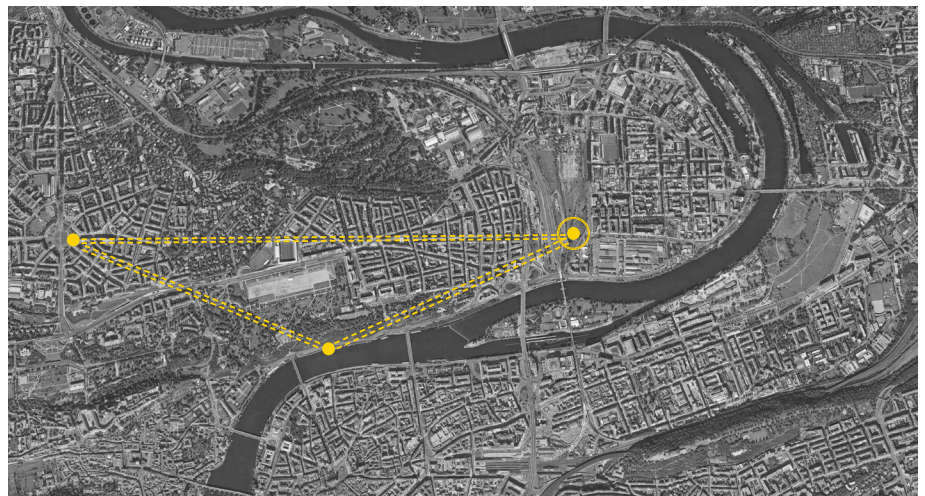
On the other hand, Letná Park with its iconic Metronome Tower is one of the main weekend / holiday recreational destinations for Residents of Prague and visitors.

The third location, Praha Bubny is currently underdeveloped. However, the new site development plan which has been approved in 2017 defines the new guidelines aiming to create residential, cultural and administrative development.

The old location of the train station Praha-Bubny retains its function according to the plan.

This particular location became interesting for our design experiment due to following reason:

The existing location has a potential to serve as an urban hub, since the node includes Train Station, Metro Station (line C) and tram station in single location. Adding another, point-to-point mode of connection would make sense not only for the residents of the new development, but also commuters who arrive to the train station via train.



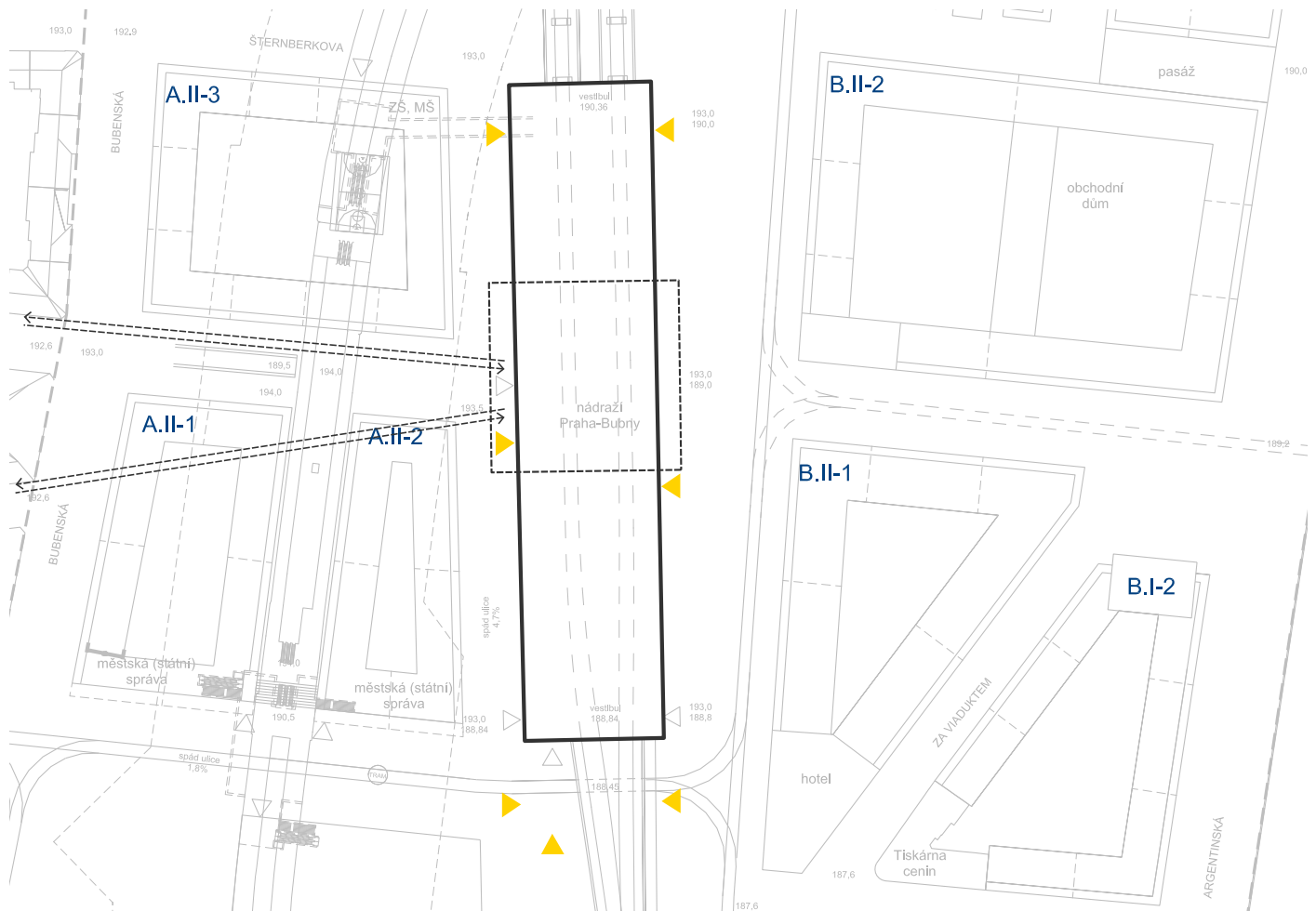


# CONCEPT: GENERAL PLAN

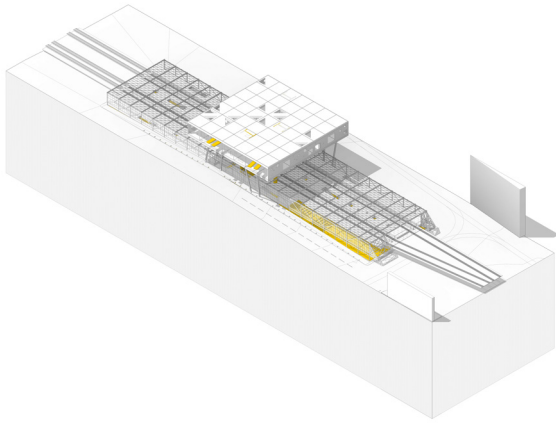
The general plan of the Railway station is defined by the existing approved site development plan designed by Pelčák a partner architekti. Our design precisely follows those outlines.

The volume is located along the existing railways having entrances on -1 level from the South, and entrances on the 0 (Platform) level to the North and to the Center of the Volume. The North vestibule leads down to the Metro station as well.

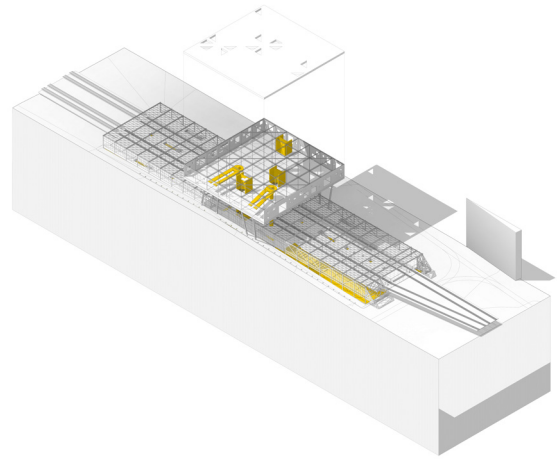
The Entrances in the middle of the volume define the walk-through urban passage as well, connecting streets on west and east.



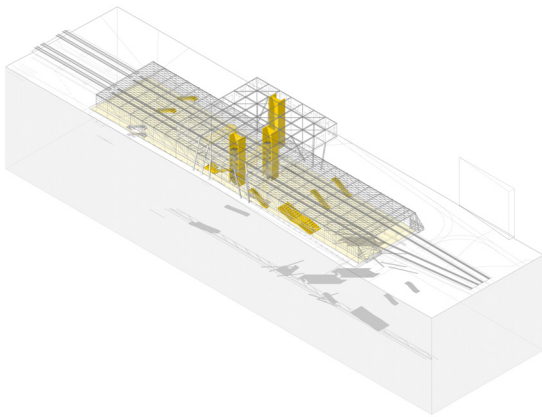
# THE VOLUMES AND THE STRUCTURE



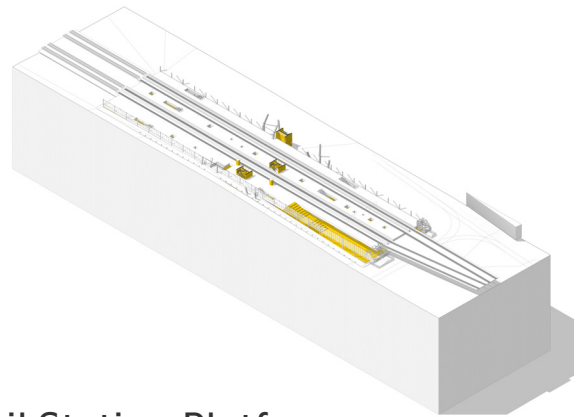
Axonometric View



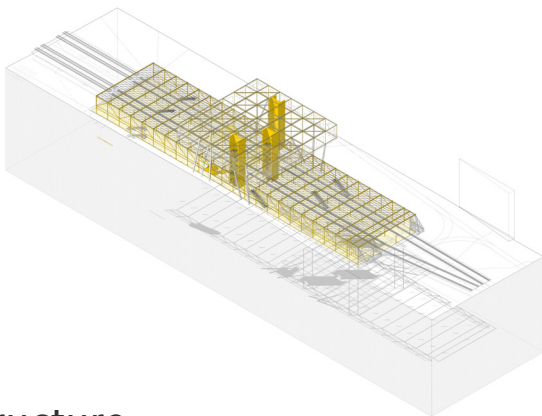
Cable Car Station



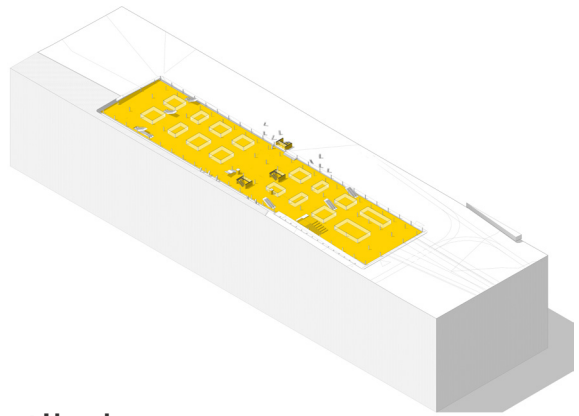
Vertical Communications



Rail Station Platforms

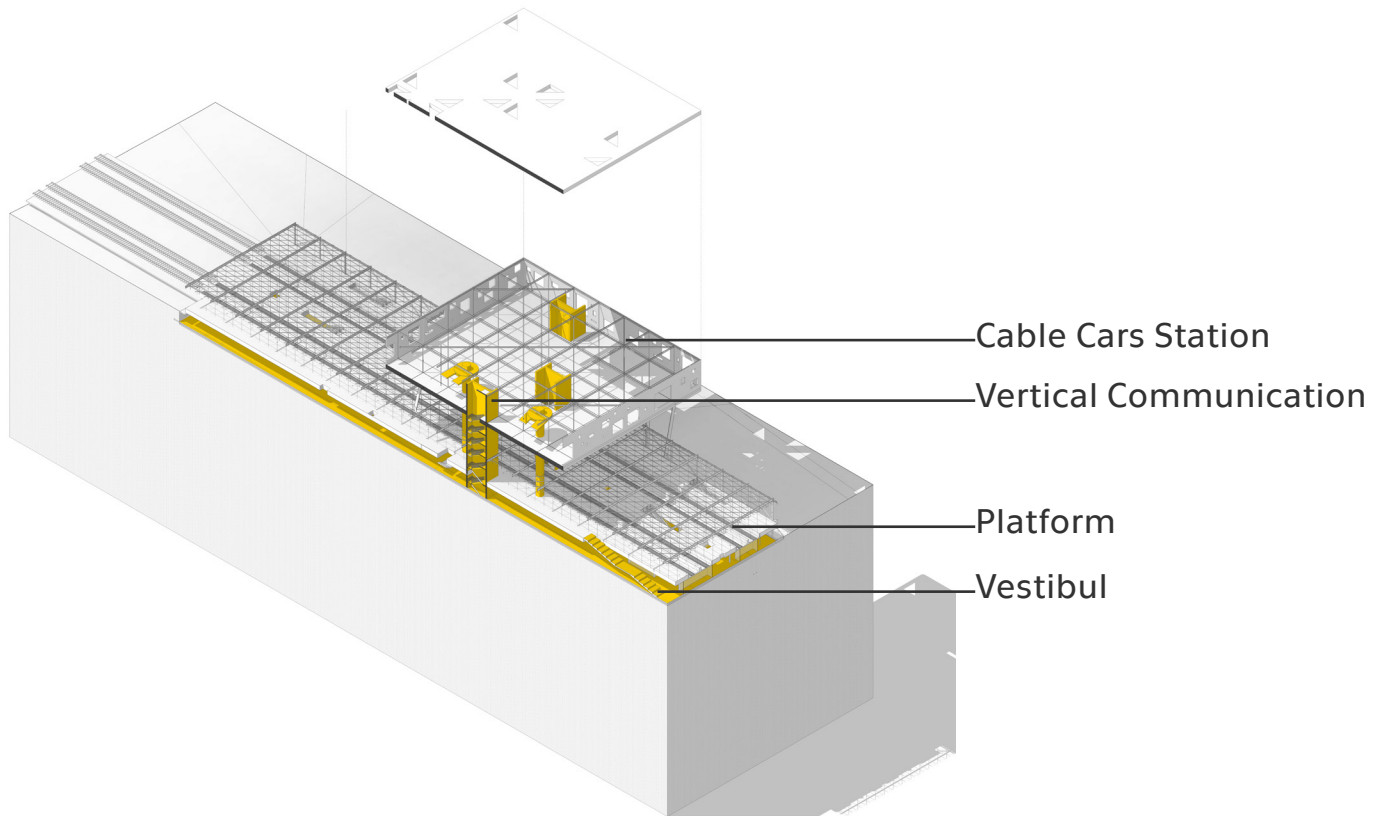


Structure



Vestibul



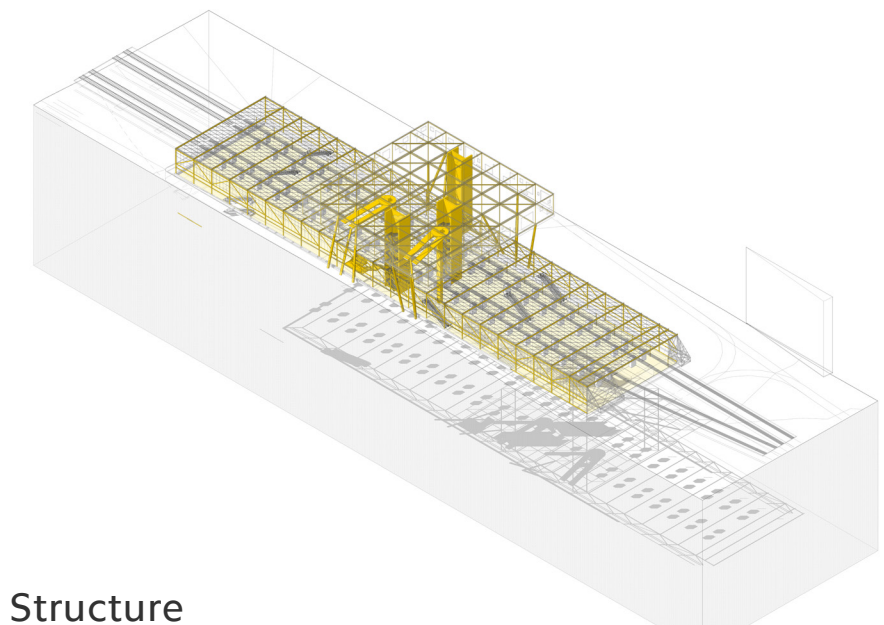


## Axonometric Section

The concept develops two separate volumes with own structures: The train station and the cable cars station. They are interconnected with vertical communications: staircases and elevators reaching up to the cable cars station from each platform and the street.

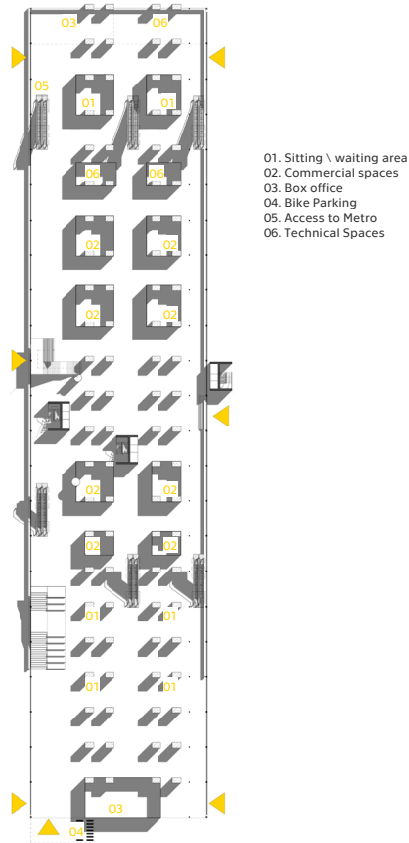
The structural decision of the train station is simple: steel framing except those holding the rail way. Under the rail way massive reinforced concrete pillars has been used.

The structure of the cable cars station is as follows: the steel tilted columns together with the vertical communications made up of reinforced concrete play the role of main load bearing structure, on which the steel framing of the cable cars station is hanging.

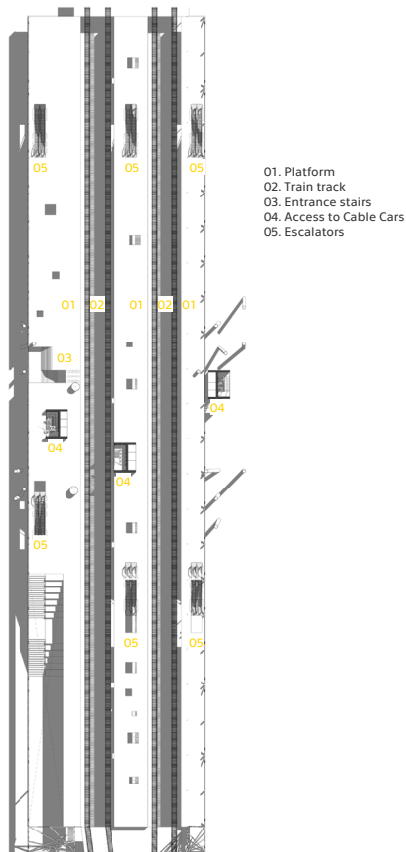


## Structure

# PLANS



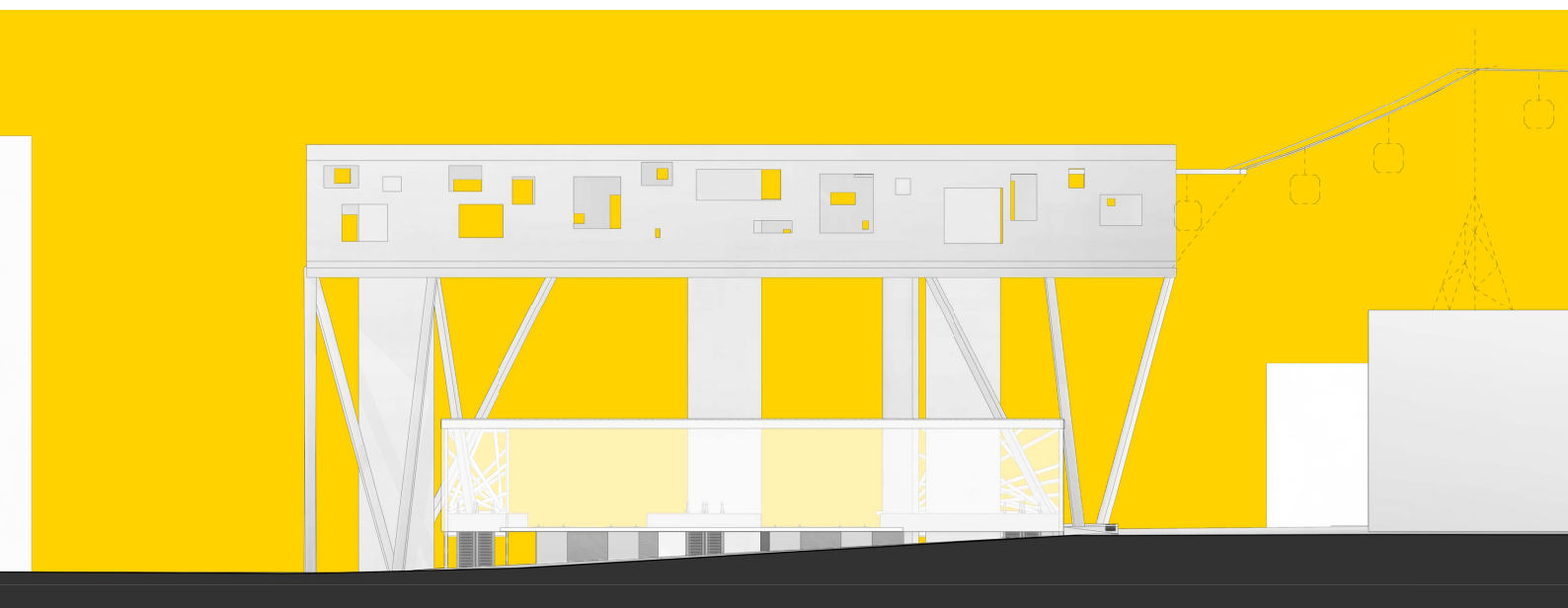
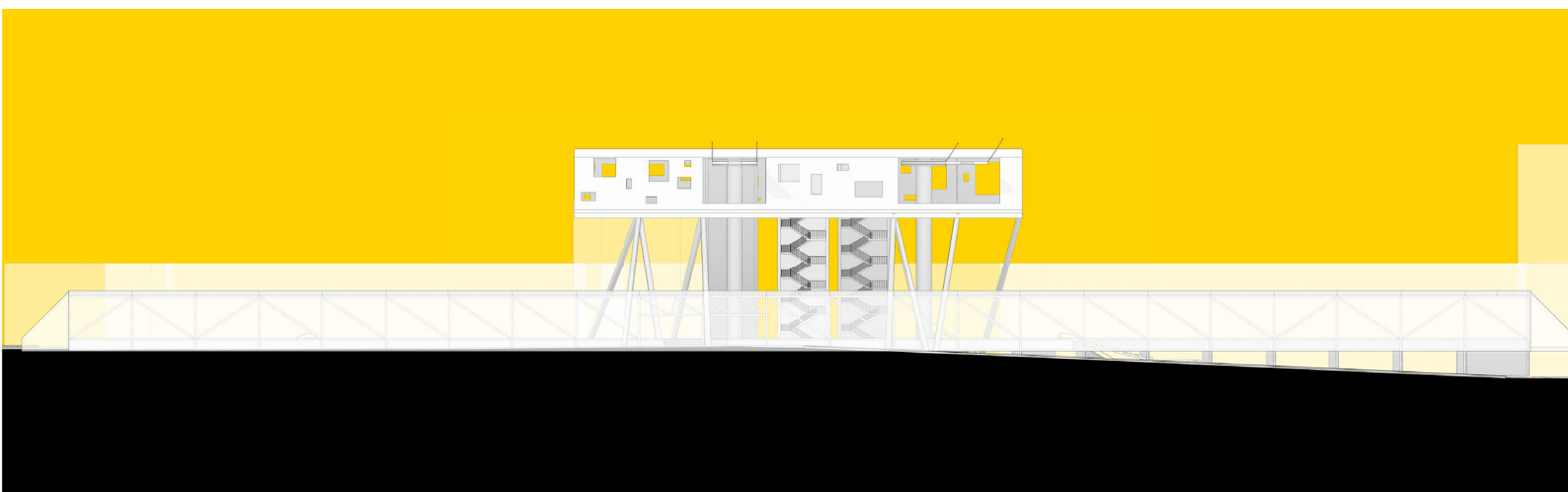
Level -1: Vestibul



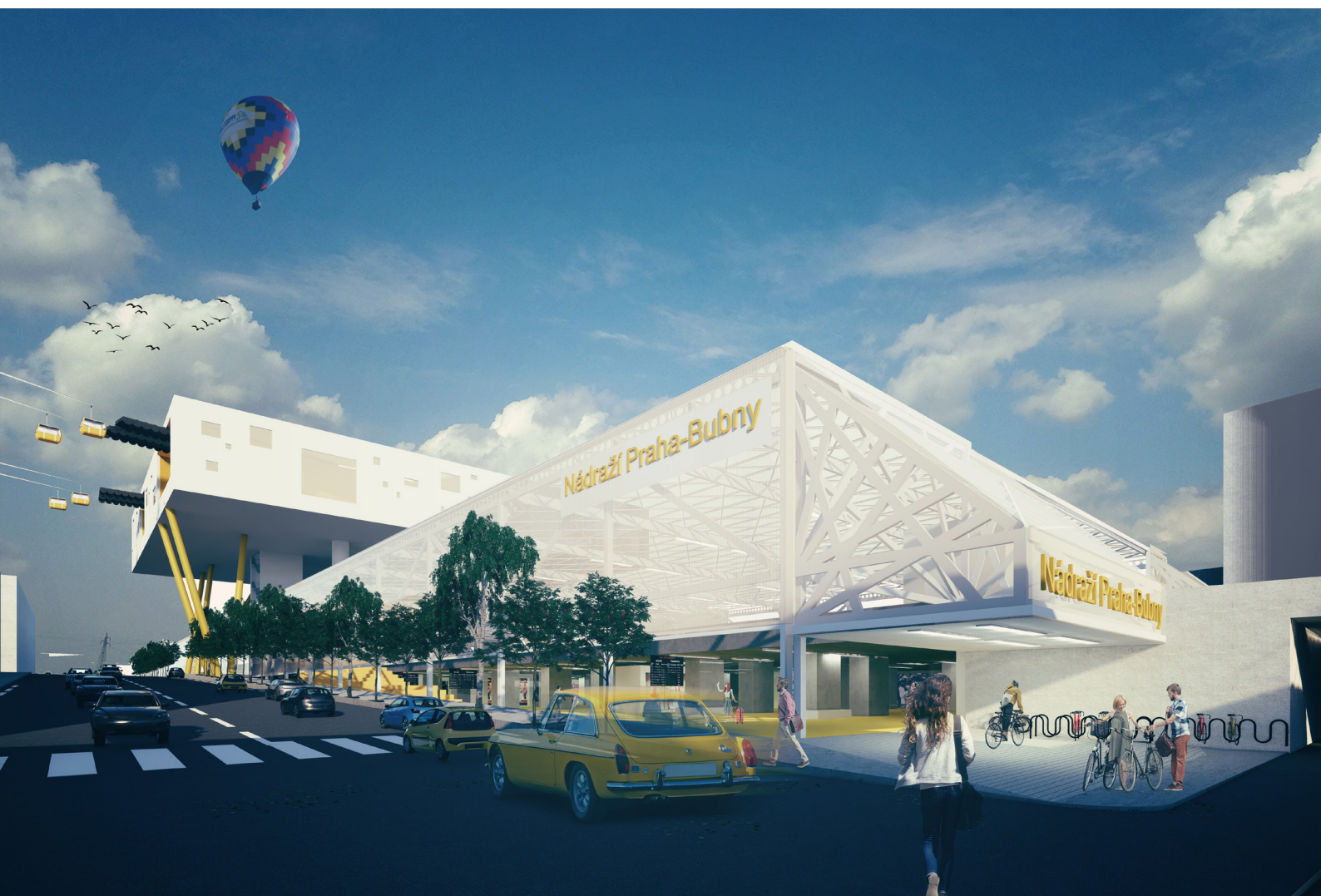
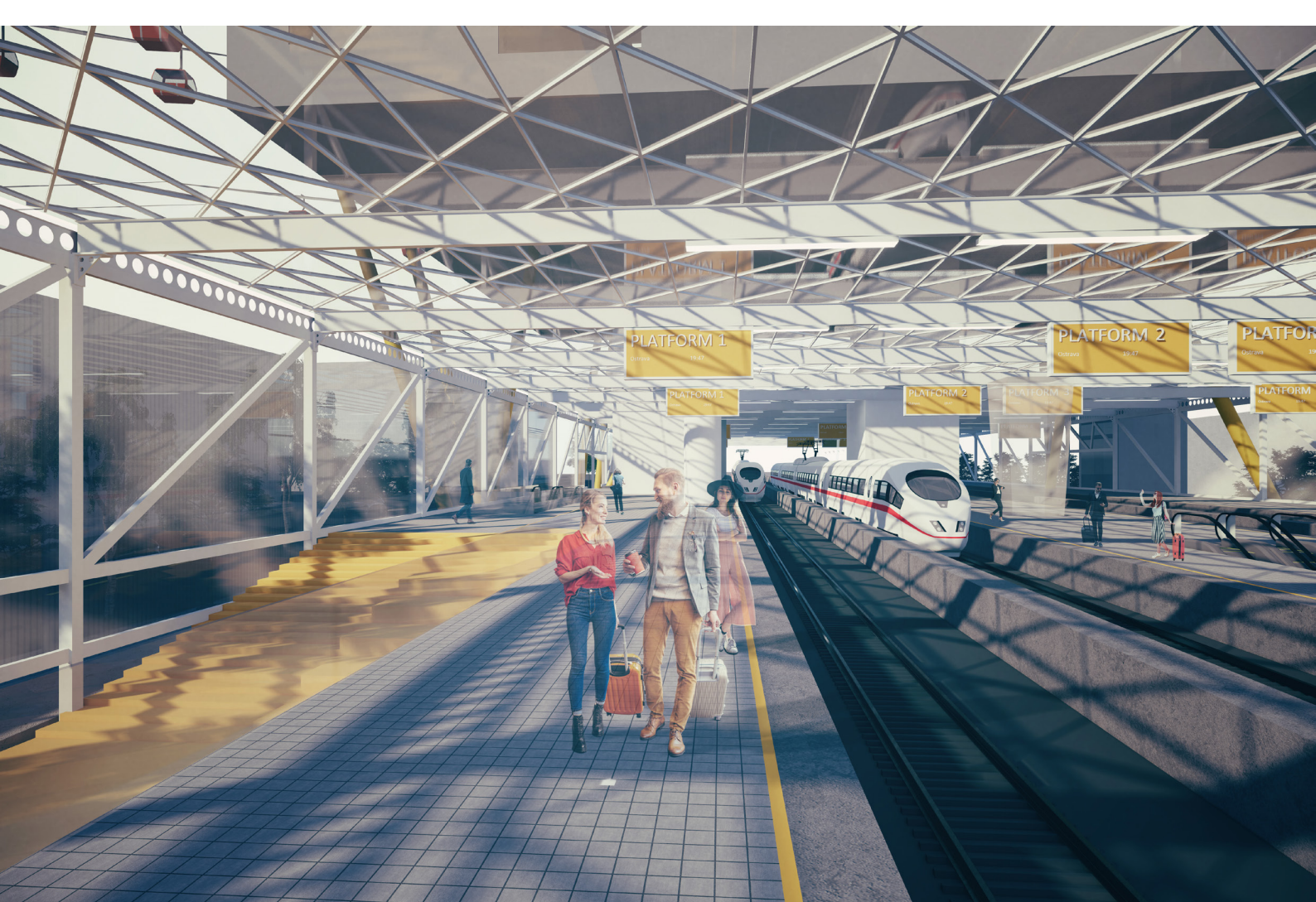
Level 0: Platforms



# FACADES











# MATERIALS USED:

Technical administration of roads of the city of Prague. Department of transportation engineering, 2016

ÚZEMNÍ STUDIE HOLEŠOVICE–BUBNY–ZÁTORY NÁVRH / srpen 2019 by Thomas Müller|Van Reimann  
Architekten and Pelčák a Partner Architekti

Technical Info Report by the Leitner Station





