



**Innovative design and operation of new or upgraded
efficient urban transport interchanges [Theme: SST.2012.3.1-2.]**

City-HUB Project



**City-HUB Fact Sheet N° 8.2:
Prague terminus Dejvicka, Prague, Czech Republic**

Role of interchange

The square used to be an important transport hub since its foundation in the 1920s, however its importance increased significantly only with the opening of metro line A in 1978. The new interchange incorporated metro terminus, terminal of bus services and separated tram stops. Metro connects the district with the city centre (extension to outskirt districts is under construction); trams serve the neighbouring residential areas and connect the entire district with other parts of the city centre. Frequent local bus routes operate towards the Prague airport, Suchbát district with the University of Agriculture campus and other residential district while several neighbouring municipal suburbs are served by bus routes with low frequency.

With the introduction of integrated transport system around year 2000, additional suburban routes serving municipalities adjacent to Prague were incorporated into terminal (terminating at other places before). Since the metro opening, the terminal has served also as the interchange with bus services to Kladno (industrial city with population 70 thousand ca 20 km out of Prague); link Prague – Kladno is the busiest commuting flow in the country. The long distance bus services have been added to since the bus transport liberalisation and access restriction to the city centre.



Figure 1: Bus stops towards the airport

Location

The Dejvická terminal is located at Vítězné náměstí (Victory Square), one of the biggest squares in Prague, and is a central point of the municipal district Prague 6. The entire area was designed as a multipurpose district, incorporating major national administrations and education, district administration and several types of residential

zones already at the beginning of the area development in the 1920s – 1930s.

Despite the importance of area, its further development started a few years ago only. Several administrative buildings have been erected next to the metro entry; however proposed completion of the square is still under discussion as it might disturb the entire character and sight of the square.

The entire area is suffering with road traffic congestions, serious environmental impact and other disadvantages caused by fact that this busy terminal is located in the middle of residential district with only a very limited option for detour. The solution for reduction of local impact is seen in the metro A extension which is currently close to its completion (expected opening in Spring 2015) and following major alternation of relevant public transport services.

Modes of transport

Travellers at the interchange can use metro, tram and buses. The buses have a both a local and a regional network. The terminal serves more than 150 000 passenger per day; metro station alone is used by around 120 000 passengers, making it one of the most frequent stations in the network.