



Prague: four accessible walks 2

Wheelchair-
friendly
routes off the
beaten track

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Prague: four accessible walks 2

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Introduction

These four barrier-free walks follow up, as the title indicates, on the first publication of accessible routes around historic Prague. This time, however, we will focus on less-well-known routes that reveal different charms of the Czech capital. You will experience the romantic atmosphere of Prague's river islands, discover the magic of the view from Letná and get a glimpse of Karlín and Holešovice, two modern neighbourhoods with a distinctive character.

Although this guide is intended primarily for people using manual or electric wheelchairs, it may be found useful by anyone with limited mobility, such as parents with strollers, the elderly, etc.

The routes listed below are easy to move along – with regards to the surface and avoiding stairs, narrow passages or steep slopes. All of them start within reach of public transport stops and include interesting landmarks as well as fully or partially accessible public washrooms.

The detailed description of the terrain, access routes and important points of interest enable the prospective reader to assess individually whether the site in question is accessible for him and how much personal assistance he may need.

For better guidance, each description is accompanied by a basic map and informational pictograms.

The description of the interior of marked buildings and also the overall accessibility assessment are based on the valid Accessibility Mapping Methodology. Firstly, the site is characterized as: accessible – **green**
partially accessible – **yellow**
difficult to access or inaccessible – **red**.

Further information on the accessibility of the specific site is conveyed by means of thirteen accompanying pictograms and a bulleted description.



1



3,6
km

Holešovice

Through a revived neighbourhood of former factories and docks

The terrain along the whole route is quite problem-free. Apart from rare exceptions, the surface of the paths and sidewalks is flat pavement or asphalt with no serious jaggedness or damage. All the crosswalks have modified curbs with a slightly steeper incline, rough cobblestones occur only at the crossings of the streets Jateční and Komunardů. Also, there is rough cobblestone pavement in the yards of the Prague Market and Holešovice Town Brewery, but these can be easily avoided. Given the relatively good accessibility of the marked sites, instead of a personal assistant we recommend simply a good companion to enjoy a cup of fine coffee or a glass of local beer together.

Difficulty Rating: Moderate

Route Description

Prague Market ► Tusarova Street ► Osadní Street ► DOX Centre for Contemporary Art

We start this walk through a Prague neighbourhood that combines dynamic modern architecture with a clear footprint of its industrial past at the accessible Tusarova tram stop with a Vienna-style boarding platform. From here we set out along Jateční Street towards the north entrance to the large complex of the **Prague Market (Pražská tržnice)**. Although right at the entrance to the inner yard we encounter a jagged cobblestone surface, the place is worth visiting. The buildings with Art Nouveau and Neo-Renaissance elements served as slaughterhouses until the 1980s. The current use as a market place makes the site diverse and full of character – it includes a large food and alcohol market, stalls selling cheap clothing as well as a wide assortment of electronics and gastronomic equipment. It embraces alternative projects, too – we can stop by a fully accessible art café Játka 78, which focuses on new circus and alternative theatre, or the vegetable market in the beautiful Art Nouveau Hall 22 (mind a somewhat steep ramp at the entrance – slope 13.5%, width 360 cm, length 270 cm).

We leave the complex by the north entrance again. Using the adjacent crosswalk with lowered curbs we cross Jateční Street, along which we continue to the modern structure of commercial and office buildings ArtGen. There we can find not only a small park to relax but also occasional exhibitions. Passing between the buildings we come to Tusarova Street and head east along the right sidewalk past the residential blocks built in a playful Rondocubist style. At the third crossroads we turn left and find ourselves on the quiet Osadní Street, where only few former factory buildings nestled in between blocks of flats from the 1920s and modern structures are the reminders of its one-time bustle. A successful synthesis of old and new appears at No. 35 called **M Factory**. The extensive renovation of the previously long time neglected inner courtyard breathed a new life into the former Josef Jefábek Prague Ham Factory founded at the end of the 19th century. The conversion of the site into a multi-purpose building with a café, studios, flats and offices is the work of the successful design studio Olgoj Chorchoj.

At the intersection with the street U Průhonu, we cross the street using the accessible crosswalk with lowered curbs and continue to another noteworthy project. The former Rossemann and Kühnemann Machine Factory, which also produced Avia aircraft in the 1920s, was neglected for a long time until, at the beginning of the new millennium, the bleak and dilapidated building was transformed into a clean, minimalistic modern art gallery, **DOX**. The building not only offers interesting exhibitions, but also a stylish café, a book shop and a design shop. Not-to-be-overlooked attraction of the centre is the 40-metres long wooden Gulliver Airship located on

the roof. Though the structure itself is not accessible by wheelchair, the charm of its steel-and-wooden structure can be admired from the outdoor terrace of the gallery café.

Holešovice Town Brewery ► Holešovice Harbour

From DOX we head to lively Komunardů Street, where we encounter the cultural heritage site **Holešovice Town Brewery (Holešovický měšťanský pivovar)**. It dates back to the end of the 19th century and beer was brewed there until 1998. Since the recent historically-sensitive renovations, it has served as an office and residential complex and the exterior design of the building is worth seeing. Entering from the direction of U Průhonu Street we cross its large courtyard to the street U Uranie. The yard is paved with cobblestones with significantly wide gaps – however, the Town Brewery complex can be bypassed by the streets U Průhonu and Na Maninách.

We cross U Uranie Street using the accessible crosswalk and face another office and commercial complex **Classic 7**, which stands for another good example of a revived old building. The paths criss-crossing the area of the former Holešovice Steam Mill have good surface made of various materials shifting from concrete to wooden grates and traditional mosaic paving. Leaving the wooden terrace we take the paved sidewalk with a lateral incline (7.5%) down to the glass building labelled L and continue alongside its facade to Jankovcova Street.

Taking the closest crosswalk at the intersection with the street U Parního mlýna, we head through the passage of the Prague Marina residential complex to another distinct part of Holešovice



Holešovice
Town Brewery

– the harbour. We turn right and a sidewalk with flat concrete paving takes us along the dead-end branch of the Vltava River to the functional **Marina Brewery** in the impressively renovated building of the former port customs office. Sitting in the outside beer garden may be a charming experience, especially when weather is nice.

► **Přístavní Street** ► **Dělnická Street** ► **Vnitroblok** ✕

Wandering through the streets of Holešovice neighbourhood, we slowly come back to the starting point of the route – using flat sidewalks and accessible crosswalks we pass the streets U Průhonu, V Háji, Přístavní and Na Maninách. Coming to Dělnická, we turn right and cross the street with tram tracks at the crosswalk to the south sidewalk. Before getting to the next crossroads there is a fully accessible city information point. We cross Komunardů Street using an accessible crosswalk, but here we must go over the tram tracks again.

Just a few metres past the intersection – on the left side of Dělnická Street - there is the entrance to **Vnitroblok** (the name is derived from the word for „inner courtyard”) – a unique industrial space that, in addition to a stylish café, offers a number of interesting cultural events during the year. A large complex stretching between

two streets and connecting them at the same time is designed as barrier-free, with the exception of the badly damaged concrete surface of its unroofed outdoor courtyard.

However, this minor obstruction, betraying the locale's past as a factory for beer-cooling-equipment, can easily be overcome with a personal assistance. We pass through Vnitroblok to Tusarova Street, where we head back to the tram stop at the very beginning of the route.

While waiting for the tram, let's take a last look back. Right by the place we are standing, there is one of the most original buildings of Holešovice's industrial past. The interwar factory owned by the successful entrepreneur Adolf Pleskot and producing water gauges now houses the atelier of his equally esteemed great-nephew, architect Josef Pleskot. His professional efforts to preserve the beauty of old buildings find a near-symbolic expression right here, in the Holešovice environment.



The whole harbour is artificial and originally served as a protective and winter port, and only later as a commercial harbour. In 1906 a railway marshalling yard was built nearby. In the same year most of the surviving one-storey buildings were built, distinctive with their sectioned facades. In the 1990s the harbour ceased operating as a commercial port and, consequently, in 2005 the train tracks were torn out.





1

1 **Jatka 78 Café**

2 **DOX**

3 **Marina Brewery**

4 **Vnitroblok Café**



0 50 100 200 300 m



Prague Islands

Experience the romantic atmosphere of the islands on the Vltava River

3,2
km

The terrain is mostly flat, with only slight inclines and declines at certain places. The occasional narrow passages have a minimum width of 90 cm. In terms of accessibility, the greatest complication on the route is presented by the historic cobblestone pavement on some of the crosswalks and steep incline of the lowered curbs. Access to Children's Island (Dětský ostrov) is challenging, with a steep footbridge connecting it to the access sidewalk on the bank. We recommend personal assistance to overcome these obstacles.

Difficulty Rating: Easy to Moderate

Route Description

► National Avenue ► Legion Bridge ► Střelecký Island

The Vltava River, while running through Prague, is adorned with thirteen islands of various size. Some of them come to life during the summer with cultural festivals, others are quiet all year round. Let's get out to see at least three of them. They are all within sight of the National Theatre, where – at the adjacent partially accessible tram stop – our walk begins and ends.

National Avenue (Národní třída), separating the Old and the New Town, dates back to the second half of the 18th century, when the future high street started of a filled-in moat. A few decades later the waterfront started to get new features with the Chain Bridge of Emperor Franz Joseph I (now called Most Legií, Legions' Bridge).

The street was uplifted considerably with the building of Neo-Renaissance **National Theatre (Národní divadlo)** in 1881, around which an elegant neighbourhood soon sprang up with the art gallery in the Topič Salon, the Slavia café and the Academy of Sciences building. A plaque placed on the front of the Kaňka Building (Kaňkův dům, also known as Schirding Palace, which is found near the intersection with Mikulandská Street) commemorates a key event from Národní třída's modern history: It was right here that the violent crackdown on a peaceful student demonstration on 17 November 1989 set into motion the events that later became known as the Velvet Revolution.

We can stop to spend a while pondering the avenue's eventful history over a coffee at Národní kavárna (The National Café) which, unlike the more famous Slavia Café, is barrier-free. The enterprise was founded in 1896, but its heyday came between the wars, when the Czech intellectual community used to meet regularly here, sipping coffee by the low café tables and discussing hot topics of the day.

The partially accessible Café Nona in the National Theatre's New Stage glass building has a different atmosphere, offering a pleasant spot for a break with a great view of the decorative Art Nouveau facade of the Topič Building.

After saying good-bye to Národní třída, we continue to the Legions' Bridge via a crosswalk on the right. The crossing has lowered curbs on both sides, but the lane surface is partially paved with cobblestones and there are tram tracks to be crossed. The connecting sidewalk on the right side of the bridge is paved with mosaic stones, occasionally slightly damaged.



The Legions' Bridge (Most Legií) was formally opened in 1901 and the event was attended by Emperor Franz Joseph I, after whom the new bridge took its name. However, after Czechoslovakia gained its independence in 1918, it was renamed the Legions' Bridge. The bridge is 343 metres long and 16 metres wide. The two built-in towers originally served for toll collecting.



Legions' Bridge

The bridge and **Střelecký Island (Střelecký ostrov)** beneath it are connected by a publicly accessible lift (110 x 130 cm, open 24/7) with a short metal footbridge leading to it. Stretching out from the lower lift station there is a park with well-maintained dirt paths. At the northern tip of the island, sitting under the tall chestnut trees, we can enjoy the view of the Kampa neighbourhood and Prague Castle on the left bank of the river and the National Theatre building back on the right.

We run into more difficult cobbled surface under the arch of the bridge, which leads to the south half of the island. This is also where public toilets are located. The south part of the island is open to the public only up to the historical building of the former shooting range.

► Janáček Embankment ► Jirásek Bridge

Take the lift back up onto the bridge and cross it, still on the right-hand side, to the other bank of the river. There is a more difficult part with steeper curbs and rougher paving at the end of the bridge and while crossing the streets Všešrdova and Šeříkova. We take the first crosswalk to the other side of Vítězná Street and return along the paved sidewalk back to the bridge and turn onto the Janáček Embankment (Janáčkovo nábřeží). Along the left side of the street lined with trees we head south towards Jirásek Bridge (Jiráskův

most). On the way, we can admire the elegant tenement houses built at the end of the 19th century and nowadays making a part of the Prague Heritage Reserve Area.

Opening from the intersection of the Janáček Embankment and Pavla Švandy ze Semčic Street there is a small park. From there a footbridge leads to Children's Island (Dětský ostrov), a popular relaxation area complete with a large children's playground and enjoying a wonderful view of the opposite bank of the river. However, the incline of the access bridge and connecting ramp is quite steep, in places as much as 17%. The broad central path that runs across the island has a hard, flat surface made of interlocking concrete paving stones.

Whether we stop at the island or not, our route continues towards a water reservoir built in 1562 to supply the fountains of Lesser Town with water. It was erected on the smallest Prague island (called Petržilkovský Island) and it is not open to public.



The Dancing House was erected on the Rašín Waterfront (Rašínovo nábřeží) in 1996. It was designed by world-known architects Vlado Milunič and Frank O. Gehry. The outline of the building is meant to evoke the famous dance couple of Fred Astaire and Ginger Rogers. The Dancing House is open to public – you can visit a gallery, a restaurant and a bar with a circular lookout terrace.

The crosswalk with lowered curbs next to the white tower takes us via an asphalt sidewalk to Jirásek Bridge. This part may be somewhat difficult due to its long incline, which is however not overly steep.

► [Dancing House](#) ► [Mánes Gallery](#) ► [Slavic Island](#) ✕

Along the left side of Jirásek Bridge, from which another impressive view of the river and surroundings opens out, we cross to New Town. The crossroads at the end of the bridge is rather tricky due to heavy traffic, but it is traffic-light controlled and has lowered curbs. We can easily cross to an impressive piece of modern architecture – the **Dancing House (Tančící dům)**. The two connected towers made of contrasting materials – glass and concrete – represent the dancing pair of Ginger Rogers and Fred Astaire.

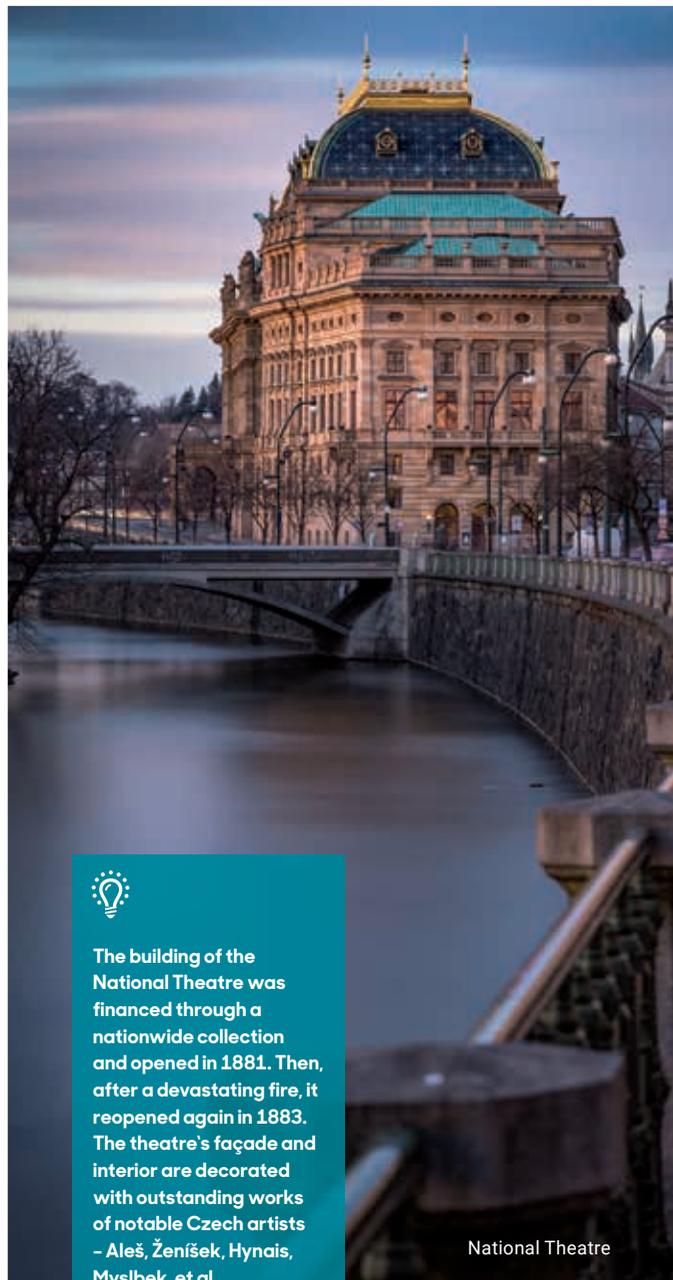
We return across the very same crosswalk to the left-hand sidewalk of the Masaryk Embankment (Masarykovo nábřeží). Ahead of us we can see another magnificent building, the functionalist **Mánes Gallery**. The structure connects the embankment and the last island on this route. It is called Slavic Island (Slovanský ostrov), but it was nicknamed Žofín after the beautiful Neo-Renaissance palace built there.

The island is best accessed via a broad footbridge, with only a slight incline and a good pavement of mosaic stones.



Žofín Palace

After a pleasant stop at **Slavic Island** we head on along the left-hand side of the street towards the National Theatre. We cross the street encountering rough cobblestone pavement and the tram tracks and find ourselves back on Národní třída.



The building of the National Theatre was financed through a nationwide collection and opened in 1881. Then, after a devastating fire, it reopened again in 1883. The theatre's façade and interior are decorated with outstanding works of notable Czech artists – Aleš, Ženíšek, Hynais, Myslbek, et al.

National Theatre

Recommended Landmarks on the Route

Národní kavárna (the National Café)

📍 Národní 339/11, Prague 1 www.narodnikavarna.cz



- ▶ access through main entrance (double-leaf door: width 2 x 88 cm)
- ▶ sufficient manoeuvring room inside
- ▶ passages: minimum width of 80 cm
- ▶ dining tables (height 73 cm) that wheelchair can fit under (height usually not more than 70 cm)
- ▶ partially accessible toilet on the ground floor (door width 80 cm; cabin width 153 cm – 185 cm, depth 171 cm)

Café Nona – Nová Scéna/New Stage of the National Theatre

📍 Národní 1393/4, Prague 1 www.cafenona.cz



- ▶ access through main entrance (double-leaf door: width 2 x 76 cm)
- ▶ sufficient manoeuvring room inside
- ▶ passages: minimum width of 70 cm
- ▶ lift (automatic doors: width 80 cm; cage width 134 cm, depth 140 cm) connecting the ground floor up to the 3rd floor
- ▶ partially accessible toilet on the 3rd floor (door width 90 cm; cabin width 157 cm, depth 214 cm)

Dancing House Gallery

📍 Jiráskovo náměstí 1981/6, Prague 2 www.galerietancidum.cz



- ▶ access through the side entrance (double-leaf door: width 2 x 88 cm) with a detection gate (passage limited when only main leaf is opened, width reduced to 65 cm)
- ▶ sufficient manoeuvring room inside
- ▶ passages, with exception of narrowed entrance, at least 80 cm wide
- ▶ exhibition space over three stories; barrier-free access to ground level and -2 level; -1 accessible only by spiral staircase
- ▶ lift in gallery (automatic doors: width 89 cm; cage width 102 cm, depth 153 cm) connecting the ground floor and -2nd level
- ▶ restaurant with a perfect vista of Prague on the 7th floor
- ▶ lift to restaurant (automatic doors: width 88 cm; cage width 172 cm, depth 123 cm) connecting the ground floor up to 7th floor
- ▶ adjusted toilet with insufficiently deep cabin on 7th floor (door width 80 cm; cabin width 140 cm, depth 120 – 160 cm)

Mánes Gallery

📍 Masarykovo nábřeží 250/1, Prague 1 www.galeriemanes.com



- ▶ access through main entrance (single-leaf door: width 109 cm with a threshold 3.5 cm high)
- ▶ sufficient manoeuvring room inside
- ▶ passages: minimum width of 80 cm
- ▶ lift G (automatic doors: width 80 cm; cage width 110 cm, depth 140 cm) connecting the -1st and 1st level, including mezzanines
- ▶ accessible toilet on the -1st level (door width 90 cm; cabin width 160 cm, depth 168 cm)
- ▶ barrier-free restaurant in the building with its own entrance (double-leaf door: width 2 x 97 cm), lift B (automatic doors: width 80 cm; cage width 110 cm, depth 140 cm) and an accessible toilet (door width 80 cm; cabin width 176 cm, depth 296 cm, passage: minimum width 160 cm)

Žofín Garden Restaurant

📍 Slovanský ostrov 226/8, Prague 1 www.zofingarden.cz



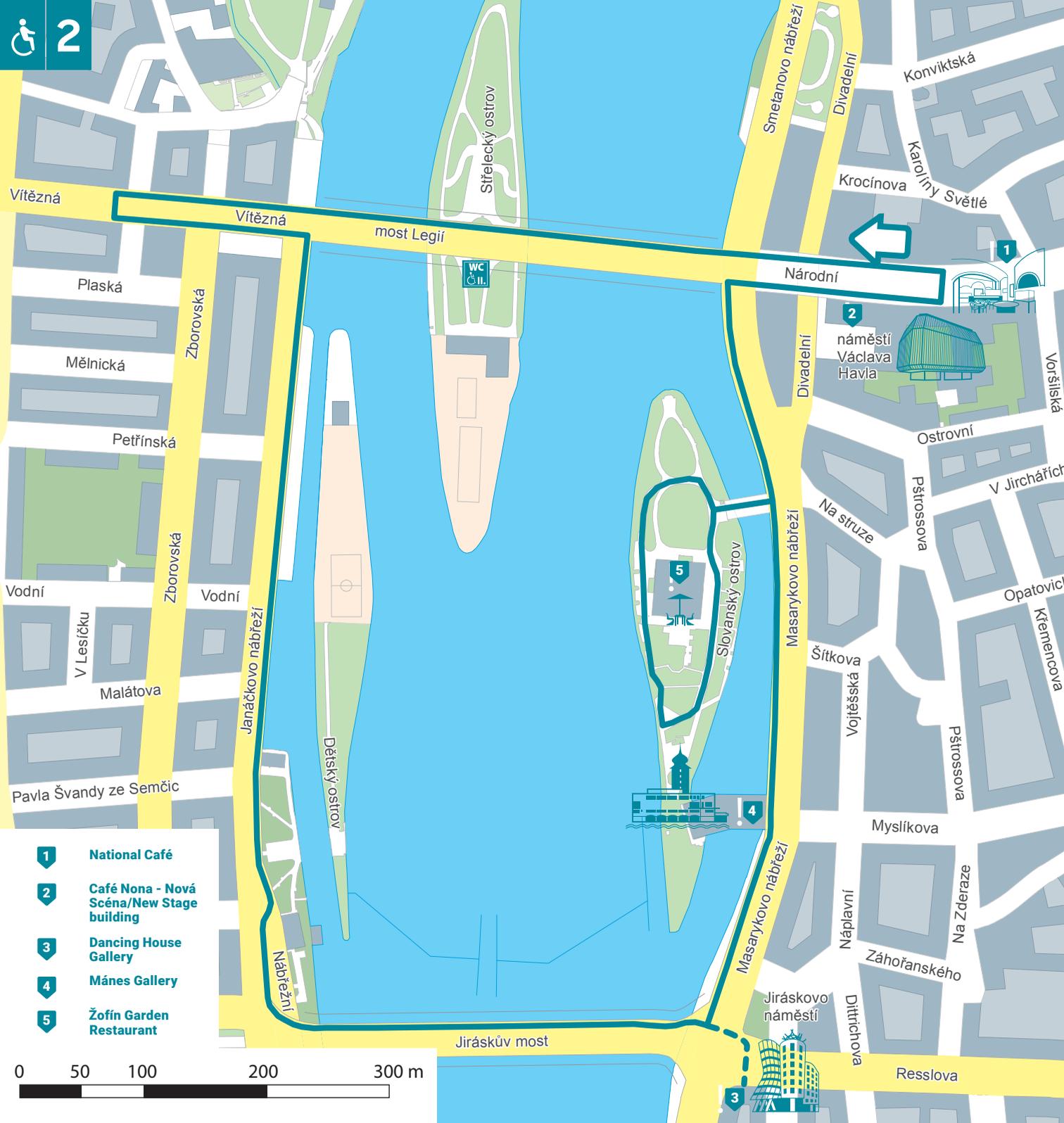
- ▶ access sidewalk has rough paving stones
- ▶ restaurant located on the ground floor of Žofín Palace
- ▶ access by side entrance through roofed restaurant terrace (double-leaf door: width 2 x 80 cm) with ramp (slope 16%, width 170 cm, length 130 cm)
- ▶ entrance to interior is narrower (double-leaf door: width 2 x 75 cm)
- ▶ sufficient manoeuvring room inside
- ▶ passages: minimum width of 75 cm
- ▶ accessible toilet on the ground floor (door width 89 cm; cabin width 302 cm, depth 180 cm)

TOILETS

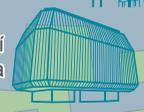
Public toilets Střelecký Island

- ▶ located under the bridge arch, access by lift (automatic doors: width 85 cm; cage width 110 cm, depth 130 cm)
- ▶ access path with rough paving and slight incline (max. 5%)
- ▶ access by main entrance (single-leaf door: width 116 cm)
- ▶ spacious entryway
- ▶ partially accessible toilet (door width 80 cm; cabin width 140 cm, depth 163 cm) and limited space next to toilet bowl of only 75 cm)
- ▶ toilet bowl is equipped with one fixed handrail and one folding handrail

i Detailed description on accessibility of marked buildings on the route are available at www.pragueaccessibilitymap.eu.



- 1** National Café
- 2** Café Nona - Nová Scéna/New Stage building
- 3** Dancing House Gallery
- 4** Mánes Gallery
- 5** Žofín Garden Restaurant



WC
♿ II.

5

4

2

1

Střelecký ostrov

Dětský ostrov

Slovanský ostrov

Vítězná, Plaská, Mělnická, Petřinská, Vodní, V Lesičku, Malátova, Pavla Švandy ze Semčic, Zborovská, Janačkovo nábřeží, Nábrežní, Jiráskův most, most Legií, Smetanovo nábřeží, Divadelní, Konviktská, Krocínova, Karolíny Světlé, Vítězná, Národní, náměstí Václava Havla, Voršílská, Ostrovní, V Jirchářích, Pštrossova, Na struze, Opatovická, Klemenčova, Masarykovo nábřeží, Šitkova, Vojtěšská, Pštrossova, Myslíkova, Náplavní, Na Zderaze, Žáhořanského, Resselova, Dittichova, Jiráskovo náměstí



Letná

Holding Prague in the palm of your hand

2,9
km

Even though the Letná plateau spreads out quite high above the Vltava River, the terrain of the route is essentially flat. There are only two places where we encounter inclines and declines – on the route between the National Technical Museum and the Letná Chateau and, second, on the footpath under the Prague Metronome. On wide sidewalks the surface of asphalt and mosaic paving prevails.

Difficult Rating: Easy to Moderate

Route Description

► [Letenské Square](#) ► [Ovenecká Street](#) ► [National Technical Museum and National Museum of Agriculture](#)

Another refreshing walk around a distinct Prague neighbourhood formed by a vast green plain starts at Letenské Square (Letenské náměstí), on the accessible Vienna-style tram stop.

We turn onto Ovenecká Street, which before the Second World War represented a notional backbone of the so-called Letná Montmartre. With the opening of the Academy of Fine Arts at the beginning of the 20th century, situated at the northern end of the street, the neighbourhood began to flourish with sculptors' workshops and painters' studios. Although most of them have been transformed into luxury apartments, the bohemian atmosphere remains.

Along the façade of the Art Nouveau tenement house called By the City of Prague (U města Prahy) situated on the corner of Milada Horáková Street we head on towards the National Technical Museum. Going along the wide right-hand sidewalk with flat mosaic pavement we can already make out its bluntly angular shapes at the south end of Ovenecká Street.

We cross Letohradská Street using the crosswalk with lowered curbs and follow the rear façade of the museum building to Muzejní Street, where the smooth asphalt surface changes into

rougher mosaic pavement. This little street separates the buildings of the **National Technical Museum** and the lesser known, but no less interesting **National Museum of Agriculture**.

Both Functionalist buildings were designed by architect Milan Babuška in the second half of the 1930s and they are almost fully accessible. The floors are connected by lifts and adjusted sanitary facilities for visitors with limited mobility are also available. Exhibitions are smart and playful – definitely worth visiting.

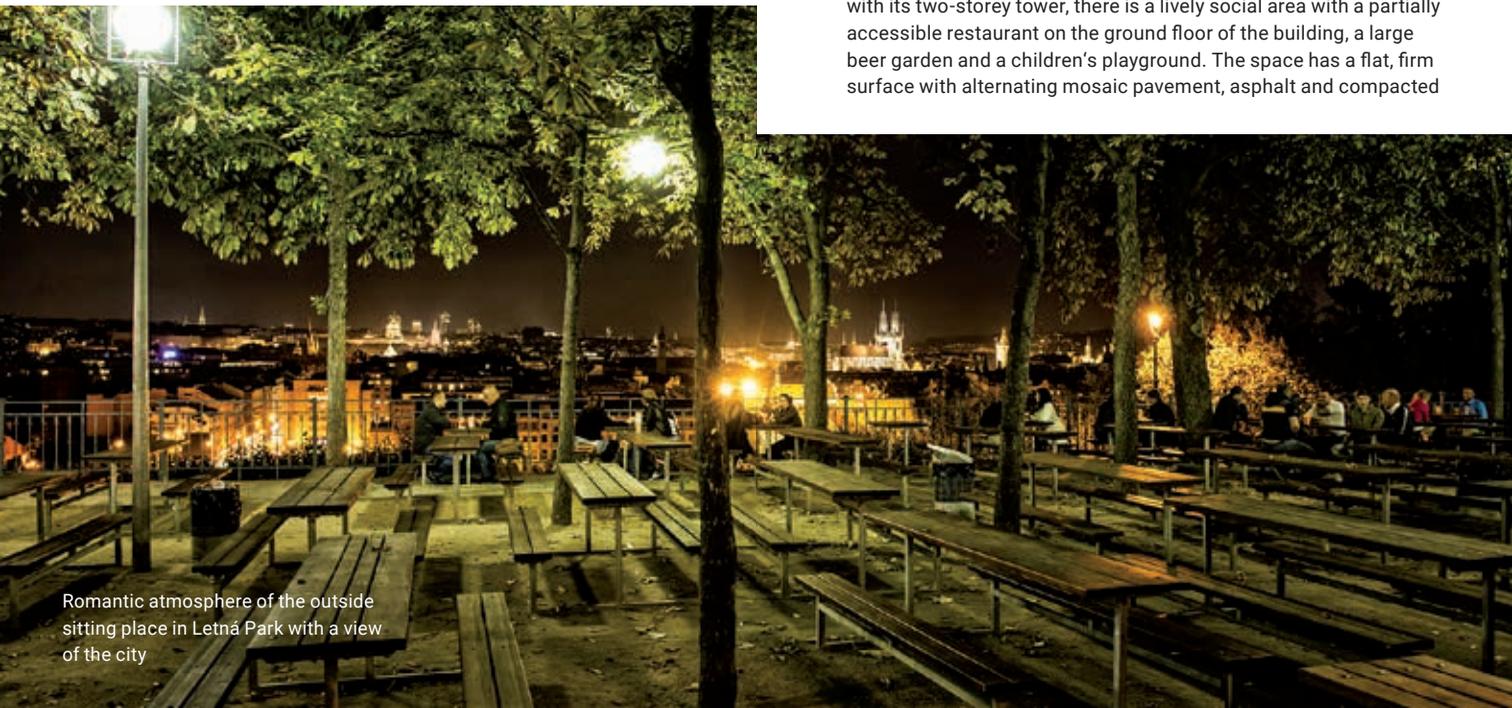
Though the National Museum of Agriculture, in contrast to its neighbour, does not include a café to relax in, it offers a unique lookout post from its spacious, partially grass-covered rooftop terrace easily accessible by lift – the view of the city is superb.

From Kostelní Street opposite the National Technical Museum, about 20-metre-long paved sidewalk rises at a grade of 6% towards Letná Park. Mind the curb at its beginning, which is almost 4 cm high – some personal assistance may be handy at this spot. On our left, we can notice a wooden pavilion with a dodecagon shape, wooden framework and pyramidal roof. The structure is the oldest preserved carousel in Europe, made by the Prague-based master carpenter Matěj Bílek in the last decade of the 19th century.

► [Letná Park](#)

The part of Letná Park (Letenské sady) that stretches along the horizon from the Letná Chateau to Badeniho Street is naturally flat with two main promenade routes.

Around the Neo-Renaissance Letná Chateau (Letenský zámeček), with its two-storey tower, there is a lively social area with a partially accessible restaurant on the ground floor of the building, a large beer garden and a children's playground. The space has a flat, firm surface with alternating mosaic pavement, asphalt and compacted



Romantic atmosphere of the outside sitting place in Letná Park with a view of the city

dirt. Here we can stop, get refreshed with the most popular Czech drink, and take in the breathtaking panorama that makes Letná a unique spot.

From the Letná Chateau we set out in the refreshing shade of the full-grown trees along the left promenade route at the end of the Letná plateau, where in several places yet more attractive views of the Vltava River and its bridges, the Old Town and adjacent quarters, and even the modern structures of Pankrác neighbourhood stretch before us on the horizon. The path has a flat asphalt surface without any unpleasant surprises, leading us with just a slight decline to the **Metronome**.

The site where an enormous metronome, designed by Vratislav Karel Novák, ticks away over Prague and where there once stood a monument to the Soviet dictator Stalin, is an almost iconic spot for Prague skateboarders. Here, both beginners and professionals perform their tricks in an atmosphere of camaraderie. Unfortunately, the metronome platform could be approached only by stairs leading up there from all sides, or by a very steep ramp. In the space below, however, many interesting events take place during the summer.

We go on rising slightly to the northwest corner of the park, where we find the **Hanavský Pavilion**, notable for its decorative

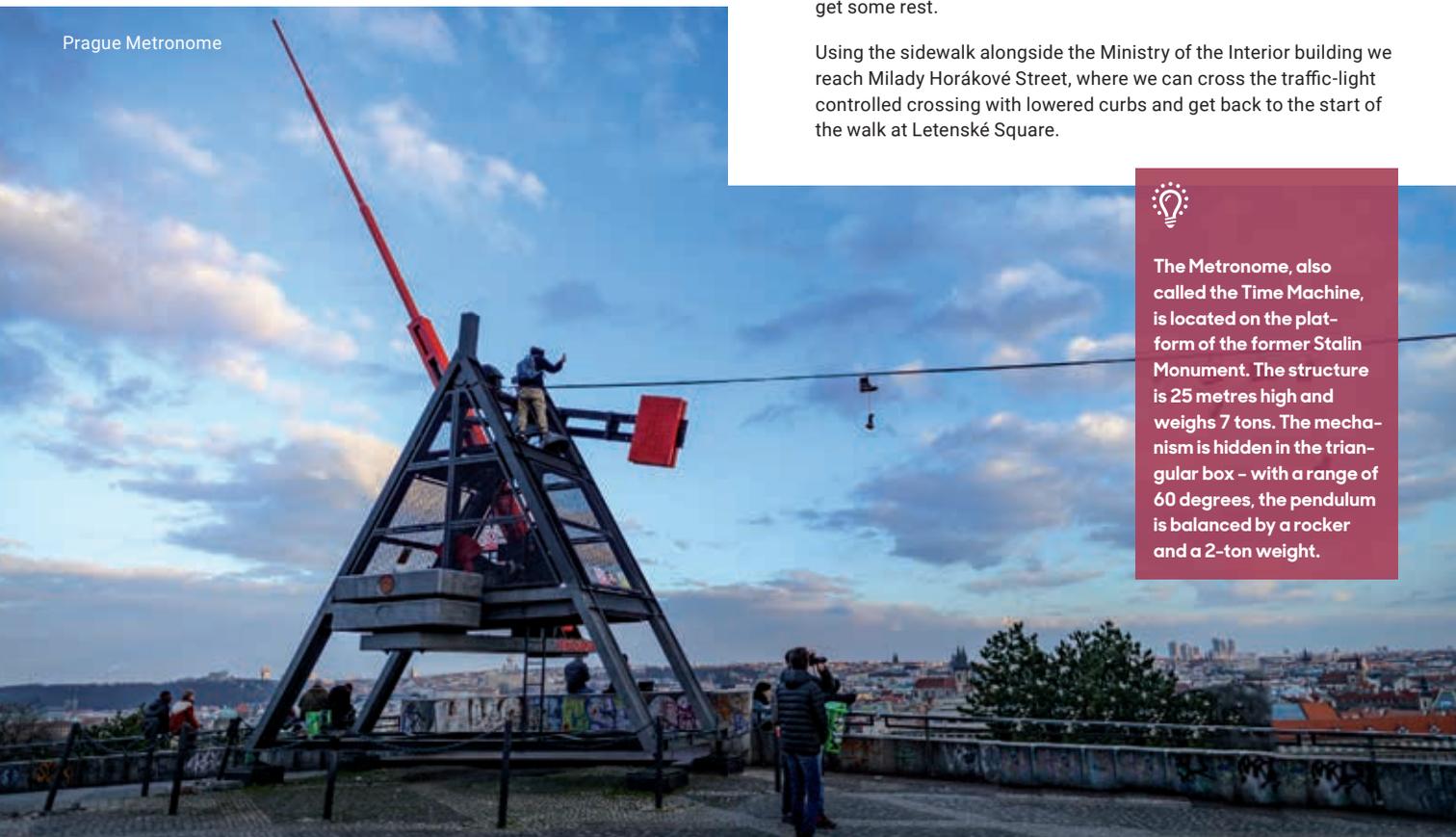
Neo-Baroque shapes. It was built as an exhibition space and a promotional site of the Komárov-based ironworks for the Jubilee Exhibition in 1891 and is the first structure made of cast iron and concrete built in Prague. A paved, nearly 100-metre-long sidewalk with a 6% grade leads to it – however, there is another access path twice as steep at the other side (from the Metronome). To enter the pavilion itself we would have to overcome a staircase, but the small terrace in front of it, viewing a large part of Old Town and Lesser Town, counts for one of the most beautiful lookouts from Letná Park.

Whether or not we take the detour to have a look from the pavilion terrace, we turn right and continue to the north. The area by the „Marian“ walls between the bastions of St Mary Magdalene and St Thomas are quiet for most part of the year. Every August for the past fifteen years, however, this area comes alive for two weeks with the new circus festival known as Summer Letná, which hosts top ensembles from around the world. If you plan on attending the event, be sure to book tickets well in advance.

At the crossroads by the Bastion of St Thomas we turn right again and head east along the straight path with an occasionally cracked asphalt surface. This part of the walk will be particularly interesting for kids, who will appreciate the large, creative playground found here. At the adjacent refreshment place Na Baště with its outdoor terrace and partially accessible washroom, the whole family can get some rest.

Using the sidewalk alongside the Ministry of the Interior building we reach Milady Horákové Street, where we can cross the traffic-light controlled crossing with lowered curbs and get back to the start of the walk at Letenské Square.

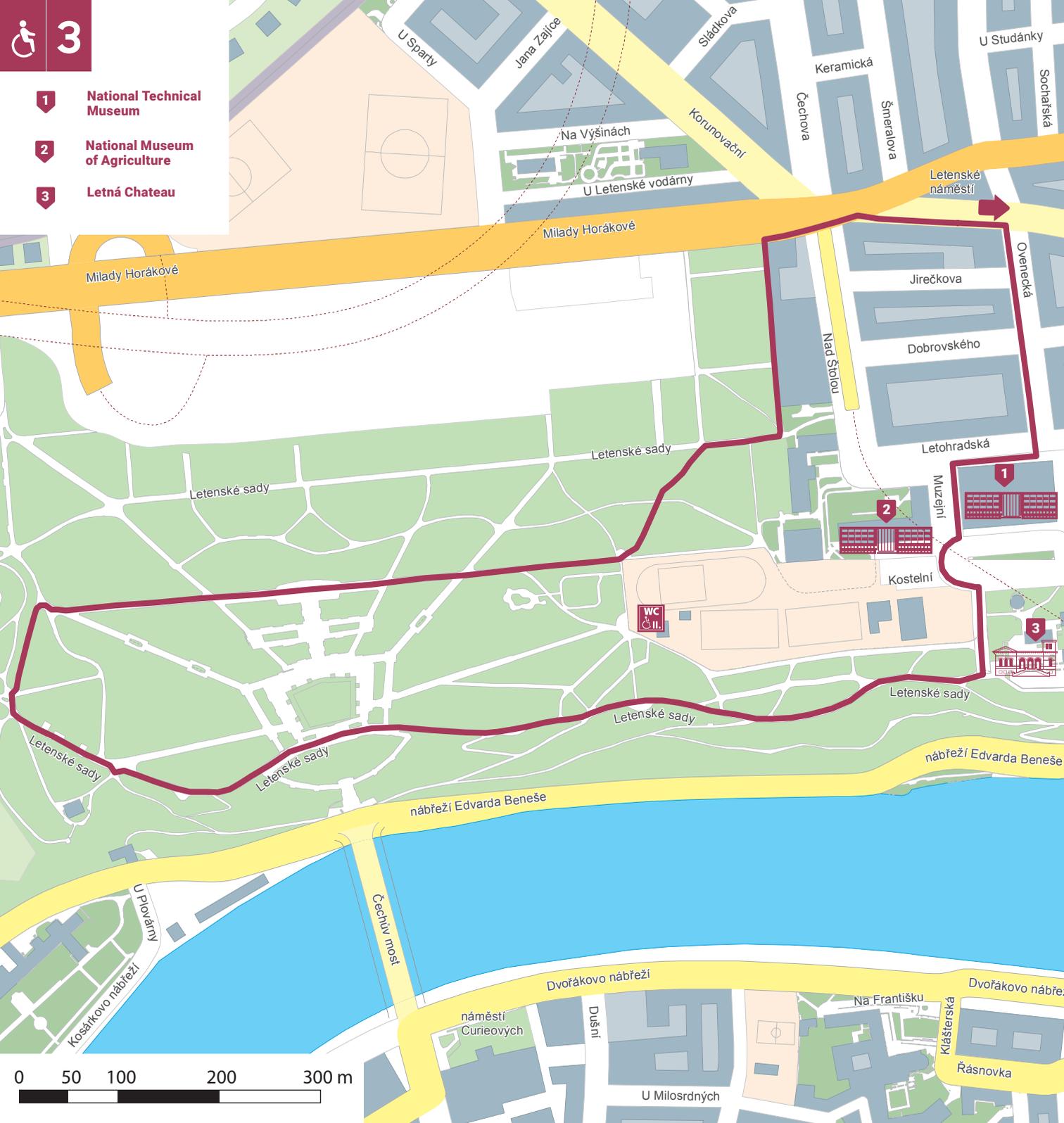
Prague Metronome



The Metronome, also called the Time Machine, is located on the platform of the former Stalin Monument. The structure is 25 metres high and weighs 7 tons. The mechanism is hidden in the triangular box – with a range of 60 degrees, the pendulum is balanced by a rocker and a 2-ton weight.



- 1** National Technical Museum
- 2** National Museum of Agriculture
- 3** Letná Chateau





4

Karlín

Savouring the charms of a former suburb-turned- stunner

3,5
km

Even though the Karlín area is flat in general and the sidewalks are dominated by smooth paved mosaic, in parts of the route the terrain can be more challenging. Somewhat steeply edged curbs make the gravest obstacles, along with rough pavement and uneven surfaces in the eastern part of the neighbourhood, especially around Lyčkovo Square. Some sidewalks slope to the side, including those on Pernerova Street and at the turn toward the Karlín Barracks. A companion can thus certainly come in handy on this walk.

Difficulty Rating: Moderate

Route Description

► **Karlín Square** ► **Church of Saints Cyril and Methodius** ► **Křižíkova Street**

Karlín is an interesting and diverse neighbourhood with a friendly atmosphere, lively streets, countless café gardens, as well as greenery, which is enhanced by its position at the foot of the wooded Vítkov Hill. Over the past decade, this former Prague suburb has undergone a dynamic rebirth. Numerous conversions of brownfields and industrial complexes with a clear effort to preserve the merits of the original architecture stand for good examples of sensitive urban regeneration. However, there are still shortfalls as to the accessibility of public transport stops. Two underground stations located there still lack wheelchair access, and the local tram stops are not designed with regard to accessibility either.

Our walk starts at Karlínské náměstí tram stop, which has a partially accessible boarding platform in both directions. Using the adjacent crosswalk with lowered curbs, we reach a large green park graced with a marble fountain and shaded by tall trees. There is also a children's playground and accessible public washrooms. The paths are primarily mosaic paved.

From the southwest corner of the park we use another adjusted crosswalk to cross Křižíkova Street to get to a dominant of this neighbourhood, the **Church of Saints Cyril and Methodius**. The construction of the Roman Catholic basilica, built between 1854 and 1863 in a Neo-Gothic style, was sponsored by Emperor Ferdinand V and the widow of his predecessor Empress Caroline Augusta of Bavaria, after whom the whole newly established Prague suburb was named. The portal and church doors alone, complemented with scenes by painter Josef Mánes, indicate that the church is worth visiting – the bright interior is decorated with fine works of art. A ramp on the right side helps us bypass the stairway leading to the main entrance.

From the Church of Saints Cyril and Methodius we set out eastwards along Křižíkova Street. Until we reach the intersection with Thámová Street we can choose the left or right sidewalk – both options are good with flat mosaic paving. Both sides of the street also accommodate many cafés with barrier-free access, though many have at least one step at the entrance. From spring to autumn, however, there are many restaurants offering sidewalk seating.

Soon we encounter an interesting building on the right. The designer, Catalan architect Ricardo Bofill, renovated the red-brick functionalist Karlín Palace and converted the former industrial hall Corso Karlín, too. Today, both buildings serve as administrative-commercial centres, but it is worth taking a peek inside. Those structures along with several other projects around demonstrate what unique opportunities Karlín offers to contemporary architecture.

Heading on, it is better to take the right sidewalk – it is wide and flat with mosaic pavement and lined with fully grown trees. There are only a few places where you need to watch for a lateral slant.

► **Kaizovy sady** ► **Invalidovna** ► **Lyčkovo Square**

From Křižíkova Street we turn left onto Březinova Street, then right onto Petra Slezáka Street. Taking the right-hand sidewalks, we pass renovated apartment houses from the first decades of the 20th century up to the intersection with Urxova Street; the crosswalk has lowered, rather steep, curb and the lane surface is poor. Nevertheless, we continue along the left-hand sidewalk of Urxova Street onto Sokolovská Street, which eventually takes us to another park – Kaizel's Park (Kaizlový sady).

This park with a little pond and lush greenery is pretty enough in its own right, but the magnificent Baroque structure of the **Invalidovna Building** (a veterans' home, named after Les Invalides in Paris) makes it exceptional. The extensive complex, designed by illustrious architect Kilian Ignaz Dientzenhofer, has undergone renovations lately. In 2018, Invalidovna got under the administration of the National Heritage Institute, which is busy restoring it, with public access on weekends. Going on, we exit the park onto Křižíkova Street and through the middle of Lyčkovo Square, dominated by a gorgeous Art Nouveau elementary school building, we head onto Sovova Street. Here we encounter the difficult part with uneven terrain. Right at the



Lyčkovo Square, Art Nouveau elementary school building

beginning we have to cross using a crossing with rough cobblestone pavement with significant gaps between the stones. As we continue along the right-hand sidewalk of Sovova Street, the surface is not good either. The asphalt is damaged in many places and deep puddles form on the sidewalk when raining. At the corner beer garden we can stop and get some refreshment before crossing Březinova Street. Though the sidewalks on both sides have lowered curbs, the road has an uneven surface made of rough cobblestones with a marked decline.

Things get much better at the nearby crossing of Pernerova Street to the recently finished **Butterfly Complex**. The technically and spatially interesting concept of the structure is based on four ellipses connected into two wings with a central atrium. The organic-like nature of the complex is underscored by the green facade and the wooded Vítkov Hill behind it. Not only is the architecture notable, so is the beer from the local small and barrier-free brewery.

► [Pernerova Street](#) ► [Vítkova Street](#) ► [Pobřežní Street](#) ► [Karlínské Square](#) ✕

The next part of the route, which leads us along the calm Pernerova Street, offers a chance to admire two sensitively renovated industrial buildings – Machine House and Karlin Hall. On the way we

may encounter a lateral incline on sidewalks with asphalt or paved surfaces.

We turn right onto Vítkova Street, from which we can take an interesting detour to the Negrelli Viaduct and **Karlín Barracks (Kasárna Karlín)**. There, as a part of the temporary use before overall renovation, a number of cultural events and alternative projects takes place. The Negrelli Viaduct, a remarkable technical monument from 1850, is the longest railway bridge in Prague the longest railway viaduct in Prague.

We will continue along Vítkova Street on the left-hand sidewalk past another landmark in the Neo-Romanesque style, the Karlín Synagogue, which does not however have wheelchair access.

At its north end, the street is visually closed off by the building of **Main Point** – a good example of a modern structure with an emphasis on environmentally friendly design. Although Main Point primarily serves as an office building, it is not closed to public. The Kooperativa Gallery with a café on the 1st floor is open to visitors from Tuesday to Sunday.

Taking Pobřežní and U Nádražní lávky streets we get back to the tram stop at Karlínské Square.



The Baroque structure of architect Kilian Ignaz Dientzenhofer is listed as a national cultural monument of the Czech Republic. Between 1731–1737 it served to house war veterans. The building was originally designed to accommodate 4000 war veterans with their families, but the ambitious project was never completed fully. Together with the building, a military cemetery was founded here.

- 1 Church of Saints Cyril and Methodius
- 2 Karlín Barracks
- 3 Main Point – Kooperativa Gallery



Accessibility Categorization of the Pictograms Used



Accessible Location / Accessible without Assistance

- The entire location or its greater part is accessible via at least one barrier-free entrance. There is no need to make prior arrangements for a visit.
- The maximum incline of ramps (mobile and permanent) before the entrance and in the interior is: up to the length of 3 metres 12.5%, up to the length of 9 metres 8%. The minimum width of permanent ramps is 110 cm.
- The minimum width of doors and passages is 80 cm. This also applies to the main wing of double-leaf doors. The maximum height of thresholds is 2 cm.
- A self-operated lift is available to overcome height differences and its dimensions are at least: door width 80 cm, cage: width 100 cm, depth 125 cm. Locations with a platform stair lift are not classified as accessible.
- At sites with public toilets, an accessible toilet – WC I (see explanation below), or if all other access requirements are met, then at least a partially accessible toilet – WC II (see explanation below) must be available.
- The surfaces and slope of streets at the location and its immediate surroundings do not complicate movement of a wheelchair.



Partially Accessible Location / Accessible with Assistance

- Only part of the location is accessible, or the location does not meet some of the requirements stated under an Accessible Location. The requirements not met are described in the additional text.
- The maximum incline of ramps and rails (portable and permanent ramps) before the entrances and in the interior is: up to the length of 3 metres 16.5%, up to the length of 9 metres 12.5%, the minimum width of permanent ramps is 110 cm.
- The minimum width of doors and throughputs is 70 cm. The maximum height of thresholds is 7 cm.
- The minimum dimensions of a lift are: door width 70 cm; cage: width 100 cm, depth 110 cm.
- The minimum dimensions of a platform lift are: door width 70 cm, platform area: width 70 cm, depth 90 cm. Information on the load capacity are listed in the accompanying text.
- Toilet accessibility is not a decisive factor. Given the existing accessibility of the environment in the Czech Republic in general, the requirement for the existence of at least WC II for partially accessible status locations would lead to reclassifying most of these locations as inaccessible.
- There is a maximum of one step before entering the building without a solution to overcome it.



Inaccessible Location / Difficult to Access

- Access to or movement within the location is particularly complicated (for a combination of different reasons).

Additional pictograms



Difficult Surface



Difficult Slope



Barrier Free Access via Main Entrance



Barrier Free Access via Side Entrance



Stairs



Spiral Staircase



Lift



Platform Stair Lift or Lift for Persons with Reduced Mobility Only



Rail/Plank Ramp or Ramp



Doors or Passages narrower than 80 cm



Accessible Toilet - WC I

Located in ladies' bathroom (possibly ladies' and men's) or located separately.

The stall door and all access points leading to it are wider than 80 cm. The door opens outwards.

The minimum dimensions of the stall are: width 160 cm, depth 160 cm.

Access to the toilet from the side (side access to the toilet seat) is a minimum of 80 cm.

The toilet is equipped with handles, toilet paper is within reach of a person sitting on the toilet bowl.

Sufficient room for a wheelchair to pass under the sink (underpass). Manoeuvring space in the stall is not restricted by any other toilet equipment.



Partially Accessible Toilet - WC II

Located in ladies' (or men's) bathroom or located separately.

The stall door and all access points leading to it are wider than 70 cm. The door opens outwards.

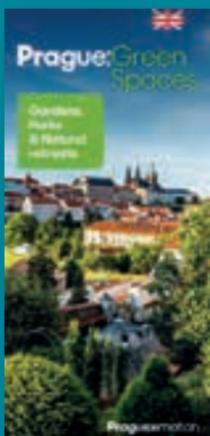
The minimum dimensions of the stall are: width 140 cm, depth 140 cm. The maneuvering area must be located opposite of the cabin's door.

Access to the toilet from the side (side access to the toilet seat) is a minimum of 70 cm.



Difficult Access or Inaccessible Toilet - Common Toilet

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