

# Competition Brief

The main train station  
in Mladá Boleslav as the  
threshold of the city.  
The public space of the  
main train station in Mladá  
Boleslav becomes a place  
where everyday movement  
and occasional travel meet  
art.

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The main train station in Mladá Boleslav  
as the threshold of the city.

For decades, the main train station in Mladá Boleslav has been perceived more as a neglected edge of the city than as its dignified gateway. However, the space plays a key role: it is the visitor's first contact with the city and at the same time the last image they take with them when they leave by train. The new station building, which is currently under construction, thus represents a unique opportunity to transform the perception of this place — to move it from the periphery to the symbolic threshold of the city.

The client's goal is to bring contemporary art to the station space that responds to the genius loci of the city.

And what is Mladá Boleslav like? In search of an answer to this question, we asked about two dozen people active in local cultural, social and professional life. We asked them about their relationship to the city's history, present, strengths and weaknesses, as well as their wishes and ideas about the city in the future.



A summary of the answers can serve as a source of inspiration:

Mladá Boleslav is a city of striking contrasts and layers. A thousand-year-old history meets modern industry, spiritual traditions and traditions of education meet the identity of an automobile city. A strong economy exists here alongside a weaker social life, pride blends with frustration, community with anonymity, nature with the pressure of traffic.

Respondents value the economic prosperity brought by Škoda Auto, but also the architectural qualities of the city and important figures from the past associated with culture and education. They appreciate the cycle paths and the value of the natural environment of the confluence of the Jizera and Klenice rivers, which is on the route between the train station and the center.

The relationship to the city is ambivalent and pride in it is not self-evident in Mladá Boleslav. Nevertheless, values that can be built on repeatedly appear: technical ingenuity, entrepreneurial spirit, education.

For the future, there is a desire for residents to be proud of quality public spaces that allow for encounters, and places that support individual identity and creativity as opposed to the collective industrial identity of the city. Furthermore, for the city to maintain a relationship with its history, to be bold, modern and pleasant.

Artwork in public space can thus be an impulse to strengthen self-confidence – not by stating facts or giving clear answers, but by asking questions and opening a dialogue about who the city is and who it wants to become.

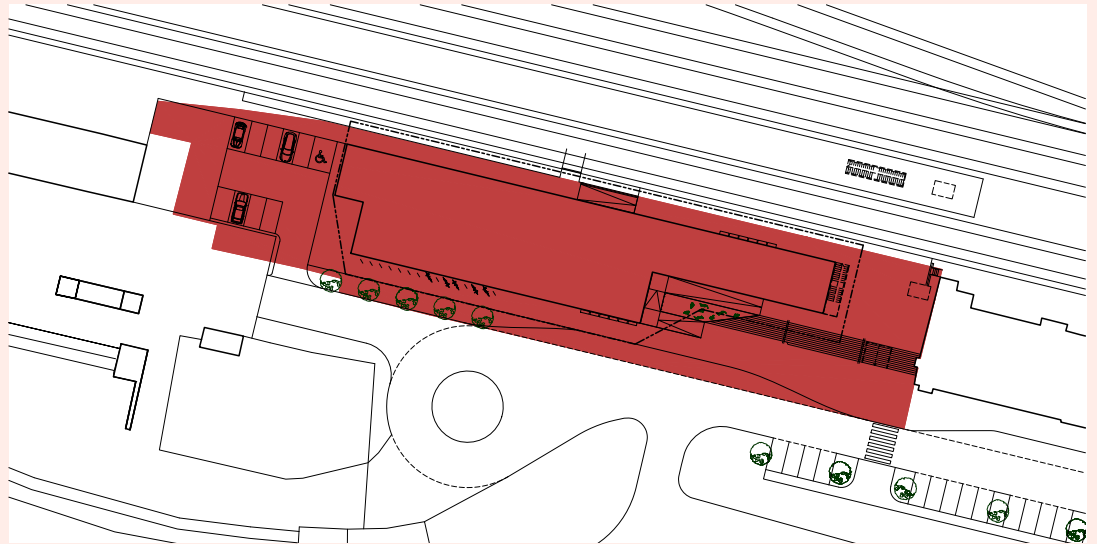
The call for artists is aimed at creating work that works with themes of movement, transformation, contrast, memory and identity.

Solved location – entry point

The selection of a suitable and best location is part of the competition task – it is therefore not currently defined by size or exact location.

The limits for selection are: clarity and safety of the space, passenger comfort, or restrictions such as connection to technical infrastructure.

Another important limitation is that it must be located on a site or property owned by the Railway Administration – marked in red:



An important limit is also the expected investment amount of up to 3 million CZK.

The artwork will be part of the first contact with the city and at the same time the last image that passengers take with them upon departure.

The design should remember that the operation, maintenance or repairs of the artwork are not to be a disproportionate burden in the future, either technically or financially.



### **Railway station**

The Mladá Boleslav main railway station is one of the important points of the railway network in the region. Passenger and freight transport meet here and the station functions primarily as a transfer hub for passengers. It is here that the lines 064 Mšeno – Mladá Boleslav – Lomnice nad Popelkou, 070 Prague – Turnov and 071 Nymburk – Mladá Boleslav intersect, connecting the city with the wider surroundings and the capital. The station also plays an important role in freight transport – it ensures the supply of materials and the removal of finished products from the nearby Škoda Auto site.

However, it is located on the outskirts of the city, in an area that seems rather peripheral and lacks natural everyday traffic. The surroundings are made up of a mixture of industrial areas, halls, neglected buildings, technical operations and a scrapyards. This contributes to a feeling of a certain isolation and weaker social supervision.

### **Reconstruction in progress**

The railway administration has begun the reconstruction of the main station building in Mladá Boleslav. The current unsuitable building will be removed and a single-storey building with barrier-free access and improved passenger comfort is proposed in its place. The design solution was prepared by Afry CZ, the architectural solution was provided by Pavlíček Hulín architekti.

The facade is designed from facing strips. It is a material that can withstand high vandalism. If necessary, it can be treated with nano anti-graffiti paint. The authors also consider the option that the facing strips could also be painted with a shade of red if necessary. However, the option with nano paint is preferred and more advantageous because it allows repeated washing of only local graffiti instead of full-surface painting.

The plinth of the building below the platform level is made of exposed concrete. The plinth above the platform level is made of dark sheet metal. This also protects the building against possible vandals and is also designed to prevent dust from settling in the corners of the external supporting structure supporting the building's overhangs. The window frames, railings and external structure are designed in the same dark shade as the plinth.

The soffit of the overhangs is made of weather-resistant steel with a rusty patina. The risers of the stairs in the forecourt area are also designed from the same material. The floor in the external public area and in the departure hall is designed from medium-format concrete tiles.



source: Pavlíček Hulín architekti