

# Footbridge

## Design Ideas Competition



**Competition Brief**

22 June 2018

**RIBA**   
Architecture.com

## NETWORK RAIL FOOTBRIDGE DESIGN IDEAS COMPETITION

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### Competition Brief

22 June 2018

Cover image (Network Rail): *Access for All* Footbridge, Denmark Hill, London



## 1. INVITATION

This *Footbridge Design Ideas Competition* is seeking new ideas to help inform Network Rail in their design and installation of fully accessible pedestrian footbridges across the UK rail network. The competition is open internationally to practising architects, structural engineers, civil engineers or teams thereof, together with students of these design disciplines. In doing so, the selection process is seeking ideas to contribute towards and influence new standard designs rather than a solution that will necessarily be implemented. The design ideas competition will be held over a single stage, with a design fund of £20,000 to be awarded to the submission judged to be the best response to the design challenge.

<p>Settle station, Cumbria - one of a number of pre- British Railways' lattice-work footbridges on the Settle to Carlisle route [Image: Geograph]</p>	<p>Covered footbridge at Worksop station, Notts [Image: Geograph]</p>
<p>Example of British Railways' pre-cast concrete footbridge at Rye station, Kent [Image: Geograph]</p>	<p>Access for All footbridges, Denmark Hill [CGI: Network Rail]</p>
<p>Access for All footbridge at Leyland station, Lancs [Image: Network Rail]</p>	<p>Access for All footbridge at Southampton Airport's Parkway station [Image: Geograph]</p>
<p>Illustrative images showing general arrangement and range of station settings within which pedestrian footbridges are typically installed across the UK rail network</p>	

## 2. REGISTRATION AND SUPPORTING INFORMATION

Applicants may only submit an entry to the competition if they are officially registered through RIBA Competitions and in possession of a Unique Registration Number [URN]. The competition is subject to a non-refundable registration and administration fee of £50.00 (+VAT) for fully qualified design professionals (or teams including such an individual), and £25.00 (+VAT) for students (or groups thereof) submitting an entry. Each submitted entry must bear a separate Unique Registration Number as issued by RIBA Competitions on registration.

Please visit [www.architecture.com/competitions](http://www.architecture.com/competitions) and follow the appropriate link under 'Live Competitions' to make an on-line payment. Once the on-line payment has been processed registered applicants will, within two working days, be provided with access to:

- The Unique Registration Number [N#] to be used on each element of the submission to maintain anonymity
- Editable version of Declaration of Authorship form

All future correspondence, including Clarification Memoranda and a unique link to RIBA Competitions' digital submission portal [RIBA Submit] will be sent to the e-mail address used at the time of registration. Online registrations will close at **17.00hrs (BST) on Thursday 13 September 2018**. Please refer to the Competition Conditions for full details regarding anonymity, submission requirements and deadline for receipt of entries.

## 3. BACKGROUND AND DESIGN CHALLENGE

The *Footbridge Design Ideas Competition* is seeking design concepts to further improve the legacy of rail pioneers and enduring examples of their footbridge designs across the UK rail network.

In launching the competition Network Rail is seeking to re-affirm its commitment to good design across the nation, and the delivery of *excellent ordinary*. Given that it is unrealistic to think that a one-size-fits-all approach is appropriate given the context of Network Rail's national footbridge portfolio, the aspiration is to generate a catalogue of appropriate footbridge designs affording greater flexibility in addressing sites across the country. The intention of this Open Ideas competition is to progress the winning entry through detailed design development post Network Rail's funding settlement for the operating period 2019-2024 resulting in a new addition to the catalogue - it is expected that this will be undertaken via Network Rail's new Architectural framework and the competition winners details will be included in the remit for this detailed design work. In addition to this competition, under a separate work stream, Network Rail will also refresh its current standard design (adopted following a competitive tender process in 2007) via a more traditional procurement approach. Further options to develop additional appropriate footbridge designs in the catalogue will be explored in due course to ensure excellent design is at the heart of everything Network Rail undertakes.

Network Rail owns about 2,400 footbridges providing access across the railway for both passengers at stations and people using rights of way. Most of these footbridges are single-span structures, with the majority having a main span of 16m or less. Over a third of Britain's railway infrastructure is now electrified and the structures required to span the railway often represent the most significant change in the local landscape since the introduction of the railway itself. Electrification of the network has

enabled faster trains with reduced carbon emissions, but has also resulted in perceptibly taller footbridge structures which take longer to cross and have a greater visual impact.

As part of the Department for Transport's *Access for All (AfA)* programme, Network Rail has installed 200 footbridges since 2006. The *AfA* funding initiative was established to improve accessibility at railway stations through the creation of obstacle free routes from station entrance to the platform. Alongside this programme, further, accessible, bridges have been installed as part of Network Rail's high risk level crossing closure programme and its cyclical renewals workbank. Each of these three programmes of work will be continued post Network Rail's funding settlement for the operating period 2019-2024.

Despite the processes and deliverables of each of the above programmes being the same - a new footbridge - there is currently some disparity from a design perspective as to how the programmes are approached. Having a catalogue of appropriate designs should result in greater alignment with a more recognisable design identity.

Ideas developed for this competition should be innovative, challenge presumptions and significantly raise expectations for the quality of future designs while also giving due consideration to practicality, construction and maintenance. In developing their proposals, Competitors are encouraged to consider how their fully accessible footbridge designs may be adapted for use in other settings such as replacements for level crossings.

#### 4. OUTLINE REQUIREMENTS, TECHNICAL PARAMETERS & DESIGN CONSIDERATIONS

The Competition is seeking to generate proposals with an elegant and effortless means of providing accessible footbridge provision within urban built station environments. However, in addition to this principal anticipated use, the footbridge design will also need to be potentially applicable and aesthetically sympathetic to a range of other conditions and contexts including at-grade open platforms, crossings away from stations, embankments and in more rural locations across the UK rail network. Whilst primarily not intended for use in conservation areas or listed building settings, the footbridge’s design aesthetic should offer the potential to do so.

Whilst the competition is seeking creative approaches and innovative design ideas, in developing their proposals Competitors will need to give due consideration to the fact that the railway environment is a safety critical one which is regulated to ensure the highest possible standards. The key reference document in this respect being the Department for Transport publication [Design Standards for Accessible Railway Stations](#)

To assist Competitors some basic guidance is provided below that has determined the stated parameters for the footbridge design competition. Competitors are invited to prepare schematic proposals that outline their approach to the design of an accessible pedestrian footbridge to span and satisfy the constraints of a typical electrified twin-track setting on the UK rail network, as depicted in the schematic sketch below.

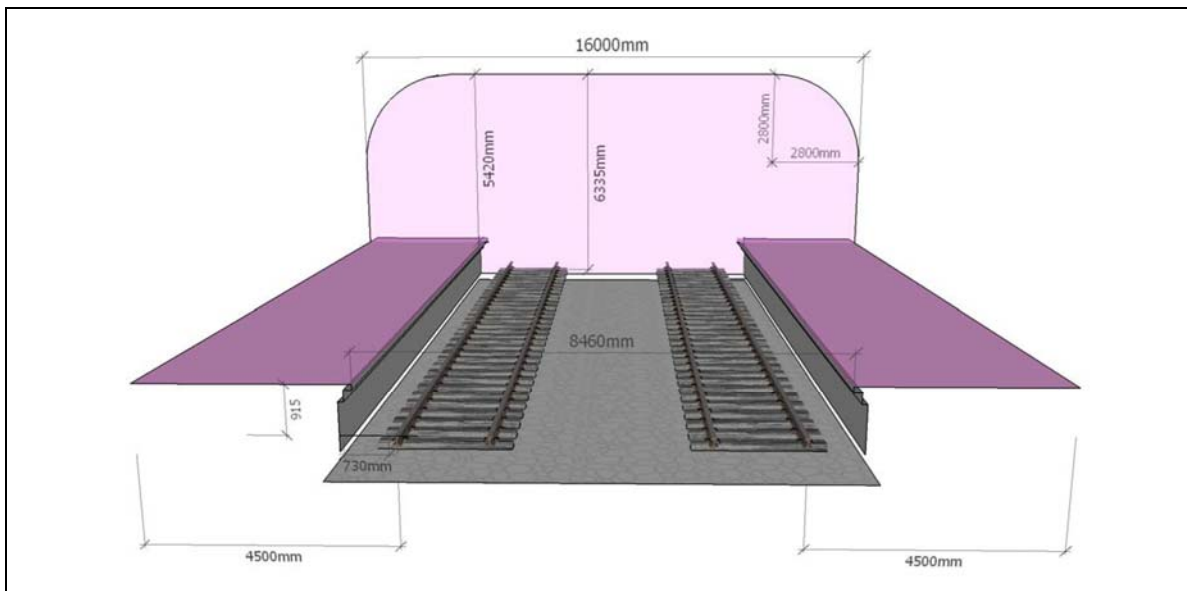
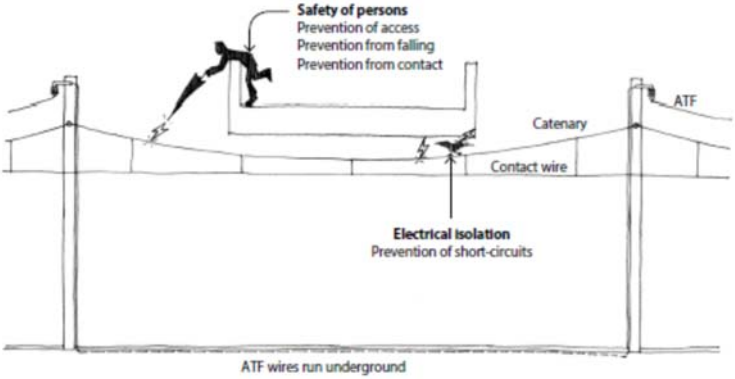


Diagram 1: Sketch summarising the geometric box parameters and technical constraints for the accessible footbridge design.

No proposed structure should impinge within the purple areas indicated.

TECHNICAL PARAMETERS	
No. of Spans	Single span
Clear span	16m
Platform to soffit height	5420mm
Structural/electrical clearances	Footbridge must not impinge on the purple shaded area in Diagram 1. The assembly of masts, gantries and wires found along electrified railways that supply power to make electric trains move is generally referred to as Overhead Line Equipment. It is imperative that designers maintain the necessary electrical clearances.
Edge protection	<p>Railway side protection against electric shock is required as per railway standards on electrical protection clearance requirements: Edge protection to balustrade and parapet over the railway shall not be less than 1800mm high (from bridge deck finished level), have an <b>inner</b> face which is smooth, non-perforate over its full height. The height and materials are to address railway side protection against electric shock and footholds for climbing that could encourage trespass are to be avoided.</p> <p>The above technical parameter can lead to one of the largest visual impacts so aesthetic answers which also address the safety concerns should be explored.</p> 
Footway and stair width	The width of a bridge and stairs is normally determined by a pedestrian capacity assessment. For the purposes of the competition the clear width on the bridge should be not less than 2.4m with solid floor, and the clear passage on stairs should be a minimum 1.6m width. Designs should also explore the opportunity of providing access for dismounted cyclists wheeling bicycles.

Staircase risers	The dimensions for staircase riser and goings, along with the minimum width between handrails set out in the Department for Transport <i>Design Standards for Accessible Railway Stations</i> document shall be used, which differ from those stated in the English Building Regulations.
Lift provision	Lift provision should be provided - ramped and escalator access to the footbridge is not considered appropriate. It is recognised that the population demographic is changing with an increase in older people and those travelling with pulled luggage that would benefit from using a lift. <i>Design Standards for Accessible Railway Stations</i> provides regulatory minimums for the size of a lift but designers shall consider the ability for wheelchair users and cyclists to manoeuvre and wait in a sheltered area, avoiding dead-end spaces that are not overlooked. Competitors should explore solutions to provide safe and low maintenance access that do not feel remote or inconvenience users by having to take a longer circulatory route, whilst not interrupting passenger flow.
Platform environment & width	Nothing should impinge on the shaded purple areas indicated on Diagram 1.
Landing zone footprint	The bridge's landing zone footprint should be as compact as possible on the platform parallel to the tracks, with an allowance made for passenger circulation and waiting.
Roof	The design should incorporate a roof covering the main bridge span, together with the access stairways where practicable. However, the design should also be capable of adaption, and offer the potential to work in a roofless configuration in other settings. The design of an uncovered station footbridge shall not preclude the option of adding an enclosure at a later stage (no handrails or footholds shall be provided along the parapet of an open or unenclosed footbridge). The roof to a footbridge shall be designed with falls towards the platform.
Head height	The minimum headroom on the footbridge shall be 2.5m (2.3m under beams, bulkheads or signage).
Loading	Live pedestrian loading (typically 5KN/m <sup>2</sup> ) and wind loads should be taken into consideration. Detailed calculations are not required as part of the competition submission.



### **Other General Design Considerations**

In developing their proposals, Competitors should also give due consideration to the following:

- The constraints of the railway network, particularly in terms of buildability and minimising disruption to operational activities - access to the railway 'corridor' for construction, inspection and maintenance activity is restricted;
- A design approach that would be economically efficient to fabricate, transport and quick and easy to construct. The materials specified should explore opportunities within the design to reduce costs in terms of buildability, by reducing the amount of on-site construction time (and disruption to operational activities), and spreading/minimising point loads as far as possible. For example, the proposed use of more expensive materials may be offset against potential savings in installation costs and construction time on site. The design should have simple interfaces to minimise impact on existing infrastructure and the working railway;
- Materials should also be carefully selected to ensure the structural integrity, longevity and future ease of maintenance and cleaning of the structure;
- Minimisation of embodied carbon where appropriate;
- Minimisation of overall life cycle energy, especially for lighting, lifts, security and communications;
- Inclusion of measures to prevent the risk of condensation;
- In specifying materials finishes be mindful of the need to not distract train drivers, particularly with regard to glare. Likewise, the use of red or green colours should be avoided so as not to detract from signal sighting equipment;
- Lighting and services should be considered as part of the approach to safety and the overall design aesthetic. Special consideration shall be given to the lighting of open footbridges in the absence of canopy to carry the light fittings, mechanical, electrical and telecommunication runs. Lighting should minimise the consequences for light spill to the neighbourhood, and also to minimise light spill upward to the night sky;
- Explore concepts to integrate passenger information and art into the footbridge.

## COMPETITION CONDITIONS

### 5. Competition Promoter

The Promoter of the Competition is Network Rail Infrastructure Ltd.

### 6. Competition Organisation & Enquiries

The Competition is being managed and administered by RIBA Competitions. All queries relating to the competition should be directed in the first instance to:

RIBA Competitions

No. 1 Aire Street

Leeds

LS1 4PR

++44 (0) 113 203 1490

[riba.competitions@riba.org](mailto:riba.competitions@riba.org)

The Promoters, the RIBA Architect Adviser, nor any other member of the Technical or Judging Panel should be solicited for information, as this may lead to disqualification from the competition.

### 7. Competition Format & Eligibility

The competition is a call for conceptual design ideas only and will be held over a single phase involving the anonymous submission and appraisal of design proposals developed in response to the outline brief.

The competition is open internationally to practising architects, engineers or teams thereof. Students of these design disciplines may also enter the competition as individuals, collectively or members of a wider team with cross-discipline collaboration similarly encouraged.

- Architects must have right to practise in the country where he/she is qualified or in the country where he/she currently resides or practises. UK-based applicants should therefore be registered with the Architects Registration Board (ARB) with international-based applicants registered with an equivalent regulatory body.
- UK-based engineers should be professionally registered with the Engineering Council as a Chartered Engineer (CEng) and/or a qualified member of an appropriate professional body such as the Institution of Civil Engineers (MICE), the Institution of Structural Engineers (MIStructE), the Institution of Mechanical Engineers (IMechE) etc. International-based applicants should be registered with or be a qualified member of an equivalent professional engineering institution.
- Students of the aforementioned design disciplines must be enrolled on a relevant course at a recognised higher education establishment and/or undertaking a work placement associated with their studies. In the case of architectural studies, registration under the student category applies to individuals up to and including conclusion of their post RIBA Part 2 practical experience. Students may enter individually or as part of a wider team consisting of individuals of the same or other design disciplines.
- Where a team includes individuals that are part way through their studies as well as fully qualified design professionals, the team should register under the professional category and pay the

appropriate registration fee.

The following parties are excluded from participating in the Competition and may not compete or assist a Competitor in any way:

- Members of the Judging Panel, anyone employed by the Promoter, their Advisers, or any third party who is connected to or supporting the selection process;
- Anyone who is closely related or has any kind of dependence, or close professional relationship to a member of the Judging Panel, their Advisers, or any third party connected to or supporting the selection process.

## 8. Competition Programme

The anticipated competition programme, which may be subject to variation, is as follows:

Task	Proposed date
Competition launch & registrations opens	Fri. 22 June 2018
Deadline to raise Questions on the Brief	Tues. 10 July 2018, 17.00 (BST)
Memo issued in response to Questions	Tues. 24 July 2018
Deadline to apply for Unique Registration Number	Thurs. 13 Sept. 2018, 17.00 (BST)
Deadline for receipt of design submissions	Tues. 18 Sept. 2018, 14.00 (BST)
Evaluation of design submissions commences	Wed. 19 Sept. 2018
Judging Panel meeting	W/c Mon. 08 Oct. 2018
Public announcement of result	Tbc

The above Timetable is indicative only and Network Rail reserves the right to amend the Timetable or extend any period at its discretion. Registered Competitors will be notified by RIBA Competitions of any changes made to the Timetable.

## 9. Technical Panel and Judging Panel members

It is anticipated that a Technical Panel will undertake an initial appraisal of the design submissions with a view to recommending a long-list for further consideration by the full Judging Panel. The Technical Panel [which may be subject to change] is expected to comprise:

Name	Affiliation
Anthony Dewar FICE FRSA	Head of Buildings and Architecture, Network Rail
Ian Grimes MCIQB	Principal Engineer, Network Rail
Jonathan McDowell RIBA FRSA	Director, Matter Architecture [acting as the RIBA Architect Adviser]
Andy Savage FICE FCILT FIRO FPWI	Executive Director, Railway Heritage Trust
Trevor Wilson RIBA	Senior Architect, Network Rail
Chris Wise FEng FICE FStructE RDI Hon FRIBA FRSA	Senior Director, Expedition Engineering

The Judging Panel [which may be subject to change] is expected to comprise:

Name	Affiliation
Paul Finch OBE, HonFRIBA (Chair)	Programme director of the World Architecture Festival; editorial director of the Architectural Review and Architects' Journal
Rowan Conway FRSA	Director of Innovation and Development, Royal Society of Arts
Anthony Dewar FICE FRSA	Head of Buildings and Architecture, Network Rail
Margaret Hickish MBE NRAC	Managing Director, Design 4 Inclusion Ltd
Kay Hughes RIBA AoU FRSA	Founder, Khaa
Jonathan McDowell RIBA FRSA	Director, Matter Architecture [acting as the RIBA Architect Adviser]
Chris Wise FREng FICE FStructE RDI Hon FRIBA FRSA	Senior Director, Expedition Engineering

A representative from RIBA Competitions will attend all assessments to document the selection process and provide procedural support.

The Judging Panel will, subject to later amendment, be provided with advisory assistance from Network Rail representatives and/or consultants employed by them.

In the event of a Judging Panel member being unable to continue to act through illness or any other cause, the Promoter, in consultation with RIBA Competitions, reserves the right to appoint an alternative Panel member.

#### 10. Clarification Questions

Questions relating to the Competition Brief and Conditions should be submitted to RIBA Competitions before close of business on Tuesday 10 July 2018 (17.00hrs BST) referencing *Network Rail Footbridge Design Ideas Competition* in the Subject header line, with the body of the text clearly identifying to which section of the Brief the question relates. The intention will be to make advice arising from queries received available to all Competitors (where doing so is in the interest of maintaining transparency and fairness in the procedure, and would not constitute a breach of confidentiality).

An explanatory Memorandum in response to all questions raised will be circulated to all registered Competitors after Tuesday 24 July 2018. This Memorandum will form part of the Competition Brief. Oral questions will not be accepted.

#### 11. Anonymity - Unique Registration Number & Declaration of Authorship Form

All design submissions will be judged anonymously, via use of the **Unique Registration Number [N#]** and **Declaration of Authorship** form issued at the time of Registration. The URN should be prominently displayed on each element of the design submission and in the digital file names, as per the Submission Requirements.

Any submission that has identifying marks [including logos, text, insignia, or images that could be used to identify the submission's authors] will be automatically disqualified.

The submission must be accompanied by the **Declaration of Authorship** form which should be duly completed with the URN entered in the box provided. Each Competitor must be able to satisfy the Competition organisers that the submitted design is an original piece of work [prepared for the express



purposes of the Competition], and that he/she is the bona fide author of the design proposals he/she has submitted.

Submission of the Declaration of Authorship form acknowledges authorship of the design ideas, and by signing it, Competitors accept all conditions pertaining to the competition and agree to abide by the decision of the Judging Panel. The practice name, company details or individuals stated on the Declaration of Authorship form will be used in all press releases so please ensure the accuracy of the information provided.

It is intended that following the Judging Panel's identification of proposals to be awarded monies from the Design Fund, an on-line gallery resource of publicity images will be uploaded to the competition web site. Any Competitor who does not wish to be identified as the author of a scheme on the web gallery should indicate accordingly on the submitted Declaration of Authorship form.

## **12. Disqualification**

Submissions shall be excluded from the Competition:

- If a Competitor shall disclose his or her identity, or improperly attempts to influence the decision;
- If received after the latest time stated under **Section 14** Submission Method;
- If, in the opinion of the Technical or Judging Panel, it does not fulfil the requirements of the Competition Brief;
- If any of the requirements of the Competition Brief and Conditions are disregarded.

## **13. Submission Requirements**

There are three elements to the digital anonymous design submission, each of which should bear the Unique Registration Number [URN] only.

### **13.1. A2 Design Sheets**

Competitors are required to prepare schematic proposals that outline their approach to the design of a fully accessible pedestrian footbridge in response to the challenges set out within the Competition Brief.

Submissions should take the form of 2 No. A2 digital sheets, but the layout should be presented such that it can be readily viewed on-screen and also be legible when printed at A3 size. The A2 sheets should be prepared in landscape format with the Unique Registration Number prominently displayed in the top right hand corner, together with the sheet number (1 of 2 etc.). The sheets should be illustrated in a clear and succinct manner to enable Panel members to readily understand the approach and design drivers behind the proposals. The A2 sheets should include:

- At least one 3D visualisation depicting the overall proposed built form and its relationship to the track-bed, platforms and over-head line equipment.
- Plan (with scale indicated) showing the footbridge's general layout, plan form and access arrangements within the constraints of the site setting.
- Cross-sections/elevations oriented orthogonal and parallel to the track-bed depicting proposed structural configuration, access arrangements and consideration of the technical constraints.
- Concept sketches or other annotated diagrams illustrating the design principles.

- Sketches or other annotated diagrams illustrating how the design could be adapted for use within other settings where a covered roof is not required.
- Details of major structural elements, proposed elevational treatments, palette of materials and finishes.
- Brief explanatory notes (max. 300 words) outlining key drivers behind the approach, the elements that make it distinctive and how these could potentially be incorporated into a realisable standard footbridge design.

The digital A2 sheets should be presented in landscape format, as a single PDF file of <25Mb. The file name should consist of the URN and item description, for example:

- URN#\_A2 sheets.pdf

### **13.2. Publicity Images**

Up to 3 No. images should be provided for potential future media-use purposes, which may include an on-line gallery of all competition entries and/or a physical exhibition of long-listed submissions. The images should be representative of the ideas proposed and be readily identifiable as such - one of the images should be the 3D visualisation depicting the footbridge's overall proposed built form. Applicants should bear in mind that plans do not necessarily reproduce well in the printed media and/or on-line.

Each publicity image should be submitted in JPEG format with high (300dpi) and low (72dpi) resolution versions of each image. The file name should consist of the URN and item description, for example:

- URN#\_PublicityImage1\_LowRes.jpg
- URN#\_Publicity Image1\_HighRes.jpg

### **13.3. Declaration of Authorship Form**

A PDF version of the duly completed Declaration of Authorship form, with the file name to consist of the URN and item description:

- URN#\_Declaration Form.pdf

## **14. Submission Method**

Deadline for Return: **14.00hrs (BST), Tuesday 18 September 2018.**

Items **13.1** to **13.3** of the submission requirements must be submitted via RIBA Competitions' digital submission portal. All required elements of the submission must be received by the stated deadline. A unique link for this purpose will have been e-mailed to the contact address provided at the time of registration. Applicants are strongly advised to familiarise themselves with the submission portal and allow sufficient time for their entry to successfully upload prior to the submission deadline. RIBA Competitions and Network Rail will not be responsible for any files that are delayed, lost or otherwise damaged or corrupted during transmission, however so caused. The portal will not accept any material to upload once the submission deadline has expired.

### 15. Evaluation Criteria and Methodology

The design submissions will be assessed against the following criteria which will have an equal weighting:

<b>i</b>	Overall quality of response, the design aesthetic and resonance of the approach with the aspirations set for the accessible pedestrian footbridge project
<b>ii</b>	Response to the practical challenges and technical constraints set in the Brief
<b>iii</b>	Creative and innovative approaches with elements that could potentially be incorporated into a realisable standard footbridge design
<b>iv</b>	Clear communication of ideas to explain the ethos and drivers behind the proposals

### Technical Review & Selection of Long-list

It is anticipated that the design submissions will be subject to an initial review by a Technical Panel comprised of the RIBA Architect Adviser, the external expert engineer together with representatives from Network Rail’s Buildings and Architecture, and Engineering teams. The Technical Panel will be responsible for recommending a long-list of submissions for further consideration by the full Judging Panel. In undertaking the initial review, the Technical Panel will appraise each submission against the Evaluation Criteria and assign each to an upper [‘A’], middle [‘B’], or lower [‘C’] category submission according to the Table given below.

<b>Upper category submission [‘A’]</b>	‘A’ grading for all four criteria	Equating to >8/10 against all criteria
<b>Middle category submission [‘B’]</b>	‘B’ grading for majority of criteria	Equating to between 5/10 and 7/10 for each criterion
<b>Lower category submission [‘C’]</b>	‘C’ grading for majority of criteria	Equating to between 0/10 and 4/10 for each criterion
<b>Note:</b> Non-longlisted Competitors will, upon request, be notified whether their proposals were ranked as an ‘Upper’, ‘Middle’ or ‘Lower’ category submission. Requests for feedback should be received within 1 calendar month of announcement of the result.		

The long-list will be identified from the upper category submissions by successive rounds of iterative debate and evaluation against the stated criteria.

### Judging Panel Evaluation of Long-listed Submissions

The Judging Panel will use the scoring guide below to appraise the submissions recommended by the Technical Panel against the Evaluation Criteria and identify the design proposal(s) to be awarded monies from the Design Fund.

Score Band	Definition	Benchmark
Score of 10	Excellent	<ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Bidder's response or information provided is exceptional or exemplary in relation to the project and the criterion being scored.</li> </ul>
Score of 8-9	Very Good	<ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Bidder's response or information provided addresses all requirements and exceeds the normal expectation in relation to the project and the criterion being scored.</li> </ul>
Score of 6-7	Good	<ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Bidder's response or information provided is acceptable and meets the normal requirement/expectation in respect of the project and the criterion being scored.</li> </ul>
Score of 3-5	Poor / Sub-optimal	<ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Bidder's response or information provided falls below the normal requirement/expectation in respect of the project and the criterion being scored.</li> </ul>
Score of 1-2	Very Weak / Weak	<ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Bidder's response or information provided does not adequately address the stated requirement/expectation in respect of the project and the criterion being scored.</li> </ul>
Score of 0	Unacceptable	<ul style="list-style-type: none"> <li>The Bidder fails to provide a response, or provides information which in the opinion of the evaluators provides insufficient detail for evaluation, and/or does not address the requirements.</li> </ul>
<p><b>Note:</b> Scoring will be by consensus with scores released to each long-listed competitor on conclusion of the competition.</p>		

### 16. Announcement of Result & Publicity

The Competition result will be published after notification has been given to all participating Competitors. Please note that any requests for feedback should be submitted to RIBA Competitions within one calendar month of the result being announced.

Competitors will be expected to honour a confidentiality agreement and must not release their designs for publication, or identify the name of the successful or unsuccessful designers to any third parties until after an official announcement has been made and/or anonymity lifted. In this context this includes (but without limitation) radio, television, newspapers, trade and specialist press, the internet and email accessible by the public at large and the representatives of such media.

Network Rail and RIBA Competitions reserve the right to publicise the Competition, any design submission, and the result in any way or medium they consider fit. Illustrations of any design - either separately, or together with other designs, with or without explanatory text - may be used without cost. This may include an on-line gallery of all competition entries and/or a physical exhibition of long-listed submissions.



Once anonymity has been lifted, authors will be credited and recognised in all associated media and publicity

### **17. Design Fund and Copyright**

A Design Fund of £20,000 will be available for award at discretion of the Judging Panel, and it is currently envisaged that £20,000 will be awarded to the submission judged to be the best response to the challenges outlined in the Competition Brief. It shall be a condition of entry that the author(s) of any submission awarded monies from the Design Fund will be required to grant Network Rail a royalty-free, Non-Exclusive License to use elements of their design proposals without further input of the authors of the designs. Copyright will however remain vested in the authors of the work, as per the Copyright, Designs and Patents Act 1988. In the event that the Judging Panel considers that no one scheme meets the aspirations set for the Footbridge for the Future Competition the right will be reserved not to award the full design fund and/or award a lesser amount(s).

The Judging Panel may also identify a series of highly commended schemes which will be acknowledged in all associated publicity, but will be not attract a monetary award. Should Network Rail wish to develop any of the highly commended or other schemes in the future, this would be subject to further agreement between Network Rail and the authors of the scheme concerned.

### **18. Post-competition commitment**

Potential Applicants should note that the Competition is a call for design ideas only and Network Rail do not currently anticipate that a design commission will result from it. The role of RIBA Competitions is limited to the administration and management of the competition process.

**APPENDIX 1: DECLARATION OF AUTHORSHIP FORM**

Form of submission document (Authorship and Partnership Declaration)

 Entry for Design Ideas Competition: **Network Rail Footbridge Design Ideas Competition**

Please insert Unique Registration Number [N#] in the box below	Please indicate submission status by checking or placing Tick in box below		
<b>N</b>	<input type="checkbox"/>	Design Professional	Student <input type="checkbox"/>
Name of contact person or individual entering competition			
Company or Practice name (if applicable)			
E-mail address of contact person or individual			
Telephone number (inc. area codes)			
Postal address			
Name of Regulatory or other Professional body of which a Qualified Member (e.g. ARB; RIBA; CEng; ICE; IStructE; IMechE)			
Registration/Membership No.			
Name of Institute at which studies being undertaken (Student Entrants only)			
Course Title (Student Entrants only)			
Names of any other collaborating firms or individuals			

\* Where a team includes individuals that are part way through their studies as well as fully qualified design professionals, the team should register under the Design Professional category

<b>DECLARATION</b>	
Please sign to confirm your acceptance of the below. Strike-through [6] and [7] if not applicable.	
1	I/we have complied with and accept the regulations and conditions which apply to this Competition, including acceptance of the decision of the Judging Panel as final.
2	I/we declare that the design approach ideas are our intellectual property, prepared by myself/ourselves, or in my office under my/our direct supervision for the express purposes of entering the Network Rail Footbridge Design Ideas Competition.
3	Should I/we be judged as submitting the best response to the challenges set for the competition (and on my/our receipt of monies from the design fund), I/we agree to the granting of a royalty-free, Non-Exclusive License for Network Rail to use and develop elements of the design proposal without further input from myself/ourselves
4	I/we agree to honour the request for confidentiality, to prevent information being leaked to the press before an official announcement is made.
5	I/we agree to permit free publication and exhibition of my/our design proposals in connection with the Network Rail Footbridge Design Ideas Competition.
6	I/we wish to be identified as the author(s) of my/our design proposals in any publicity associated with the competition, including future creation of an on-line gallery resource of submitted publicity images. [Please strike through if you do not wish to be identified as the author(s) of your submitted design proposals]
7	The design is a result of a team collaboration by those listed above [Please strike through if not applicable]
<b>Signature:</b>	
<b>Date:</b>	

