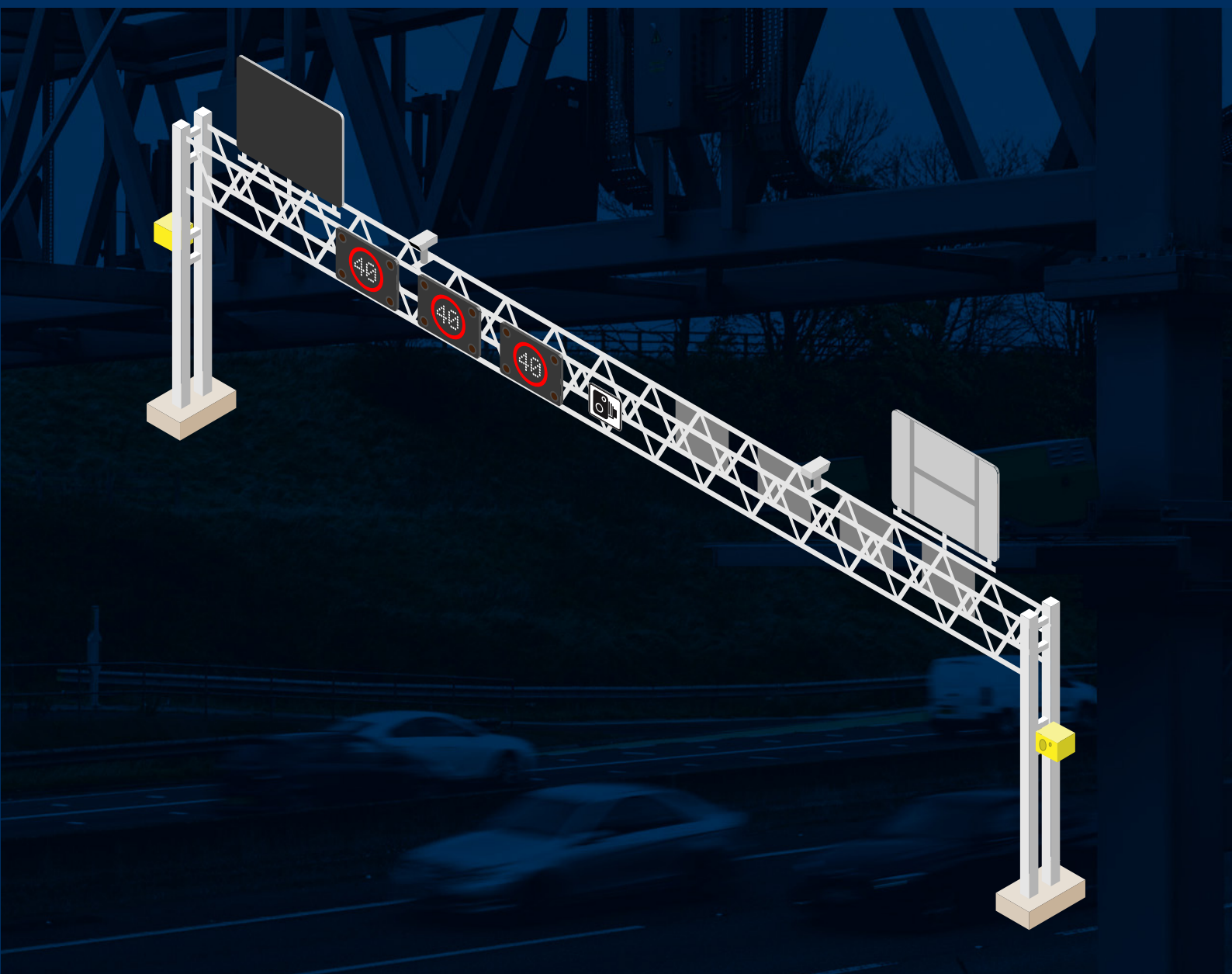


Open design competition

# Gantries for National Highways



# Gantries for National Highways

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# Open Design Competition Brief

## 1. Introduction

*National Highways is seeking concepts for the aesthetic enhancement of highway gantries through an open architectural design competition.*

This competition is seeking to provide a more streamlined, elegant, and consistent visual appearance for roadside gantries to enhance the public's experience when driving on the National Highways network. Existing designs tend to be heavily engineered, with an emphasis on function over form. This can result in visually intrusive structures that are not overly sympathetic to their settings. Therefore, the challenge is to create innovative structures that can accommodate the existing signage and equipment. These should work sympathetically in roadside environments, whether they form part of a landscape that is urban, residential or an area of natural beauty.

This is a single stage competition that will provide National Highways with a consistent architectural approach for the roadside gantry family. The selection process is looking for aesthetic concepts that in a separate follow-up phase, working with separately appointed structural engineers, can be developed into new standardised design solutions.

The competition is open to architects and architect led teams. Those capable and experienced in designing such structures and working alongside structural engineers are encouraged to apply. For further details of how to register for the competition and eligibility please refer to **Section 9** and **Section 11** respectively.



*The current standardised Cantilever Gantry*



*Super-span Cantilever Gantry (during A14 construction)*



*Portal Gantry*



*Super-span Portal Gantry*

## 2. Background

National Highways is a UK Government owned body responsible for operating, maintaining and improving England's motorways and major A-roads, the Strategic Road Network. Its network covers over 4,300 miles of road and associated roadside infrastructure and, as one of England's largest landowners, has a strong focus on sustainability and the visual impact on the local environment. This network includes a varied and complex range of assets, responsibility for which covers maintenance, renewal and new build. In addition, National Highways has a number of performance goals, which are wide ranging, but includes enhancing public experience and environmental outcomes.

It has in place commitments to apply principles of good design in response to the need to improve delivery and operation across the network. It is looking at good design to provide innovative and effective ways of delivering safer and reliable journeys in ways that improve end user satisfaction and environmental benefits.

The aesthetics of road and the roadside structures are central to the experience of the public and its operation and are being increasingly considered in design review panels where the appearance and impact are included in assessments alongside fit and function. Any design should align with the ethos set out in National Highways [the road to good design](#). This guide sets out 10 principles and whilst all are important, for this competition, the key principles are:

- fits into context: good road design demonstrates sensitivity to the landscape, heritage and local community
- understandable: 'self-explaining roads' focus on the essentials and eliminate unnecessary and confusing clutter
- environmentally sustainable: multi-functional, resilient and sustainable, good roads achieve net environmental gain.

Further information on good design at National Highways can be found [here](#).

## 3. Vision

National Highways would like to create a gantry family that sits sympathetically within their surroundings, to enhance the user experience of the major road network and contribute to carbon net zero goals. Refining the appearance of gantries to create an elegant, visually sympathetic design will:

- form a cohesive approach away from amalgamated structures (those functional structures with added modules and features) to help declutter the visual impact of the network

- provide an aesthetic link to other elements of the highway and reduce the impact on its environment.
- achieve efficient processes for design and construction
- increase sustainability and carbon reduction through the application of efficiency savings and material choices.

The network hosts a significant quantity of these gantry superstructures, which often vary in design on a scheme-to-scheme basis and are used to support a range of ancillary signage and equipment such as electronic signs, direction signs, speed cameras and CCTV. The creation of a gantry family will form a set of standardised designs to enable more consistent supply and visual identity.

It is the intention of this design competition to create designs for two common gantry superstructures, the Cantilever Gantry and Super-span Cantilever Gantry. It is also important to recognise the need for a consistent and coherent look and feel across the network, a National Highways visual identity. As such it will be important to understand how the design might be applied to the other common superstructures, the Portal Gantry and Super-span Portal Gantry. A secondary benefit would be the potential to retrofit aspects of the design to existing structures for wider recognition of the visual identity.

Proposed designs will need to be elegant, functional, sustainable, safe and address the standardisation and modularisation of the gantry family and the mounted technology. They need to sympathetically incorporate the signage and equipment, such that the components fit together visually as well as physically whilst maintaining function and performance.

## 4. Design Challenge and Approach

The design submission requires proposals for a visual identity for maintenance accessible gantries on the major road network. The successful design will need to demonstrate:

- a rationalised design that will contribute to the visual consistency and simplified look of the network to address the balance between form and function where emphasis is currently heavily towards functional design
- enhanced road user experience
- sympathy to the local environment, consideration of how the structures interact with settings, from urban to countryside
- opportunities to achieve efficient processes in design and construction
- opportunities to improve sustainability through reduced energy and resource consumption
- aspects of the concept that could be retrofitted to existing structures to create a shared appearance.

Whilst this competition is looking for a maintenance accessible gantry family design identity, the immediate requirement is for the creation of a standardised design for the Cantilever and Super-span Cantilever variants (as shown above) so submissions should concentrate on these structures. Consideration of how the design themes can be aligned to the wider family, Super-span Portal and Portal gantries, is also required but only to a level to illustrate a consistent family approach.

Primarily proposals are sought for new structure designs, but the competitor is asked to consider if the design concept could be applied to the existing gantries on the network. Where this is feasible then ideas to simply and practically apply key aspects of the proposed gantry family design theme to existing structures are invited.

There will be two sequential stages relating to the development of a new gantry family. The first (this competition) will be to generate a range of architectural interpretations from which a judging panel will identify a preferred design approach. Following this design contest, it is intended that the competition winner will be invited to enter into contract with National Highways for the subsequent technical design phase.



The second phase will produce a full technical design for the Cantilever and Super-span Cantilever gantries. This work shall be led by a nominated structural engineer who shall be identified and contracted to National Highways through a separate competition via the Specialist Professional and Technical Services (SPaTS2) framework. Consequently, any party participating in this architectural design competition shall be excluded from participating in the Gantries Structural Design competition.

The winner of the design contest will be invited to work alongside the nominated structural engineer to produce detailed designs. Both parties will work together to develop the architectural concept into a spatially coordinated design and test this against the technical requirements and relevant standards and regulations. The information at the end of this stage needs to be coordinated sufficiently to avoid all but the most minor of iterations at the following stage, to develop a full technical design, where it is anticipated that only review and ad hoc support will be required from the winner of the architectural design contest competition.

Strong collaborative behaviours and the ability to work in partnership will be essential in the technical design phase and applicants should consider how they will work with the structural engineer.

Responsibility for all second phase work shall be that of the structural engineer, to ensure the designs are safe, comply with relevant standards and regulations, and are feasible for manufacture, installation and operation. Designs will comply with The Design Manual for Roads and Bridges (DMRB) which provides standards relating to the design, assessment and operation of major roads in the UK. This work will be monitored and supported by a National Highways review team to ensure the detailed design aligns with the requirements of the competition brief by using their advice, experience and subject matter knowledge. Downstream these designs will be checked by an independent structural engineer to provide assurance that they meet the requirements.

## 5. Requirements, Technical Parameters and Design Considerations

The purpose of this competition is to create an elegant solution to display static and electronic signage and mounted roadside equipment. This solution should work in a range of environments, from the urban to rural and provide consistent visual reference to the gantry family:

- Cantilever Gantry: spans 1 lane from a single support, specifically to display the large electronic Variable Message Sign.
- Super-span Cantilever Gantry: spans all carriageways lanes from a single support, to display a mix of static signs, the electronic Variable Message Sign and smaller lane specific electronic Advanced Message Indicators.
- Portal Gantry: spans a single carriageway with support at either end, to display a mix of static signs, the large electronic Variable Message Sign and smaller lane specific Advanced Message Indicators.
- Super-span Portal Gantry: spans both carriageways with support at either end, to display a mix of static signs, the electronic Variable Message Sign and lane specific electronic Advanced Message Indicators.

Further pictures are available for reference in **Appendix 2**.

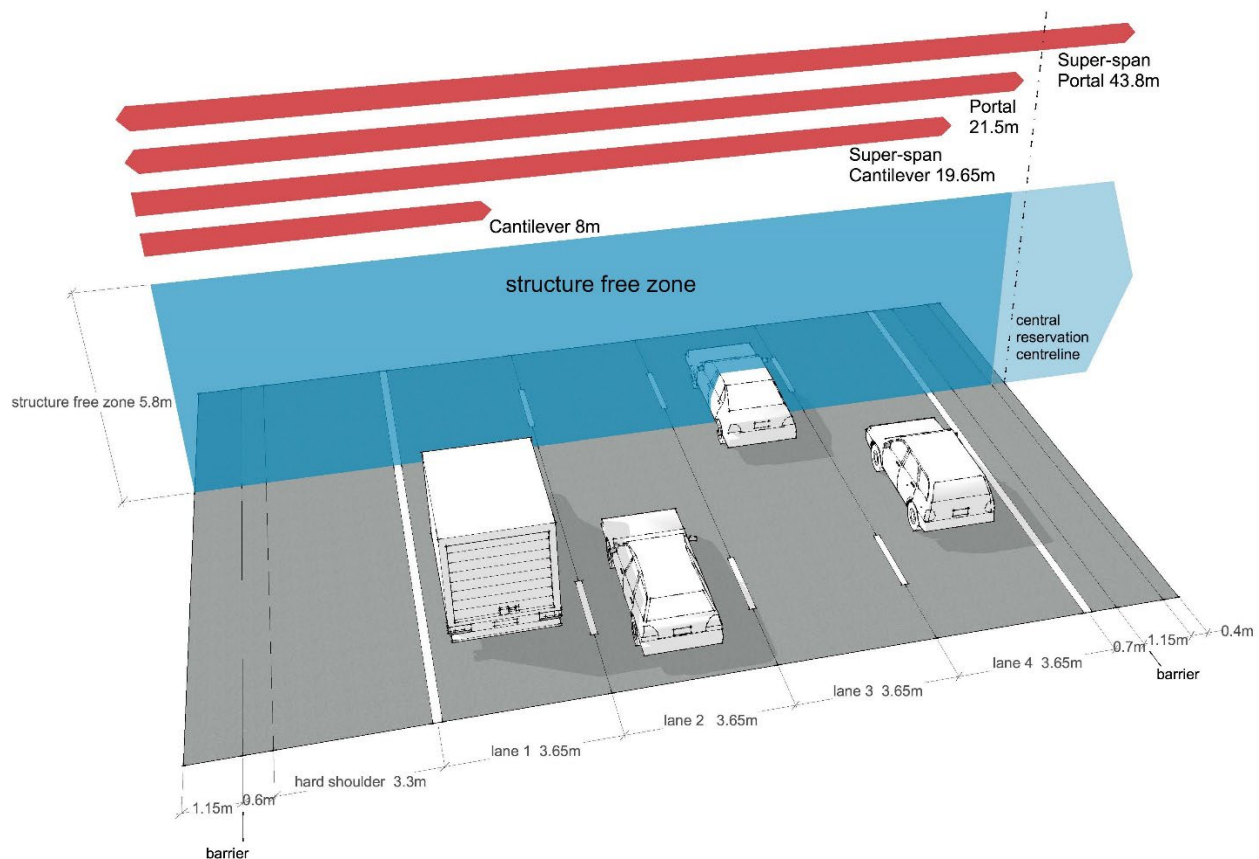
The major road network is a safety critical and regulated environment so entries will need to consider that final designs developed in the follow-on phase will need to comply with the standards for highways. The structural engineer will support the architect in understanding these requirements in the detailed design phase. The key reference document at this point will be the [Design Manual for Roads and Bridges \(DMRB\)](#).

## 6. Design Concept Illustration Guidelines

Submissions are to provide illustrations of the gantry family with focus on the Cantilever and Super-span Cantilever variants. The following guidance provides the simplified requirements for the illustrations. There is a range of current and future equipment that a gantry will be required to carry. This will be considered fully during the later technical design phase, but for visual clarity submissions will only need to include equipment described in this section.

The following diagram describes the gantry and equipment constraints to be observed. Note that all of the gantry illustrations are maintenance accessible so will need to show a maintenance walkway (with minimum clear width of 0.6m and a preferred overhead clearance of not less than 2.1m, 1.5m minimum) with vertical protected access. Equipment or signs should be positioned such that they do not interfere with each other and offer unobstructed views to the road user.

These illustration guidelines are indicative only. Submissions will not be judged on the aesthetics or positions of ancillaries or backgrounds, only on gantry designs.



*Diagram: sketch of the geometric envelope and features for the respondent's design concept illustrations for all 4 gantry types.*

Whilst the required illustrations are to incorporate a 4-lane motorway with hard shoulder it is worth noting that working designs will need to accommodate a range of motorway and major road configurations and widths.

## 6.1 Cantilever Gantry

Illustrations of the design concept are to include:

1. A single gantry mounted Variable Message Sign (a large electronic information sign) positioned with its centreline over lane 1. Its maximum dimensions are: 4.41m wide, 3.3m height, 0.5m deep.



2. A gantry mounted Speed Camera, 1 camera per lane, including hard shoulder, rear facing. Positioned at 5m height with a 2.75m to 4.25m horizontal distance from the structure free zone.



3. An array of 4 solar panels (photo voltaic) mounted on the superstructure, typically inclined 30° to 40° from the horizontal to maximise solar capture, each 1.6m long, 1m wide.

## 6.2 All Other Gantries

Illustrations are to include:

1. A static sign, 14m wide, 3m high (Super-span Cantilever example below) and,
2. Advanced Message Indicators (lane specific electronic signs) 1 sign per lane, including hard shoulder, front facing, mounted above lane centreline (example below). The dimensions are: 1.84m wide, 1.5m height, 0.35m deep.





3. Include a gantry mounted Speed Camera, 1 camera per lane, including hard shoulder, rear facing. Positioned at 5m height with a 2.75m to 4.25m horizontal distance from the structure free zone.



4. An array of 4 solar panels (photo voltaic) mounted on the superstructure, typically inclined 30° to 40° from the horizontal to maximise solar capture, each 1.6m long, 1m wide.

Further details of the submission requirements, deadline and method are provided in **Sections 16 to 17**.

## 7. General Design Considerations

- Consideration should be given to efficient and economical overall construction processes that may, for example, explore the balance between offsite manufacturing/fabrication and on-site assembly/installation. Expected positive or negative impact of the design on costs should be identified alongside any efficiencies in construction, maintenance and dismantling.
- Operational constraints of the major road network, and minimising impact on users, should be considered in the installation, operation, maintenance and cleaning of the structures.
- Structural strength is important to ensure gantry integrity and longevity for a design life of 60 years. These critical features will be developed in the technical design phase but at this stage concepts should have the scope to be structurally feasible.
- In line with National Highways Net Zero commitments the reduction of embodied carbon is strongly encouraged.
- Material choice will be imperative to deliver structural integrity whilst minimising embodied carbon.

## Conditions of Participation

| GLOSSARY                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>'Adviser(s)'</b>                      | individuals directly involved in the procurement process, providing advice or assistance to National Highways, RIBA Competitions and/or the Judging Panel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>'Architect'</b>                       | an individual who has had the education, training and experience required to be registered with an appropriate regulatory body such that they may practise as an architect in the country where they practise or reside. Individuals practising in the UK are required to join the <a href="#">Architects Register</a> as the title 'architect' is protected by law, under Section 20 of the Architects Act 1997                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>'BIM'</b>                             | Building Information Modelling as per PAS 1192                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>'Candidate(s)' or 'Competitor(s)'</b> | refers to the architect / architectural team who respectively intends to submit, or goes onto submit a design concept proposal to the Design Contest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>'Clarification Memorandum(s)'</b>     | the explanatory Memorandum(s) that will be issued to registered Candidates containing responses to queries submitted for clarification. The Memorandum(s) will form an addendum to the Competition Brief                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>'Competition Brief'</b>               | means the information forming part of this document setting out the requirements and constraints in relation to which design concept proposals are invited in order to participate in the Design Contest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>'Conditions of Participation'</b>     | means the information forming part of this document setting out the conditions of participation in the Design Contest and the criteria against which entries will be evaluated                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>'Declaration of Authorship'</b>       | refers to the document that must accompany the design proposal submission as a means of identifying the author(s) of the proposals and by which such author(s) warrant ownership of the Intellectual Property Rights in respect of the submitted design                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>'Design Contest'</b>                  | means a contest for the aesthetic design of highways gantries as further described in the Competition Brief, to be run in accordance with the Rules                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>'Intellectual Property Rights'</b>    | means patents, rights to inventions, copyright and neighbouring and related rights, moral rights, trademarks and service marks, business names and domain names, rights in get-up and trade dress, goodwill and the right to sue for passing off or unfair competition, rights in designs, rights in computer software, database rights, rights to use, and protect the confidentiality of, confidential information (including know-how and trade secrets) and all other intellectual property rights, in each case whether registered or unregistered and including all applications and rights to apply for and be granted, renewals or extensions of, and rights to claim priority from, such rights and all similar or equivalent rights or forms of protection which subsist or will subsist now or in the future in any part of the world |
| <b>'Judging Panel'</b>                   | the Panel who will evaluate the design concept proposals submitted to the Design Contest in response to the requirements set out in the Competition Brief                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>'PCR15'</b>                           | means The Public Contracts Regulations 2015 and as amended in The Public Procurement (Amendment etc.) (EU Exit) Regulations 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>'RIBA Architect Adviser'</b>          | the architect appointed by RIBA Competitions to support the procurement process, provide technical advice and a be member of the Judging Panel that will evaluate the design concept proposals submitted to the Design Contest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>'RIBA Competitions'</b>               | means the Competitions team at the Royal Institute of British Architects (RIBA) who are assisting National Highways with the management and administration of the Design Contest                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

|                           |                                                                                                                                                                                                                                |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>'RIBASubmit'</b>       | means RIBA Competitions' digital e-tender portal and via which <b>Registered Candidates</b> will be provided with supporting information and then submit the Competition deliverables in electronic format                     |
| <b>'Rules'</b>            | means the procedure and rules governing Design Contests set out in Regulations 78 to 82 of PCR15                                                                                                                               |
| <b>'Service Contract'</b> | means any post-competition appointment of the Winner by National Highways to undertake further design development work of their design concept proposals                                                                       |
| <b>'URN'</b>              | means the Unique Registration Number issued to Candidates by RIBA Competitions on completion and submission of the on-line request form. The URN will consist of a letter 'G' followed by the assigned registration number '#' |
| <b>'Winner'</b>           | the author(s) of the winning design concept proposals                                                                                                                                                                          |

## 8. Design Contest Sponsor and Contracting Authority

The Design Contest sponsor and contracting authority is National Highways. RIBA Competitions are assisting National Highways with the management and administration of the Design Contest. RIBA Competitions' involvement will cease upon identification of a Winner, who it is anticipated will be invited to enter into a Service Contract with National Highways.

## 9. Registration and Supporting Information

Candidates may only submit an entry to the Design Contest if they are officially registered through RIBA Competitions and in possession of a Unique Registration Number [URN], available by completing the on-line request form available at:

<https://ribacompetitions.com/gantries/register.html>

Registered Candidates will be issued with the following information within one working day of submitting the on-line request form:

- The URN (G#) to be used on each element of the submission to maintain anonymity
- Editable version of declaration of authorship form

On-line registrations will close at **17.00hrs (GMT)** on **Thursday 19 January 2023**.

## 10. Communication

### 10.1 Enquiries

Representatives from National Highways, the RIBA Architect Adviser, or any other members of the Judging Panel (see **Section 18**) should not be solicited for information, as this may lead to disqualification from the process. All queries relating to the competition should be directed to: [riba.competitions@riba.org](mailto:riba.competitions@riba.org).

Candidates should refer to **Section 13** for the means and deadline for raising formal clarification queries.

## 10.2 Use of RIBA Competitions' digital portal system [RIBASubmit]

All future correspondence, including Clarification Memorandums and a unique link to RIBA Competitions' digital portal [RIBA Submit] will be sent to the e-mail address (designated single point of contact) entered at the time of the on-line registration.

A Candidate's designated single point of contact will receive an e-mail notification from [info@RIBASubmit.com](mailto:info@RIBASubmit.com) when new material is available to download from RIBASubmit. It is each Candidate's responsibility to check regularly for all such notifications, including any quarantined mail folders.

The RIBASubmit portal will also be used for receipt and submission of the Competition deliverables, with a unique link for this purpose e-mailed to Candidates' designated contacts from [info@RIBASubmit.com](mailto:info@RIBASubmit.com). For further information regarding anonymity, submission requirements and the deadline for receipt of entries please refer to **Section 14** through to **Section 17**.

## 10.3 Candidate's Single Point of Contact

Each Candidate is required to declare and maintain a single and continuous point of contact in their organisation for throughout the duration of the Design Contest.

Each Candidate is responsible for ensuring that RIBA Competitions are made aware of any changes to the single point of contact details (via e-mail to [riba.competitions@riba.org](mailto:riba.competitions@riba.org)) as soon as they become known.

RIBA Competitions shall not be responsible for contacting Candidates through any route other than via e-mail to the nominated contact and from the RIBASubmit system.

# 11. Competition Format & Eligibility

The competition is being organised in accordance with the Rules and will be held over a single phase. This will involve the anonymous appraisal of design concept proposals submitted in response to the design challenge, constraints, opportunities and requirements outlined within the Competition Brief, leading to the identification of a Winner.

The competition is open to architect-led teams based within the United Kingdom and Europe. Such organisations must include a registered Architect who has the right to practise in the country where they are qualified, or in the country where they currently reside or practise. UK-based Candidates should therefore be registered with the Architects Registration Board (ARB) with European-based Candidates registered with an equivalent regulatory authority. Collaboration with specialists from other disciplines (e.g., structural engineers, wayfinding, graphic design, product design etc.) is welcomed at the competition stage. Post-competition, the Winner will be appointed to join a project team to be-led by a supplier from an existing National Highways' framework. This supplier will provide structural and civil engineering input to the project and be responsible for ensuring satisfaction of National Highways' requirements within the regulated, safety-critical, highways environment.

The following parties shall be excluded from participating in the Design Contest and may not compete or assist a Competitor in any way:

- Members of the Judging Panel, anyone employed by the Sponsor, their Advisers, or any third party who is connected-to or supporting the selection process
- Anyone who is closely related or has any dependence, or close professional relationship to a member of the Judging Panel, their Advisers, or third party connected to or supporting the selection process
- Framework supplier organisations who might wish to be considered for appointment as the structural engineers in the follow-on phase.

## 12. Design Contest Programme

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

| Task                                                        | Proposed date                                         |
|-------------------------------------------------------------|-------------------------------------------------------|
| Design Contest launch & registrations opens                 | Wed. 30 November 2022                                 |
| Deadline to raise questions on the Competition Brief        | Fri. 16 December 2022, 17.00hrs (Greenwich Mean Time) |
| Memorandum to be issued in response to questions            | Tues. 10 January 2023                                 |
| Deadline to apply for URN                                   | Thurs. 19 January 2023, 17.00hrs (GMT)                |
| Deadline for receipt of design concept proposal submissions | Tues. 24 January 2023, 12.00hrs (GMT)                 |
| Evaluation of design concept proposal submissions commences | Wed. 25 January 2023                                  |
| Notifications to unsuccessful Candidates                    | Week commencing Mon. 27 February 2023 (tbc)           |
| Public announcement of result                               | Early March 2023 (tbc)                                |

The above programme is indicative only and National Highways reserves the right to amend the programme or extend any period at its discretion. Registered Candidates will be notified by RIBA Competitions of any changes made to the timetable.

## 13. Clarification Questions

Questions relating to the Competition Brief and/or Conditions of Participation should be submitted to [RIBA Competitions](#) before close of business on Friday 16 December 2022 (17.00hrs GMT) referencing *National Highways Gantries Competition* in the Subject header line, with the body of the text clearly identifying to which section of the Competition Brief or Conditions of Participation the question relates.

In the interest of maintaining transparency and fairness in the procedure, the intention will be to make the advice and responses arising from all queries received (other than, where doing so, would constitute a breach of confidentiality) available to all Candidates. An explanatory Clarification Memorandum will be circulated to all registered Candidates on or after 10 January 2023. The Clarification Memorandum will form an addendum to the Competition Brief. Oral questions will not be accepted.



## 14. Anonymity - Unique Registration Number & Declaration of Authorship

Submissions to the Design Contest will be judged anonymously, via use of the **Unique Registration Number [G#]** 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 set out in **Section 16** of these Conditions of Participation.

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 Judging Panel that the submitted design is an original piece of work (prepared for the express purposes of the Design Contest), and that they are the bona fide author of the design proposals submitted. Accordingly, the submitted design must not contain any third-party materials and/or content that the Competitor does not have permission to use.

Submission of the duly completed Declaration of Authorship form warrants ownership of the Intellectual Property Rights in respect of the design as its author. It should similarly be warranted that where other persons have assisted in preparing the design, written and valid assignment of all associated Intellectual Property Rights have been received from such persons, as well as a written irrevocable waiver of statutory moral rights, to the fullest extent possible by law. Furthermore, by signing the Declaration of Authorship form, 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.

An on-line gallery resource of publicity images may potentially be uploaded to the Design Contest web site on conclusion of the Design Contest and identification of the Winner. Any Competitor who does not wish to be identified as the author of a scheme on any future web gallery should indicate accordingly on the submitted Declaration of Authorship form.

## 15. Disqualification

Submissions shall be excluded from the Design Contest:

- 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 17** Submission Method
- If, in the opinion of the Judging Panel, it does not constitute a substantive return, or fulfil the requirements of the Competition Brief
- If any of the requirements of the Competition Brief and Conditions of Participation are disregarded.

## 16. Submission Requirements

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

### 16.1 A2 Design Sheets

Competitors are required to prepare schematic proposals that outline their approach to the challenges set out in 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 Judging Panel members to readily understand the approach and design drivers behind the proposals. The A2 sheets should include:

- Illustrations to convey the visual identity across the gantry family for both the cantilever and portal variants. The Cantilever and Super-span Cantilever Gentries should form the design focus, with at least one 3D visualisation for each, depicting the overall proposed built form and relationship to a typical carriageway configuration (as viewed on approaching the gantry from the carriageway).
- Cross-sectional/elevational detail depicting proposed configuration and consideration of the technical constraints, particularly protected access for maintenance purposes.
- Concept sketches or other annotated diagrams illustrating the design principles.
- Details of proposed elevational treatments, palette of materials and finishes and how these might be used to better respond to context and setting.
- Brief explanatory notes (max. 300 words) outlining key drivers behind the approach, the elements that would make it distinctive and how these could potentially be incorporated into a realisable set of gantry designs with a readily recognisable familial identity.

Reference should also be made to Section 5 and Section 6 of the Competition Brief for further details.

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

- **G#\_A2 sheets.pdf.**

### 16.2 Publicity Images

Up to 3 No. images should be provided for potential future media-use purposes, which may include a future on-line gallery of all competition entries and/or a physical exhibition of selected 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 overall proposed built form. Candidates should bear in mind that plans do not necessarily reproduce well in the printed media and/or on-line. The images should not bear any annotations and be capable as functioning as stand-alone images. Each publicity image should be submitted in JPEG format, at a resolution of 72dpi, with an image width of at least 1000px. The file name should consist of the Unique Registration Number and item description, for example:

- **G#\_Publicity Image1\_72dpi.jpg**

- G#\_Publicity Image2\_72dpi.jpg

### 16.3 Declaration of Authorship Form

A PDF version of the duly completed Declaration of Authorship form (see **Appendix 1**), with the file name to consist of the Unique Registration Number and item description:

- G#\_Declaration Form.pdf

## 17. Submission Method

Deadline for Return: **12.00hrs (GMT), Tuesday 24 January 2023.**

Items **16.1** to **16.3** 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. Candidates are strongly advised to familiarise themselves with the submission portal and allow sufficient time for their entry to successfully upload in its entirety prior to the submission deadline. Candidates are advised that uploading files may take time and be dependent upon a number of factors including individual document size, the number of files to be uploaded, and the speed of the Candidate's internet connection.

The submission deadline cut-off shall be applied as per the time displayed on the web submission portal. The portal system will not allow any material to upload once the submission deadline has expired, even if Candidates are logged onto the system prior to expiry of the stated deadline. National Highways and RIBA Competitions will not be responsible for any files that are delayed, lost or otherwise damaged or corrupted during transmission, however so caused. Late submissions will not be accepted without prior authorisation.

## 18. Judging Panel

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

| Name                         | Affiliation                                                                                   |
|------------------------------|-----------------------------------------------------------------------------------------------|
| Mike Wilson* CEng FICE FCIHT | National Highways Chief Highways Engineer                                                     |
| Duncan Smith BEng            | National Highways Executive Director for Operations                                           |
| Jonathan McDowell RIBA FRSA  | Director, Matter Architecture [acting as the RIBA Architect Adviser]                          |
| Nicola Bell MBE, MSc         | National Highways Acting Executive Director of Major Projects                                 |
| Selina Mason RIBA            | Director of Masterplanning, Lendlease & RIBA representative on National Highways Design Panel |

\* Judging Panel Chair

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

The Judging Panel will be provided with advisory assistance from National Highways representatives and/or other consultants employed by them. A representative from RIBA Competitions will attend the Judging Panel meeting to document the selection process and provide procedural support.

## 19. Evaluation Criteria and Methodology

The design proposal submissions will be assessed against the following criteria and to which the indicated weightings will be applied.

|     | Criteria                                                                                                                                                                           | Weighting |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| i   | Creative and innovative response and design aesthetic that resonates with the aspirations set for the National Highways Gantries project                                           | 40%       |
| ii  | Response to the practical challenges and technical constraints set in the Brief                                                                                                    | 30%       |
| iii | An approach that could potentially be incorporated into a realisable set of gantry designs with a readily recognisable familial identity, plus potential for retrofit applications | 20%       |
| iv  | Clear communication of ideas to explain the ethos and drivers behind the proposals                                                                                                 | 10%       |

The scoring approach outlined below will be used to evaluate each design submission against the evaluation criteria and identify the design proposal(s) to be awarded monies from the design prize fund.

| Score Band                                                                                                                                                                                                                                                                                                                               | Definition   | Benchmark                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Score of 5                                                                                                                                                                                                                                                                                                                               | Excellent    | <ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Competitor's design response and information provided addresses all requirements and is of exceptional quality in respect of the project and the criterion being scored.</li> </ul>                                  |
| Score of 4                                                                                                                                                                                                                                                                                                                               | Good         | <ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Competitor's design response and information provided addresses all requirements and is of high quality in respect of the project and the criterion being scored.</li> </ul>                                         |
| Score of 3                                                                                                                                                                                                                                                                                                                               | Acceptable   | <ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Competitor's design response and information provided is acceptable and of a quality that meets the normal expectation in respect of the project and the criterion being scored.</li> </ul>                          |
| Score of 2                                                                                                                                                                                                                                                                                                                               | Sub-optimal  | <ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Competitor's design response provides information which addresses some, but not all, of the requirements and falls below the normal expectation in respect of the project and the criterion being scored.</li> </ul> |
| Score of 1                                                                                                                                                                                                                                                                                                                               | Deficient    | <ul style="list-style-type: none"> <li>In the opinion of the evaluators, the Competitor's design response does not address the requirements.</li> </ul>                                                                                                                                           |
| Score of 0                                                                                                                                                                                                                                                                                                                               | Not answered | <ul style="list-style-type: none"> <li>Information supplied provides insufficient detail for evaluation.</li> </ul>                                                                                                                                                                               |
| <b>Note:</b> Weightings will be applied to the scores awarded by the Evaluation Panel against each criterion. The weighted overall score achieved and weighted agreed score for each scoring criteria will be released to each Competitor upon conclusion of the Design Contest. Additional feedback will only be provided upon request. |              |                                                                                                                                                                                                                                                                                                   |

## 20. Announcement of Result and Publicity

The Design Contest 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.

National Highways and RIBA Competitions reserve the right to publicise the Design Contest, 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 selected submissions.

Once anonymity has been lifted, authors will be credited and recognised in all associated media and publicity (unless they have specifically indicated to the contrary on their Declaration of Authorship form).

## 21. Design Fund and Intellectual Property

A design fund of £15,000 will be available for award at discretion of the Judging Panel. It is currently envisaged that £7,000 will be awarded to the submission judged to be the best overall response to the challenges outlined in the Competition Brief, with £5,000 and £3,000 to be awarded to the submissions attracting the second and third highest overall scores respectively. Intellectual Property Rights will remain vested with the author(s) of the work, as per the Copyright, Designs and Patents Act 1988. However, as part of the Service Contract, the Winner will be required to grant National Highways an irrevocable, non-terminable worldwide, transferable, royalty-free, exclusive license to copy, use and modify the winning design (including elements of the winning design), prepared by or on behalf of the Competitor, both with and without further input of the authors of the designs, for any purpose and shall be entitled to sub-license such rights to any third party for any such purposes.

In the event the Judging Panel considers that no one scheme meets the aspirations set for the National Highways Gantry Competition National Highways reserve the right 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 National Highways wish to develop any of the highly commended or other schemes in the future, this would be subject to further agreement between National Highways and the relevant Competitor.



## 22. Post-competition commitment

On conclusion of the Design Contest and provided there is a set of design proposals which meet the aspirations set out in the Competition Brief, it is National Highways' intention to appoint the Winner via a Service Contract to join a project team that will be led by one of National Highways' existing framework suppliers/providers. This framework supplier will provide structural and civil engineering input to the project and be responsible for ensuring satisfaction of National Highways' requirements within the regulated, safety-critical, highways environment.

Design data for the project will be managed and co-ordinated using BIM. The appointed architectural firm will therefore be expected to have appropriate capability to provide constructive input to the BIM model. National Highways currently anticipates that it will want to implement BIM to Level 2.

## APPENDIX 1: DECLARATION OF AUTHORSHIP FORM

Form of submission document (Authorship and Partnership Declaration)

Entry for Design Ideas Competition: **Gantries for National Highways**

|                                                         |          |
|---------------------------------------------------------|----------|
| Please insert Unique Registration Number [G#] opposite: | <b>G</b> |
| Name of Contact person for purposes of the Competition  |          |
| Company or Practice name (if applicable)                |          |
| E-mail address of Contact person or individual          |          |
| Telephone number (inc. area codes)                      |          |
| Postal address                                          |          |
| Name of Qualified Architect forming part of design team |          |
| Architects Registration Board No. (UK-based Candidates) |          |
| Equivalent regulatory body (European-based Candidates)  |          |
| Registration No.                                        |          |
| Names of any other collaborating firms or individuals   |          |

|                                                                                                    |                                                                                                                                                                                                                                                                                                                                               |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DECLARATION</b>                                                                                 |                                                                                                                                                                                                                                                                                                                                               |
| Please sign to confirm your acceptance of the below. Strike-through [4] and [6] if not applicable. |                                                                                                                                                                                                                                                                                                                                               |
| 1                                                                                                  | I/we have complied with and accept the regulations and Conditions of Participation which apply to this Competition, including acceptance of the decision of the Judging Panel as final.                                                                                                                                                       |
| 2                                                                                                  | I/we agree to honour the request for confidentiality, to prevent information being made public prior to an official announcement of the result.                                                                                                                                                                                               |
| 3                                                                                                  | I/we agree to permit free publication and exhibition of my/our design proposals in connection with the National Highways Gantries Competition.                                                                                                                                                                                                |
| 4                                                                                                  | I/we wish to be identified as the author(s) of my/our design proposals in any publicity associated with the competition, including potential future creation of an on-line gallery resource of submitted publicity images.<br>[Please strike through if you do not wish to be identified as the author(s) of your submitted design proposals] |
| 5                                                                                                  | I/we declare that the design approach ideas are my/our intellectual property, prepared by myself/ourselves, or in my office under my/our direct supervision for the express purposes of entering the National Highways Gantries Competition.                                                                                                  |
| 6                                                                                                  | The design is a result of a team collaboration by those listed above<br>[Please strike through if not applicable]                                                                                                                                                                                                                             |
| 7                                                                                                  | It is hereby warranted that where other parties have assisted in preparation of the design ideas, assignment of all associated Intellectual Property rights have been received from such parties.                                                                                                                                             |
| <b>Signature:</b>                                                                                  |                                                                                                                                                                                                                                                                                                                                               |
| <b>Date:</b>                                                                                       |                                                                                                                                                                                                                                                                                                                                               |

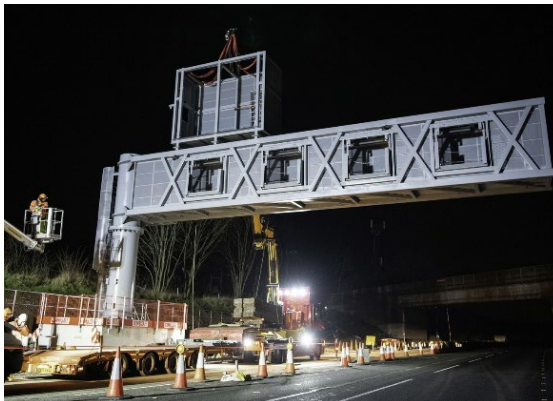
## Appendix 2 - Photo Gallery



Cantilever Gantry (with 'MS4' electronic sign)



Super-span Cantilever Gantry



Super-span Cantilever Gantry during installation



Portal Gantry with static and electronic signs



Portal Gantry with static and electronic signs



Super-span Portal Gantry with MS4 electronic sign



Cantilever Gantry (rear) illustrating depth of structure and protected maintenance access provision



*Super-span Portal Gantry during A14 construction*

