

## Open Call Pop up Bike Parking



Waiting at the Station © Catherine Murphy

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### The commission

How can our stations deliver bike parking that responds to shifting passenger demand and supports more sustainable and healthy travel in cities?

Network Rail, in partnership with the London Festival of Architecture (LFA), is seeking creative and innovative solutions for pop-up, flexible bike parking that can easily be rolled out at different times and locations to support changing numbers of cyclists using railway stations.

Network Rail puts passengers first through all aspects of its work. This means supporting better door-to-door journeys and giving passengers the best possible service every step of the way. Network Rail wants to support cyclists by ensuring their stations make it easy and safe to store bikes whilst passengers make onward journeys.

In the last decade, stations have experienced a significant increase in the demand for bike parking. The Covid-19 pandemic has also accelerated changes in the ways people travel. Rapid implementation of pop-up bike lanes enabled people to favor more active modes of

travel. Post pandemic, it is likely that as passengers will continue to choose individualised methods of transport, such as cycling, to complete the last mile of their journey,

Traditionally, railways stations and transport interchanges have provided bike parking in the form of permanent bike racks or purpose-built bike parking areas. However, demand for bike parking fluctuates with different seasons, periods, weather conditions or with major public events. Network Rail wants to respond to these changes whilst optimising the use of all station space and allowing for an incremental increase of bike parking.

The LFA and Network Rail (NR), invite emerging architects, designers and engineers to create a prototype installation that will test new ideas on how railway stations can better adapt to the changing demand in bike parking provision. This an opportunity to maximise underutilised space in or around stations to support rapid roll out of additional bike parking spaces, easier transfer in between transport modes as well as to incentivise adoption of more active and sustainable last mile transport.

A winning team will be confirmed in November 2021, and awarded £12,000 (which includes a £4,000 design fee) to develop a fully costed, feasible design that can be delivered in June 2022 as part of the London Festival of Architecture. To coincide with the festival, the delivered scheme will remain in-situ for approximately 1 month. This will be a chance to participate in a unique project and showcase your imaginative design to the public and the many festival producers involved.

Up to six teams will be shortlisted and paid an honorarium of £500 to workup an outline proposal.

This is an opportunity to be part of the changing face of transport and showcase your imaginative design in public domain – whilst making a demonstrable impact on testing new ideas of infrastructure and mobility.

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## The Context



Bikes at Paddington station (© Rod Alladay)

Much of the vital infrastructure of our towns and cities were built at a time when car travel was prioritised over pedestrians or cyclists. In many cities that balance is now being rectified, with lots of thought and remedial work going into creating safer and more pleasant spaces for cyclists and pedestrians to travel.

Owned and operated by Network Rail, the UK's railway infrastructure is Europe's fastest-growing network, getting millions of passengers to their destinations on a daily basis.

Whilst a lot of consideration is going into creating safer spaces for using bikes - it is still all too often a problem to find somewhere to lock-up your bike when you reach your final destination. Landowners are often reluctant to have bikes cluttering the public realm.

The challenges:

- Space around stations is often hotly contested. Bikes can often be locked up against all sorts of objects – frequently creating obstructions and often hostility amongst non-cycling travellers.
- Lack of flexibility of bike parking - no possibility to add provision or change its position in stations.
- Unsecure or lack of parking options for bikes solutions can lead to congestion on trains as people take their vehicle with them.
- There is often a lack of information around alternative travel methods available.
- When travelling, many of us default into our usual routines, making it difficult to encourage us to try alternative options.
- The last mile of a passenger's journey is often the most difficult. Perhaps you're arriving at a station for the first time and wondering how to proceed to your destination. Or maybe you're trying to find an easier way to make your regular commute to a station that's just a bit too far to walk.

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## The site

It is anticipated that the prototype will initially be installed at one of the Network Rail's mainline stations in London before potentially being relocated to other stations around the country. The station and exact location will be confirmed at the shortlisting stage.

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## Design requirements

The pop up bike parking installation should develop and test creative ways of providing parking space for changing numbers of cyclists using railway stations whilst promoting more active and sustainable travel routes. We are seeking a prototype system that can easily be rolled out, moved, reconfigured and enlarged at different times and station locations.

The design should include elements of surprise and be highly visible. We are looking for proposals that are functional (not purely sculptural) and realistic to the brief (do not become pavilions or follies). They must be safe, durable and offer value for money design solution.

We are seeking for low-maintenance designs that are flexible and adjustable to different locations as the decision on where the installation goes will ultimately be made by the Network Rail team.

The following general design guidelines are recommended:

- Interventions should not damage the existing station features or impact accessibility
- Free-standing designs without the need for installation of additional street works are preferred. To prevent theft or anti-social behaviour, appropriate security methods should be considered (e.g. interlocking different elements) and should be included in the design.
- Installation should not create an enclosure.
- There is limited space in and around stations so proposals should be space efficient.
- Each proposal should consider the deinstallation and potential afterlife. There might be an opportunity to re-site the whole project or elements of it at another Network Rail station after deinstall. Consideration should be paid to deconstruction costs, materials used and whole life sustainability of the design i.e. can individual elements be re-used, what will happen to the materials after the project.

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## Budget

The total budget available for the project is £12,000 plus VAT. This is to include all associated production costs (materials, transport, construction and deinstall). The budget outline above includes a design fee of £4,000 plus VAT for the winning team.

Part of the fee will be awarded on receipt of a signed agreement in which you commit to deliver your proposal as per your submission and any revisions as requested by Network Rail and London Festival of Architecture. The remaining fee will be given after delivery and approval of the project.

## Further Guidance

- *Budget:* The budget will be managed by the entrant. You can use salvaged materials or seek in-kind materials sponsorship to reduce expenses.
- *Design:* The project should work as freestanding, self-supported piece that does not need to be fixed to the floor. The stability of the project is therefore a key concern. Floor graphics that are non-slip and resistant to scuffs and scratches could be integrated in the project.
- *Size:* Stations can be constrained in terms of space and the project shouldn't obstruct flow of passengers. A minimum of 3 to 4 people should be able to engage with the installation at any given time, in a Covid-19 secure way.
- *Health & safety:* The design must protect the safety and security of passengers, for example by withstanding damage, including blast fragmentation, and reducing the opportunity for concealment of hazards such as contaminants, sharp objects or explosive devices.
- The drawings will be checked by a Network Rail / station engineer for which you will need to provide a risk assessment document. You may be asked to make modifications but on sign-off until the deinstall the prototype will be the property and responsibility of Network Rail.
- *Durability:* The project will be in situ for a minimum of 1 months and you should consider the longevity and appearance of your design accordingly, to ensure that no or minimal maintenance is required during this period. Subject to durability, the project may be able to be in place for longer or moved to a different location for an extended period.
- *Timescale:* The project is expected to be installed in late May 2022 and stay in place until early July 2022.
- *Insurance:* If selected, your practice/collaboration will need to organise Public Liability (of £5million). If your practice/collaboration does not currently hold the requested level of insurances, you can use part of the project budget for uplifting the existing or getting a new insurance policy.

## Submission

This competition has a two-stage submission. After the first stage submission, the judging panel will shortlist up to 6 individuals and/or practices which will then be invited to develop a design concept based on the information laid out in this open call and will be awarded an honorarium of £500 each. Following the second stage submission, one winner will be selected to design and produce their design proposal.

This first stage submission will include:

1. Full name and contact details including postal address, contact number and email of project lead.
2. Brief biographies of all the project team.
3. Colour photo of the design team (landscape) for promotional purposes.
4. A 200-word description about you and/or your practice along with any relevant technical experience acquired through previous experience; please include images of relevant previous work.

5. A short paragraph of max. 300 words on why you are interested in being involved in the project. You may wish to include some thoughts about your vision including any initial written reactions you may have to the brief.
6. No design work is required for the first stage and any included sketches will not be shared with the judges.

The work required for the second phase of the project will be reflective of the honorarium sum.

We would like to showcase the shortlisted designs as part of the public exhibition to celebrate all the shortlisted entries. Therefore, as part of your submission we would like the content you submit for the judges to be useable for public audience.

We will be expecting:

- A short 2-minute video explaining your proposal. This can come in the form your practice feels will most effectively communicate your design to the judging panel.
- PowerPoint presentation for the purposes of judging.
- The submission should but is not limited to including hand or computer drawn 3D design visualisation, key construction details drawn to scale, with key dimensions noted, an outline all materials, budget and fabrication process.

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## Eligibility

The competition is open to emerging architects, designers, engineers and artists. Collaborations are welcomed; however, the project must be actively led by a named emerging architect, engineer or designer. Emerging is defined by being no more than 7 years post graduate.

The judges encourage entries from, or collaborations with groups who are underrepresented in architecture.

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## Deadline and submission details

- Deadline for submission is Midday, Thursday 30 September 2021. Submissions received after this time will not be considered.
- For competition enquires please contact: [rosa.rogina@nla.london](mailto:rosa.rogina@nla.london)
- To submit your expression of interest in a PDF format click [here](#).
- The PDF should be no more than 5MB and 10 A4 pages.
- You will receive an email confirming receipt of your submission.

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## Schedule outline

Submissions open: Wednesday 01 September 2021

Submissions closed: Thursday 30 September 2021

Successful shortlisted practices notified: w/c 11 October 2021

2<sup>nd</sup> submission: Friday 12 November 2021

Winners notified: w/c 22 November 2021

Winning design opens to the public: Late May 2022  
Project deinstalled: Early July 2022

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## Judging panel

Frank Anatole (Principal Architect, Network Rail)  
Anthony Dewar (Professional Head Buildings and Architecture Safety, Technical & Engineering, Network Rail)  
Tim Dunn (Historian, geographer, presenter of UKTV's The Architecture The Railways Built)  
Paul Priestman (Director, PriestmanGoode)  
Rosa Rogina (Programme Director, London Festival of Architecture)  
Sarah Wigglesworth (Director, Sarah Wigglesworth Architects)

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## Further information

Submissions will be judged on originality, demonstration of creativity and relevance to the brief, as well as feasibility and how the proposal works in the context of the site.

The ownership of Copyright of the design will be in accordance with the Copyright, Designs and Patents Act 1988, that is Copyright rests with the author of the submitted design.

All designs remain the intellectual property of the designer however the winning designs when built, will be the property of Network Rail.

If in the future Network Rail decides to fabricate the design in more copies this will have to be agreed and approved by the designer. In this instance, LFA will help to negotiate conditions of the agreement.

Please bear in mind that the project requires a fast turn around and may have peak moments when your practice will need to dedicate sufficient staff to deliver the project on time, on budget and to the high standard expected by all stakeholders.

Significant efforts are made by all stakeholders of the project to ensure wide media coverage.

London Festival of Architecture and Network Rail reserve the right to use images from the submissions for promotional purposes in press, social media and publications. All endeavours will be made to ensure accurate accreditation.

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## Useful links

London Festival of Architecture:  
[www.londonfestivalofarchitecture.org](http://www.londonfestivalofarchitecture.org)

Network Rail  
[www.networkrail.co.uk](http://www.networkrail.co.uk)

Network Rail's *Principles of Good Design*

[https://www.networkrail.co.uk/wp-content/uploads/2021/06/NR\\_Our-Principles-of-Good-Design.pdf](https://www.networkrail.co.uk/wp-content/uploads/2021/06/NR_Our-Principles-of-Good-Design.pdf)

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## Contact

To submit your entry please head [here](#).

For general enquires please contact: [rosa.rogina@nla.london](mailto:rosa.rogina@nla.london)

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## Disclaimer

The competition organisers are not liable for lost, misdirected, or late entries. Decisions of the jury represent their professional judgments and all decisions are final. While it is the intent to construct the winning scheme, the organisers reserve the right to not proceed with construction for any reason. Material submitted by you shall be your sole responsibility, shall not infringe or violate the rights of any other party or violate any laws, contribute to or encourage infringing or otherwise unlawful conduct, or otherwise be obscene, objectionable, or in poor taste. By submitting such material, you are representing that you are the owner of such material and/or have all necessary rights, licenses, and authorization to distribute it.

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London Festival of Architecture

The London Festival of Architecture celebrates London as a global hub of architectural experimentation, practice and debate. The festival returns to the capital from 1-30 June 2020 with a lively and diverse programme of public events across London exploring the theme 'power'. The London Festival of Architecture began in 2004 and has since grown to become Europe's biggest annual architecture festival. The festival attracts a vast public audience – 800,000 people in 2019 – and a global media audience of millions. The vast majority of events are free and are staged by a core festival programming team working alongside architecture and design practices and practitioners, leading cultural and academic institutions, artists and many others. In 2017 the London Festival of Architecture was named by Mayor of London Sadiq Khan as one of his design advocate organisations and is working alongside the Mayor's team to champion architecture, provide expertise and guidance, and help to make London a better city.

[www.londonfestivalofarchitecture.org](http://www.londonfestivalofarchitecture.org)

Twitter: @LFArchitecture



## Network Rail

Network Rail own and operate the railway infrastructure in England, Wales and Scotland on behalf of the nation. That's 20,000 miles of track, 30,000 bridges and viaducts and thousands of tunnels, signals, level crossings and points. Network Rail also manage rail timetabling and 20 of the largest stations in England, Scotland and Wales. They work round-the-clock to provide a safe, reliable experience for the millions using Europe's fastest-growing railway each and every day.

[www.networkrail.co.uk](http://www.networkrail.co.uk)

Twitter: @networkrail

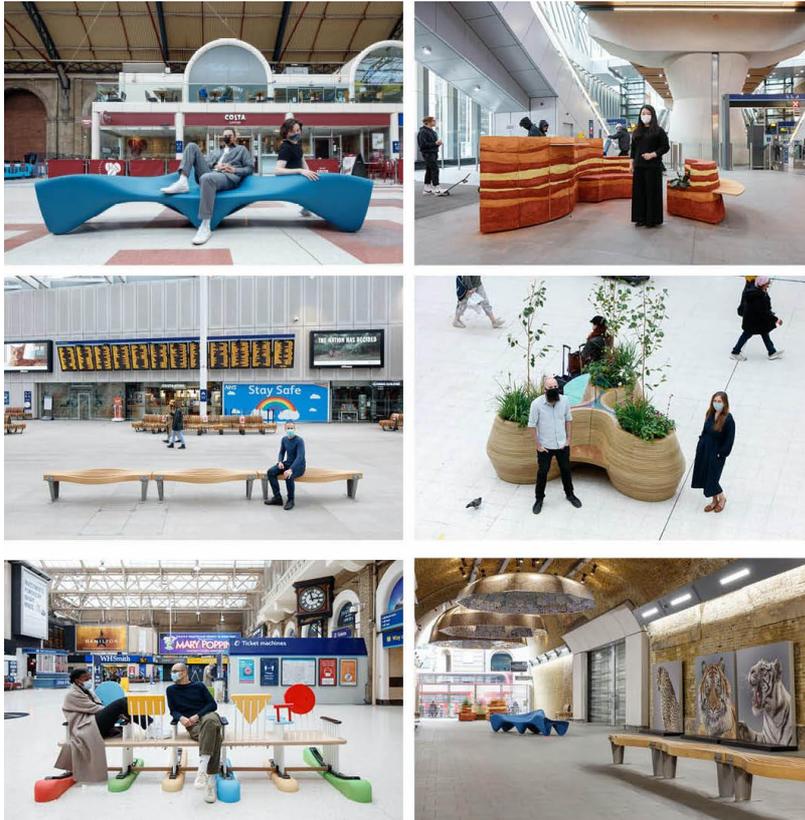
**Curating Concourses, 2021**

In April 2020, LFA and Network Rail announced Muslim Women in Architecture (MWA) as the winners of the Curating Concourses competition. Their winning concept, “As you’re passing by”, looks to transform people’s experience of Euston Station’s concourse with a bold, and engaging installation that brings different communities together, using interactive design to communicate content in a way that is accessible to all.

Open to all emerging architects, designers, artists and curators, the competition sought imaginative proposals for a prototype exhibition concept that can enhance station users’ experience, encourage people to engage with displayed content, and test the future of exhibitions in stations.

As part of the LFA in June, MWA’s modular installation displayed Network Rail’s Design Guidance Series, reimagining how these 29 printed documents can be exhibited in a more approachable and interactive way. The exhibition concept is split across a number of separate mobile ‘suitcase’ modules – with each featuring two double-sided hinged display panels.

## Sitting Pretty, 2020



(c) Luke O'Donovan

At the end of 2019 the LFA and Network Rail launched a competition to explore the future of seating in Network Rail stations. A series of witty and challenging benches by emerging architects and designers were displayed at some of London's largest railway stations during autumn 2020. These explored new ideas including the use of plants, natural materials and movement in benches. From a playful oversized rocking chair to seating that uses the clay beneath Londoners' feet to absorb the pollutants around them, this engaging series of new installations demonstrates how inventive architecture and design can make a real difference to the everyday travelling experience in Britain's railway stations.