

Inclusive design policy

This factsheet outlines the expected approach to inclusive design for HS2, as it applies to the Proposed Scheme. This approach applies to all publicly accessible elements of the HS2 rail network.

Version 2.0

Last updated: September 2020

1 Introduction

- 1.1.1 High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route to Crewe. The Western Leg of Phase 2b comprises an extension of the network to Manchester and a connection to the West Coast Main Line at Golborne, and is referred to as the Western Leg hybrid Bill. The Eastern Leg of Phase 2b currently comprises an extension of the network from the West Midlands through the East Midlands to Leeds.
- 1.1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act (2017). In July 2017, the Government introduced a hybrid Bill to Parliament to seek powers for the construction and operation of Phase 2a.
- 1.1.1 In February 2020, the Government announced its intention to draw up an Integrated Rail Plan. This will recommend a way forward on scoping, phasing and sequencing the delivery of HS2 Phase 2b, Northern Powerhouse Rail, Midlands Rail Hub and other proposed rail investments across the north. At the same time, the Government asked HS2 Ltd to prepare the Western Leg hybrid Bill, provided it does not prejudge any recommendations or decisions that will be taken in this plan, which will be published by the end of the year.
- 1.1.2 It is intended to deposit a Western Leg hybrid Bill seeking powers to construct and operate this phase in Parliament in early 2022 or sooner if possible (the Proposed Scheme). The work to produce the Bill will include an Environmental Impact Assessment (EIA), the results of which will then be reported in an Environmental Statement (ES). The ES would be submitted alongside the Bill when it is introduced to Parliament. As was the case with Phase One and Phase 2a, when the Bill is introduced to Parliament the Secretary of State will also publish draft Environmental Minimum Requirements (EMRs). The EMRs will set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.1.3 A series of information papers were produced for the Phase One and Phase 2a hybrid Bills, explaining the commitments made in those Bills and EMRs. It is the Secretary of State's intention to follow a similar process for the Western Leg Bill. These information papers will be used to provide information about the Proposed Scheme itself, the powers contained in the Bill and how decisions on

the Proposed Scheme have been reached. It is currently proposed that these information papers for the Western Leg of Phase 2b will be published at the time the Bill is introduced in Parliament.

1.1.4 The Secretary of State for Transport will be ‘the Promoter’ of the Western Leg Bill. The Promoter will also eventually appoint a body responsible for delivering the Proposed Scheme under the powers to be granted by the Bill. This body will be known as the ‘nominated undertaker’. There may well be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the Western Leg EMRs and any commitments provided in the Western Leg information papers.

1.1.5 These Western Leg factsheets have been produced to provide information on the emerging proposals for measures to manage the design process for the Proposed Scheme and to control impacts which may arise from the construction and operation of the Proposed Scheme. These measures may then be applied to the Western Leg as commitments made through the eventual Bill, EMRs or information papers.

2 Overview

2.1.1 This factsheet outlines the expected approach to inclusive design for HS2, as it applies to the Proposed Scheme. This approach applies to all publicly accessible elements of the HS2 rail network.

3 Inclusive design and HS2

3.1.1 HS2 Ltd’s objective is to design and provide a service that can be used safely, independently, easily and with dignity by everyone. In particular:

- the design process embraces the social model of disability, which defines disability as a limitation imposed by the environment and society, rather than the inability of an individual and their impairment. It would seek to remove barriers, both in procedure and in attitude, to use of the HS2 network;
- this approach would ensure that the HS2 network is accessible to, and usable by, as many people as reasonably possible;
- HS2 Ltd recognises diversity and difference between individual users and seeks a design which meets the needs of all rail users;
- inclusive design would not be an add-on to the design. It would be an integral part of the design and development process and would be embedded throughout the HS2 programme. Specialised design, adaptation or an assistance service would be provided when required, but HS2 Ltd’s

design objective is to provide a holistic solution that minimises the need for additional support, allowing for passengers to travel independently.

- 3.1.2 The design will comply with the European Railway Agency's Persons of Reduced Mobility Technical Specification for Interoperability (PRM TSI). It sets standards for accessible trains, stations and other facilities to benefit a wider range of rail users that might have difficulty with accessing rail infrastructure. The design will also comply with the applicable UK standards. These include, but are not limited to: Design Standards for Accessible Rail Stations: A Code of Practice (ACoP) Version 4 2015; British Standard 8300-1:2018 and 8300-2:2018; Design of an accessible and inclusive built environment; Inclusive Mobility, DfT 2013; and Approved Document M: access to and use of buildings. The design will also conform to the relevant requirements of the Equality Act 2010.

4 Inclusive design principles

4.1.1 HS2 Ltd will seek to apply the following principles of inclusive design:

- place people at the heart of the design process - use of the railway will be easy and will cause the minimum of stress, fatigue and anxiety. There will be enough space and sufficient access, regardless of a user's body size, posture or mobility, at all parts of the network that are intended to be accessible to the public;
- acknowledge diversity and difference - people with a diverse range of abilities will find the design useful and accessible. The design will take account of a range of impairments including hearing, sight, mobility, and cognitive, mental ill health and other issues, such as epilepsy;
- offer choice where a single design solution cannot accommodate all users - the design will be flexible enough to incorporate individual preferences and abilities;
- provide for flexibility in use - the design can adapt to changing uses and demands; and
- provide buildings and environments that are convenient and enjoyable to use - the design is easy to understand and use, regardless of the user's previous experience, knowledge and capability. Information is communicated effectively, regardless of environment or conditions (such as lighting) or the user's abilities.

5 Inclusive design elements

5.1.1 These are expected to include:

- external approaches - features in the outside environment, upon arrival and specific considerations such as parking, drop off points, signage and walkways;
- movement of people across different levels (vertical circulation) - this includes the provision of lifts and escalators in stations and ensuring step-free design everywhere, as far as possible;
- movement of people on the same level (horizontal circulation) - includes factors such as floor obstacles and surfaces, clearances and door closing speeds;
- transport facilities - including toilets, catering, waiting areas;
- platform train interface - access and exit;
- seating - on the train and throughout the station environment;
- finishes - including tonal contrast and textures, pictograms; and
- evacuation procedures.

6 Inclusive design assurance

- 6.1.1 HS2 Ltd will cascade its inclusive design approach to consultancies and other parties working on the project and has already produced an inclusive design strategy, which includes inclusive design standards as a technical requirement into the programme. HS2 Ltd will ensure these are embedded and integrated across all facets of design and delivery of the design.
- 6.1.2 A design assurance process will be implemented to monitor and measure the delivery of inclusive design standards within the project and to ensure that accessibility remains a core component of the design of the Proposed Scheme.
- 6.1.3 HS2 Ltd has formed a partnership with Network Rail to use their Built Environment Access Panel (BEAP) for consultation on a monthly basis. The BEAP consists of diverse individuals with a wide range of disabilities. In addition, HS2 Ltd has regular engagement with a number of other organisations including the Disabled Persons Transport Advisory Committee (DPTAC), Passenger Focus Accessibility Forum and the HS2 Passenger Panel. As part of the overall design management strategy, consultation and engagement will help HS2 Ltd to make the right design choices and deliver on the design vision for the project. The HS2 Design Panel will act in an advisory capacity, providing a constructive critique and challenging decisions in the delivery of the stated design ambitions of the Proposed Scheme.

7 More information

- 7.1.1 Further factsheets and details on the Proposed Scheme can be found at: www.hs2.org.uk/phase2b

