



HIGH SPEED TWO PHASE ONE INFORMATION PAPER

D5: INCLUSIVE DESIGN POLICY

This paper outlines HS2 Ltd's policy on inclusive design.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the Bill for Phase One of the scheme which is now enacted. Although the contents were maintained and updated as considered appropriate during the passage of the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

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Version 1.3

Last updated 23rd February 2017

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1. Introduction

- 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 two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 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.
- 1.3. In November 2013, HS2 Ltd deposited a hybrid Bill¹ with Parliament to seek powers for the construction and operation of Phase One of HS2 (sometimes referred to as 'the Proposed Scheme'). The Bill is the culmination of nearly six years of work, including an Environmental Impact Assessment (EIA), the results of which were reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.4. The Bill is being promoted through Parliament by the Secretary of State for Transport (the 'Promoter'). The Secretary of State will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill.
- 1.5. This body is known as the 'nominated undertaker'. There may well be more than one nominated undertaker – for example, HS2 Ltd could become the nominated undertaker for the main railway works, while Network Rail could become the nominated undertaker for works to an existing station such as Euston. But whoever they are, all nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the EMRs.
- 1.6. These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the project have been reached.

¹The High Speed Rail (London – West Midlands) Bill, hereafter 'the Bill'.

2. Inclusive design and HS2

- 2.1. This information paper outlines the inclusive design policy of the HS2 project. The policy applies to all aspects of the HS2 network that will be publicly accessible.
- 2.2. HS2 Ltd believes that an inclusive design approach will make the network easier for everyone to use. The design of stations and rolling stock will be based around the people using them.
- 2.3. HS2 Ltd seeks 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 will seek to remove barriers, both in procedure and in attitude, to use of the HS2 network;
 - the policy will ensure that the HS2 network is accessible to, and usable by, as many people as reasonably possible;
 - HS2 Ltd acknowledges diversity and difference between individual users and seeks a design which offers choices; and
 - inclusive design is not an add-on to a design. It will be an integral part of the design and development process. Specialised design, adaptation or assistance will be provided when required, but the ideal design will provide a holistic solution that minimises the need for additional support allowing for passengers to travel independently.
- 2.4. 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.
- 2.5. The design will conform to the Equality Act 2010 which requires all station operators to take reasonable steps to ensure that they do not discriminate against disabled people.

3. Inclusive design principles

- 3.1. HS2 Ltd will use and promote the following five 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 is 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) and the user's abilities.

4. Inclusive design elements

4.1. The elements below will be assessed during the design process. Other characteristics will also be considered as the design develops:

- external approaches - features in the outside environment and on the approach to the station, such as signage and walkways;
- movement of people across different levels (vertical circulation) - moving people across different levels, this includes the provision of lifts and escalators in stations and step-free design everywhere as far as possible;
- movement of people on the same level (horizontal circulation) - includes factors such as floor obstacles, clearances and door closing speeds;
- transport facilities - including toilets, seating, waiting areas, showers;
- vehicle boarding - access and exit;
- seating - on the train, in waiting areas and throughout the station;
- finishes - including contrast surfaces, pictograms; and
- evacuation.

5. Inclusive design assurance

- 5.1. HS2 Ltd will cascade its inclusive design philosophy to consultancies and other parties working on the project. HS2 Ltd will expect it to be embedded and integrated across all facets of design and delivery of the design.
- 5.2. A design assurance process will be implemented to ensure that inclusive design is the core approach to design HS2 elements.
- 5.3. Individuals from a wide range of backgrounds will form a design panel. As part of the overall design management strategy it 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 project.

6. More information

- 6.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2