

### Common design elements in HS2 stations

In June, the Design Panel met with HS2 Ltd to discuss its work to develop common design elements for stations. The aim is to create a common design for elements such as balustrades, seating, toilets, floor finishes, and customer information - which together give a consistent design quality and identity to HS2 stations - as well as delivering operational and cost benefits.

The panel praised HS2 Ltd for the quality of the emerging design vision for common design elements. This promises to become a clear and compelling document. The panel also supported the 'sliding scale' approach, allowing flexibility in the way the common design elements are applied at different stations.

As design work continues, the panel encouraged careful thought about implementation in detailed designs for station interiors. It also highlighted that there may be opportunities for train interiors to share some design elements in common with stations, to create a cohesive customer experience.

The panel also asked to what extent the common design elements could be applied to non-HS2 stations, where HS2 trains will stop, for example at Sheffield.



Light clusters at Curzon Street Station, part of the HS2 station common design elements

### Design Panel activities June 2019

# 3

#### Route wide topic meetings

- Hoardings - workshop
- Customer experience rolling stock interior 'virtual reality' - workshop
- Station Common Design Elements - workshop

# 2

#### Full review meetings

- Aston Church Road overbridge and Saltley Viaduct
- Leeds Corridor Urban Integration Study - including site visit

# 3

#### Phase One Station meetings

- Old Oak Common - Schedule 17 stage review
- Euston Station - full review
- Curzon Street Station - chair's review

# 1

#### Governance meetings

- Design Panel monthly team meeting attended by the Design Panel chair, vice chair, secretariat and HS2 Ltd staff

# HS2 construction hoardings

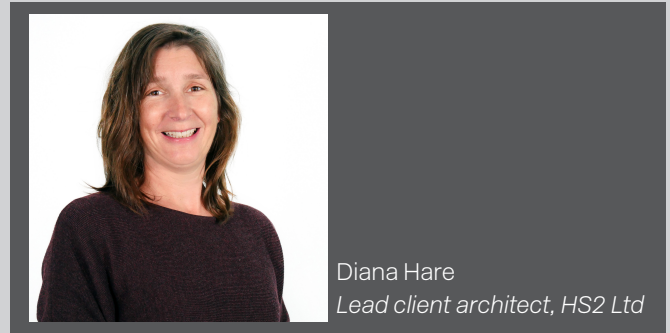
The Design Panel recently revisited the topic of HS2 construction hoardings, which it last considered in January 2017, reflecting on early examples now installed by enabling works contractors at Euston and in Birmingham.

The panel identified a number of positive aspects of the hoardings produced so far, including those where content has been developed in collaboration with local communities. However, the panel felt more could be done to match the ambition in the HS2 Ltd's design guidance for construction hoardings. The length of time that it will take for the new railway to be built means hoardings may be in place for many years. Because of this, the panel thinks HS2 contractors should take every opportunity to design hoardings so that they make a positive contribution to the local environment. It suggested looking at other projects such as the 2012 London Olympics View Tube for inspiration. A robust decision-making process is also important if HS2 Ltd is to champion the delivery of its vision across the supply chain.

HS2 will take nearly 10 years to construct, with a huge impact on the communities along its route. Temporary elements, including hoardings, will therefore play an important role in defining public perceptions of the railway. This is why the panel considers that hoardings should benefit from careful design thinking - including through engagement with the HS2 Arts and Culture team.



Hoardings installed near Euston Station



## People's stories

Diana is an architect working in a client role at HS2 Ltd. She is part of a team responsible for ensuring that HS2's built elements deliver the quality set out in the HS2 Design Vision.

Following previous experience at Arup on international transport projects such as Copenhagen Metro, Diana is now lead client architect for the Phase 2b Manchester stations and the station common design elements work.

"For me the most important thing is that this highly complex project transcends the everyday, and offers more than the sum of its parts through a creative, contextual and human-centred approach.

The HS2 Design Panel is invaluable in championing design quality and plays a key role in helping us to get the design right first time with ensuing programme and cost benefits."

## Innovation in train interiors

At a Design Panel meeting in June to discuss the train interiors, HS2 Ltd presented their innovative use of virtual reality visualisations of the passenger experience. These provide valuable insight to inform the design development process. The panel strongly encourages the use of such tools in other areas of the project, for example in station design. It also continues to champion the high quality work produced by the HS2 Customer Experience team and encourages all those involved in the project to ensure this followed through to delivery.



Frame Projects  
Secretariat to the  
HS2 Independent  
Design Panel

**HS2 INDEPENDENT  
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