



# HIGH SPEED TWO

## PHASE 2a INFORMATION PAPER

### D6: 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 High Speed Rail (West Midlands-Crewe) Bill which is now enacted. It was finalised at Royal Assent and no further changes will be made.

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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# D6: INCLUSIVE DESIGN POLICY

## 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 phases: Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route to Crewe. Phase 2b will extend the route to Manchester, Leeds and beyond. The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017.
- 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 July 2017, the Government introduced a hybrid Bill<sup>1</sup> to Parliament to seek powers for the construction and operation of Phase 2a of HS2 (the Proposed Scheme). The Proposed Scheme is a railway starting at Fradley at its southern end. At the northern end it connects with the West Coast Main Line (WCML) south of Crewe to allow HS2 services to join the WCML and call at Crewe Station. North of this junction with the WCML, the Proposed Scheme continues to a tunnel portal south of Crewe.
- 1.4. The work to produce the Bill includes an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs)<sup>2</sup>, which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.5. The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. The nominated undertaker will be bound by the obligations contained in the Bill and the policies established in the EMRs. There may be more than one nominated undertaker.
- 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 Proposed Scheme have been reached.

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<sup>1</sup> The High Speed Rail (West Midlands – Crewe) Bill, hereafter 'the Bill'.

<sup>2</sup> For more information on the EMRs, please see Information Paper E1: Control of Environmental Impacts.

## 2. Overview

- 2.1. This information paper outlines the approach to inclusive design for HS2, as it applies to the Proposed Scheme. This approach applies to all areas of the HS2 rail network.

## 3. Inclusive design and HS2

- 3.1. 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 will seek to remove barriers, both in procedure and in attitude, to use of the HS2 network;
  - this approach will 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 will not be an add-on to the design. It will be an integral part of the design and development process and will be embedded throughout the HS2 programme. Specialised design, adaptation or an assistance service will 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.
- 3.2. 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 Version 4 2015;
  - British Standard 8300-1:2018 Design of an inclusive and built environment- Part 1: External environment - code of practice;
  - British Standard 8300-2:2018 Design of an accessible and inclusive built environment: Buildings - code of practice;
  - Inclusive Mobility, DfT 2013;
  - Approved Document M: Volume 2 - Buildings other than dwellings.
- 3.3. The design will take regard to the obligations placed on HS2 Ltd and any future nominated undertaker(s) by the Equality Act 2010.

## 4. Inclusive design principles

4.1. 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 and staff;
- 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 access requirements including hearing, sight, mobility, and cognitive processing, mental ill health and neurodiversity;
- 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. These 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. 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.
- 6.2. A design assurance process will be implemented to monitor and measure the delivery of inclusive design standards within the project and to ensure that inclusive design remains a core component of the design of the Proposed Scheme.
- 6.3. HS2 Ltd has formed a partnership with Network Rail to use its Built Environment Access Panel (BEAP) for consultation. The BEAP consists of diverse individuals with a wide range of disabilities. 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.
- 6.4. 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. More detail on the Bill and related documents can be found at: [www.gov.uk/hs2](http://www.gov.uk/hs2)