

Sustainable travel

A core part of the HS2 Independent Design Panel's role is to support HS2 Ltd in the delivery of its sustainability ambitions. This includes the ambition for HS2 to be "the most sustainable high speed railway in the world" (HS2 Sustainability Approach, 2017).

Sustainability has a broad definition with different implications for different parts of HS2. The HS2 Sustainability Approach groups HS2 Ltd's work under five themes:

- Spreading the benefits: economic growth and community regeneration
- Opportunities for all: skills, employment and education
- Safe at heart: health, safety and wellbeing
- Respecting our surroundings: environmental protection and management
- Standing the test of time: design that is future-proof

At a Design Panel meeting in September the panel met to discuss a piece of work HS2 Ltd has undertaken to understand how electric vehicle charging point provision at HS2 stations can be future-proofed – an issue the Design Panel has previously identified. The panel highlighted that electric vehicle provision presents both a design challenge and an innovation challenge, and is therefore worthy of particular attention.



Electric Vehicle Charging Point, HS2 Ltd

With an intended 120-year lifespan, the panel urged HS2 Ltd to favour a more generous provision for electric vehicles, and to include passive provision for vehicle charging in all parking spaces created on HS2. It also suggested that tracking changes in technology and attitudes would be helpful in ensuring the right decisions can be made at the last responsible moment.

The panel stressed that the study, while valuable in itself, would benefit the project further if it could become part of a wider sustainable infrastructure strategy for HS2, including a broader assessment of travel options beyond the train. HS2 must lead by example if it is to deliver real social, environmental and economic benefits for this and for future generations.

Design Panel activities September 2020

- Water Orton Viaducts (part of the Delta Junction)

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Main works civils meeting

- Old Oak Common Station - introduction to the Construction Partner team
- Old Oak Common Station - Public Realm

2

Phase One station meetings

- Electric vehicle charging at HS2 stations
- Temporary Elements Design Approach document

2

Workshop meetings

- October monthly team meeting attended by the Design Panel chair, vice chair, secretariat and HS2 Ltd staff
- Design Panel quarterly senior executive meeting, attended by the HS2 Ltd senior executive and design teams, the Department for Transport (DfT), and the Design Panel.

2

Governance meetings

Temporary HS2 works

As with many large infrastructure projects, a significant quantity of temporary works will be required during the construction phase of HS2. This includes elements such as hoardings, site offices and facilities, bridges and landscapes. Given the length of construction, many HS2 'temporary' elements will have at least a 10 year lifespan.

At a meeting in September the panel met with Jan Kattein Architects, whom HS2 Ltd has appointed to develop a Temporary Elements Design Approach Document. Overall, the panel warmly welcomed the new design guidance, which it believes can make a valuable contribution to the design of temporary works, helping to ensure opportunities are taken to celebrate the railway and positively contribute to places and communities.

It will be of critical importance to ensure this document does influence design decisions, and the panel urges HS2 Ltd to consider what lessons can be learnt from the implementation of other HS2 design approach documents.

The panel highlighted that temporary elements represent some of the first physical manifestations of the project's values and ambitions and play a significant role in informing public perception of HS2's success. It is essential that HS2 recognises and embraces the exciting and creative potential they offer.



Stroy Garden - workspace pavillion, by Jan Kattein Architects for Global Generation and Central Saint Martins



Jan Kattein
Director
Jan Kattein Architects

People's stories

Jan is an architect with over 16 years' experience working on a range of projects at the intersection between architecture and the city.

"Before new trains are up and running, the most prominent physical encounter that the public will have with HS2 are the temporary works. They have the potential to demonstrate HS2's commitment to high-quality design and provide a unique opportunity to bring forth some of the social, economic and environmental benefits that the project will have once the new line opens.

Working with my team, our client, HS2 Ltd, and the Design Panel we have developed a Temporary Elements Design Approach Document. This puts forward the best case studies from around the world that demonstrate excellent and relevant design approaches to help HS2 Ltd to deliver against the pledges they have made to communities."

Old Oak Common Station

The Old Oak Common Station Design Panel has previously noted its admiration for the confident designs for the Old Oak Common Station building. At a meeting in September, it was heartened to see that similar quality is now also emerging in the designs for the public realm. This has been helped by the improved collaborative working with Old Oak and Park Royal Development Corporation officers. The panel understands that the project is under huge cost and programme pressures, and is therefore keen to provide its support to help ensure that the creation of an uplifting, world class rail station is not compromised.



Frame Projects
Secretariat to the
HS2 Independent
Design Panel

**HS2 INDEPENDENT
DESIGN PANEL**