

Appendix 5:

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Asset Management and Regeneration
Lead person: Catherine Jebson	Contact number: 07891279243

1. Title: Active and Sustainable Travel within Leeds City Centre

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

Active and Sustainable Travel within Leeds City Centre project as part of the Transforming Cities Fund.

2. Please provide a brief description of what you are screening

The Active and Sustainable Travel within Leeds City Centre project (the **project**) is a major scheme within the Leeds City Region Transforming Cities Fund (TCF). The project positively contributes to West Yorkshire Combined Authority (WYCA)'s vision of 'connecting people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future.'

The project seeks to improve a number of important issues which affect not simply the station, but also a key area of the city centre.

The proposals have been influenced by the accessibility and inclusive design agenda, through discussion with the City Council's Access Officer, support from a specialist member of the National Register of Access Consultants and the various accessibility and inclusivity guidance.

The project will see a number of significant benefits being delivered for a wide range of

diverse users including disabled people, older people and people with children in push chairs as well as pedestrians and cyclists. In key areas the project delivers improvements; more choice of shorter, more convenient routes to Bishopgate, a new taxi rank capable of properly boarding wheelchair users, better pathways and usability of New Station Street.

Leeds City Region is at the heart of the UK, within an hour's drive of seven million people. Levels of commuting between the 10 Leeds districts is significant, with 92% of those who live in the region also working within it. As such, improving access to jobs by encouraging and facilitating sustainable modes of transport within the City Region is key to boosting quality of life, access to opportunities and productivity for all communities. The ambition for the Leeds City Region is to create an integrated, flexible and sustainable transport system which supports a productive economy and enables all communities to benefit from the City Region's success. The project will help to ensure that the Leeds City Region has the local connectivity in place, upon which the potential of communities can be maximised.

Leeds Station is the busiest in the North of England and a nationally significant gateway, with passenger numbers anticipated to increase by 81% by 2043. The station provides key links to both the Leeds City Region and the national rail network, with critical direct access to London. Befitting Leeds' geographical position and its economically vibrant status within the region, it is necessary to complete a package of extensive upgrade works. These aim to ensure the station's appearance and transport features are modernised, contribute to a decrease in carbon emissions in line with Leeds City Council's Climate Emergency agenda (targeting net zero carbon emissions by 2030) and are generally fit for purpose.

In addition, these upgrades are vital to accommodate projected passenger growth, particularly in light of the upcoming HS2 project and the major redevelopment of Leeds South Bank. The scheme is key to ensuring this growth is sustainable by enhancing cycle and pedestrian access pathways to Leeds Station, both within the immediate city centre area and linked to periphery communities such as Holbeck. One aim of the project is to integrate the affluent city centre with more traditionally deprived areas via these routes, creating cohesion and realising Leeds' potential to be a 21st Century accessible and sustainability-focused city of opportunity for all who live, work or visit.

Central to the project's effectiveness is the development of a multi-modal transport hub, accessible to all, which will promote the uptake of sustainable travel and improve links to the wider City Region. This hub will facilitate smooth transition between rail travel and onward pedestrian, cycling, taxi car and bus routes, a vision far removed from the current congested and confusing layout.

The key components of the proposal are:

- **Increased pedestrian space at New Station Street.** There is increasing pressure on the crowded pedestrian space on New Station Street. The expected growth in passenger numbers and potential capacity issues at the station in the near future (2023-2026) will continue to exacerbate the problem. Indeed, if the station's passenger numbers continue to grow according to the capacity forecast the station will not be viable and may have to close, or be

used very differently to how it is currently, which will drastically impact the city's functionality. By removing the health and safety constraints and conflicts caused by the close proximity of pedestrians and vehicles, this will accommodate the increase in passenger numbers and provide clear, inviting walking routes that lead into the city centre and to the revitalised South Bank.

- **Development of a multi-modal transport interchange.** The station building / footprint will accommodate multiple modes of transport, creating an interchange where people have the option of easily, safely and swiftly transferring between different methods of travel such as taxis, buses, bicycles and footpaths.
- **Quality improvements to the main entrance, enhancing the image of the station and creating a gateway to the city.** The station will become a key feature of the city landscape and provide a statement, landmark entrance as people enter Leeds. The development of the station entrance will result in the locale becoming a recognisable destination in its own right. Enhanced pedestrian routes and clear directional signage will improve connectivity to the city centre and South Bank areas, of benefit particularly for those entering Leeds for the first time. Key transport modes will be located in close proximity to the station, with users having the choice of accessing bus, taxi, cycle hub and pedestrian walkways within the vicinity of the station entrance.
- **Complete redesign and rebuild of the station entrance, connecting Bishopgate and key pedestrian access routes to the east and south of the city centre.** This redesign will provide greater connectivity and fluid movement to strategic areas of the city such as the burgeoning South Bank. This area in particular is due to undergo extensive regeneration and improved pedestrian cycle transport links will be vital to the success of this redevelopment, playing a critical part in attracting inward investment into the local area. Improved connections to the station hub and public transport will be the catalyst for economic growth and job opportunities in previously under-utilised areas within the Leeds City Region, as the improved network will enable the smoother transition of people and businesses from one part of the city / region to another. The project aims to provide commuters with assurance that they can get to where they need to be efficiently using a reliable, affordable and modern transport network.
- **Installation of new accessible pedestrian lifts connecting Bishopgate and the station entrance.** The project will provide significant improvements to the accessibility of the station and create additional options for step-free access for passengers, resulting in a more direct route into the station and shortened journey times for passengers. Currently, disabled passengers are forced to use the rear and side entrances, adding significant additional journey distance, time and inconvenience to their experience. The project aims to create a fully accessible, modern and fit for purpose facility for disabled people, wheelchair and motorised scooter users. There is a logical, direct route the door of the station to the lift doors. They will also be wide enough for two people to walk along together. The provision of a range of seating will benefit all users, whether resting or meeting.
- **Enhanced pedestrian and cycle friendly routes through Neville Street, Dark Neville Street and Victoria Road to actively promote sustainable forms of transport.** These spaces will become predominantly pedestrian and

cyclist friendly as a result of the provision of segregated cycle lanes, widened pavements to ease movement and improvements to the road / paved surfaces. Additionally, the lighting and visibility in these spaces will be improved, creating a pleasant and safe environment while respecting the area's heritage encouraging an increase in pedestrian and cyclist activity which will implicitly provide opportunities for travellers and residents who are able to, to exercise more and improve their wellbeing.

Looking to the future, the proposals will act as an enabler for plans for the Station by providing alternative transport routes around Bishopgate during the development of the HS2 project, when existing routes are no longer available, either permanently or temporarily. Neville Street and Dark Neville Street are also key routes into the station when the existing southern entrance closes in the evening and as such the project recognises the need to transform these areas to create intuitively appealing paths to the station.

- **Improving connectivity across the city centre by installing high quality cycle lanes on key strategic gaps within Leeds city centre and the periphery.** Building upon existing Department for Transport (DfT) investment in the cycle highway through the WYCA 'City Connect' project, the project aims to fill the gaps in the cycling network with legible and accessible cycle lanes. The increased provision of dedicated cycle lanes will realise the significant potential to meet travel demand for shorter journeys and promote cycling to the extent it may become part of people's daily routine, encouraging CO2-neutral behaviours. Indeed, the high quality cycle lanes will reduce existing barriers to cycling by easing safety concerns (cycling on congested roads risks potential conflict between cyclists and vehicles) and improving the convenience of routes.

The project also aims to improve access to employment opportunities, creating a cohesive job market network. Provision of a major multi-modal transport hub, coupled with new direct routes to the city and station will be attractive to businesses, as these pathways open up the labour market. This widening of the labour net to the more deprived areas advances equality of opportunity, removes barriers to accessing inner city and outer city jobs, supporting employment growth, particularly in the South Bank area.

Works have already commenced on the Leeds City Centre Cycle Superhighway and the new Castleford to Wakefield Greenway cycle route. Together, the Active and Sustainable Travel within Leeds City Centre and the City Connect projects will prioritise the linking of outlying neighbourhoods to the city centre and other key areas. Improved connectivity will provide people with an alternative, sustainable and more cost effective method of transport, reducing the dependency on private vehicles and ultimately reducing the environmental impact of travel.

- **Installation of a high quality 700 space cycle hub with supporting infrastructure for electric cycles, transforming Leeds station into a major transport hub.** This modal shift will help encourage and drive behaviour change, as all major forms of transport will be on offer at the station, providing

easy and direct routes across the city and wider Leeds City Region. The new hub will enable smooth and safe transition from one form of transport to the other. The cycle hub is currently proposed to include a commercial café and opportunities exist for Network Rail to seek a commercial partner for the operation of this venture. A number of subsidised cycle parking spaces will also be considered.

- **Infrastructure improvements will help support the Climate Emergency agenda by encouraging the uptake of sustainable forms of transport.** The infrastructure offers alternative, sustainable choices for the residents of Leeds and will help drive the shift away from a reliance on private vehicles. The increased use of sustainable forms of transport will make a significant contribution to the reduction of carbon emissions in an already busy and congested area. Currently Neville Street is the second most polluted street outside of London and there is a need to improve the air quality in this area by reducing traffic, which the project achieves by replacing one lane of traffic with a dedicated cycle lane.

The delivery of the Active and Sustainable Travel within Leeds City Centre project, along with several key Leeds City Council transformation transport schemes will, together, dramatically reduce the traffic on Bishopgate and City Square while the physical changes will prioritise pedestrian and cycle routes as the main method of transport. In promoting walking and cycling as the main method of transport for short journeys, the city also aims to promote health, exercise and wellbeing walks, which the Council hopes will have a positive knock-on effect on the city’s respiratory and cardiovascular health. Finally, there is also the potential for soft landscaping (structurally permitting) and a bottled water refill station, which will further embed the principles of behaving sustainably into the station landscape.

3. Relevance to equality, diversity, cohesion and integration

All the council’s strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?	X	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by	X	

whom?		
Could the proposal affect our workforce or employment practices?	X	
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 	X	

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

The changes proposed within the Active and Sustainable Travel within Leeds City Centre project will impact residents of Leeds centre and the South Bank who use the station or pass along New Station Street and Neville Street. Similarly, commuters travelling into and out of Leeds and visitors/leisure passengers will also be affected. The project will take into account the needs of all protected characteristics (as identified by the Equality Act 2010):

- gender
- marital status
- pregnancy
- disability
- race including colour, nationality, ethnic or national origin
- religion or belief
- sex
- sexual orientation
- age

Members of the Station Development project team working on the scheme have been trained in Leeds City Council's 'Disability Etiquette' and 'Disability in Customer Service'.

Particularly with regard to age and disability, the scheme incorporates several significant

improvements to the existing station design and these are described below.

The project will seek to implement step-free access, minimising physical barriers to give equal access to wheelchair users. The station and surrounding area will be pedestrian-friendly and less congested, removing the conflict between pedestrians and traffic, thus ensuring adequate pleasant space for everyone to leave and enter the station's new entrance, which will be accessible by new lifts. The new totally step-free routes are shorter and more direct than previously. Our design standard for the steps and the surrounding environment will meet best practice as laid out in the British Standard BS:8300. The lighting on Neville and Dark Neville Street will also be improved, the benefits of which will include better wayfinding and the potential for deaf and hard of hearing people to better communicate.

There may be scope within the scheme to explore options for the provision of alternative formats, including tactile and colour-coded simplified maps.

50% of the seating will meet British Standard BS:8300 Best Practice, including back rests and arms. There will be a choice of seating heights and these seats will benefit everybody, allowing people to rest, take stock of their surroundings, plan directions and meet other people in a safe, spatially memorable space before continuing their journey. The project aims to transform the station entrance into an easily recognisable landmark, which will also aid neuro-diverse people, including those living with Dementia. This will be further complemented by straight forward paths that lead back to where they begin and do not suddenly change direction or stop.

The project's design has been developed with input from Leeds City Council's Access Officer and the project has also employed a member of NRAC (National Register for Access Consultants). These two roles have been integral to ensuring that we are meeting the needs of the groups outlined above and that their expertise and experience has contributed to the design. During the concept stage design the project team explored the emerging agenda known as 'Design for the Mind'. This agenda has heavily influenced critical elements of the design.

To fulfil the responsibility of consulting relevant affected groups and hearing their members' feedback, the Leeds Station – Sustainable Travel Gateway project has held the following consultations and meetings:

Public consultation – three days of the week commencing 10th February 2020. Between 7am and 12 midday several informed Station Development Team members, alongside representatives from partner organisations HS2, West Yorkshire Combined authority, Network Rail and the Department for Transport gave out project overview leaflets and invited the general public to ask questions about the scheme and view concept designs for New Station Street, Neville Street and the station entrance. The team invited the public to provide feedback using an online or paper survey, the results of which are yet to be assessed.

On alternate days of week commencing 10th February 2020, the same representatives held drop-in business consultations for those identified as being impacted by the design. Hand-delivered invitations were sent to the management of all local businesses identified by a stakeholder engagement exercise. Several businesses attended and aired their

concerns and queries to the project team. A log and dedicated inbox has been created and the Station Development Team have committed to ensuring these queries will be responded to in a timely manner.

On 28th January 2020, the project was presented to the Access and Use Ability Group and comments were noted.

A bulletin was posted on Leeds City Council's internal forum website which includes members of DAWN (Disabled And Wellness Network – a pan-disability group of employees).

In terms of cohesion and integration, the project offers fantastic opportunities for different areas and communities of the city to access one another using the improved connectivity network. The South Bank and surrounding areas (Holbeck, Beeston) will be better connected to the more traditionally affluent or University-centric areas and the scheme aims to lessen the perceived North-South city divide, (exacerbated by the currently dingy Neville Street tunnel), bringing people together using sustainable, affordable multi-modal means of travelling. Furthermore, the same travellers can then use the improved public transport network to integrate further into the region for work or leisure.

The project is currently undergoing numerous engagements with train, bus and taxi operators: the Access and Use Ability Group, Cycle Sub Forum, Ward Members, Leader of the Council, Executive Board Member for Climate Change, Transport and Sustainable Development, Hilary Benn MP, local businesses and public consultations in the station in addition to engagements with NR and WYCA to ensure their views are taken into account. These engagements will cover granular design detail, service logistics and proposed routes.

- **Key findings**

(think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

Positive impacts include:

- Wider and less cluttered routes will significantly benefit all pedestrians, including disabled people, parents with children/pushchairs and older people.
- The reduction in traffic will create a less congested, less stressful space for those with anxiety about the close proximity of vehicles and pedestrians.
- Clear, spatially memorable and straight pathways will be created to and from the station to the new lifts using strategically placed street furniture, giving everyone a more intuitive walkway to and from the larger taxi rank.
- Improvements to public transport waiting facilities, including provision of a newly sheltered taxi rank, which will provide protection to passengers in inclement

weather conditions. There will be designated seating areas (20 plus) and the rank will entertain good levels of visibility through large panels.

Taxi rank location

The taxi rank is to be relocated onto Bishopgate. It is approximately 15m further from the station gateline, but will enable a more direct route than the existing rank. The current rank, albeit closer in distance, includes some operational and accessibility drawbacks

- To get to the rank from the station, people need to cross vehicular lanes which carry taxis, buses, emergency vehicles and delivery vehicles. It is considered beneficial to a wide number of people to be able to access the taxi rank from the station on a route which significantly reduces the number of vehicles encountered.
- The current route, although recently improved, still requires people to navigate a narrow footway which runs along the frontage of the existing Cycle Point building, further narrowing the available space.
- To get to the rank from the Bishopgate side, people must navigate to either end of New Station Street (City Square or Boar Lane ends), or use the existing staircase. The covered staircase is poorly detailed. It has a non-standard handrail whose profile are not designed to be gripped and as such cannot be used for weight bearing. The staircase lacks a central handrail which staircases wider than 2m require as such there is no segregation of traffic coming into or out of the station. At busy times the volume of traffic would make it unsafe to use this route for disabled people.
- The rank's loading is from the driver's side of the taxi. Wheelchair accessible taxis are generally designed to be loaded from the passenger's side or the rear. As a result, the taxi rank has a specific crossing point to an island to enable boarding of wheelchair users from the right or the rear, however this is not at the front of the queue. Given that not all taxis are wheelchair accessible, the design can create social pressures. Additionally, because taxis cannot pass each other in the queue, the layout puts pressure on taxi drivers to adopt the unsafe practice of boarding users in unauthorised spaces to avoid holding up the queue.
- The proposed rank, by comparison, is designed to load from the passenger and rear side of the taxi, which is considered more beneficial. The rank allows for multiple points of entry to allow for side loading, and for a rear-loading access from the front vehicle. This allows for less pressure for people who require assistance to access the taxi, as vehicles behind the front vehicle can load and depart while taxi drivers are assisting disabled passengers.

The project will address the existing issues outlined above in the following ways:

- Although the station arrival area will inevitably be an environment which is busy in activity, the design and change to the uses at the station area aim to reduce some of the present activity conflicts and perception of confusion which may arise. By significantly reducing the volume of vehicles on New Station Street, the area

benefits from being transformed into one of pedestrian priority, with pedestrian/vehicle conflict reduced and the need for specific crossing points negated.

- A direct route from the station entrance doors to the rank on Bishopgate Street is, demarcated in a contrasting colour surface from the surrounding surfaces and which prioritises pedestrian movements at this busy location.
- The route is defined through building elements, street furniture, paving and signage to offer as many physical and visual cues as possible to lead intuitively to the taxi rank. For example, the exact location for the lift tower and the commercial building at New Station Street level (above the cycle hub) was selected not only because of its proximity to the station doors/taxi rank, but also because the NW-facing wall and lift tower offer a prominent building line for people to orient themselves with, and a physical wall along which they can detect a route. This is supplemented in the public realm by the strategic location for street furniture, bollards, light poles which help to define the edges of the direct route to the taxi rank. Furthermore, the paving is designed to offer a clearly detectable route in colour and texture contrast which bolsters the route. This route guides users from the station door to a point where they can make a decision to either use the steps or the lifts or vice versa.
- The installation of lifts which have a safe access route (no vehicle traffic in peak hours), and are also designed to prevent queues. Current arrangements are that passengers have to use the rear and side entrance level-access options. The installation of two large capacity passenger lifts would be a significant improvement for people using wheelchairs or pushchairs who will now have step-free access from New Station Street to Bishopgate (and vice versa) as well as the new sheltered taxi rank
- The lifts are strategically located at a prominent location in front of the station entrance. The lifts are large, 21-person capacity lifts considered appropriate for a large volume of people, and those with luggage / wheelchair / mobility scooter / young children / pushchairs etc.
- The lifts are intended to be partially transparent, with glass to some elevations with a modern and clean aesthetic. In addition, the lift entrances at both New Station Street and Bishopgate levels have been carefully located directly adjacent to the new commercial space to offer natural surveillance through co-location; intended to increase the perception of safety for lift users, and to limit the sense that the lifts are an isolated feature in the public realm.
- Alternatively, multiple stair options are provided. The generous width stairs are proposed in a broad sweep, accommodating for a large number of people at busy periods. The stairs are designed to meet the British Standard (BS:8300 aka Best Practice) and reduce any perceptions of confinement in small spaces, and significantly improve the current station step arrangement (the covered spiral

staircase) which is not recommended for accessibility.

- The stairs are proposed to be lit from the handrails (utilising an integral handrail lighting system) which allows for a consistent level of down-lighting on the step treads, making them easier to see and navigate.
- Carefully detailed hand rails will meet British Standard (BS:8300), along with contrasted tactile paving.
- The stairs are arranged in multiple distinct flights. This allows each separate flight to maximise accessibility by following a straight-line geometry. None of the stairs are curved or tapered, and the user is able to navigate the stairs and handrails at 90 degree angle from the adjacent footways, minimising the risk of overstepping or miscalculating the direction of stair flights.
- The central stair flight accommodates a bike ramp to reduces conflict with users of the stairs who may require assistance / handrails / the most direct ambulant route between the station entrance and taxi rank.
- The proposed taxi rank shelter itself includes seating, together with seating at New Station Street level. Although the route between rank and station is further, the seating and canopies in the shelter and at the lifts offers mid-points for people to rest or break the route into smaller sections.
- Better access to the growing South Bank and the relatively socio-economically/education deprived areas surrounding it. Leeds Index of Multiple Deprivation 2019 report states that 'The most deprived Lower-layer Super Output Areas (LSOA) are mainly concentrated in the inner east and south of the city' and that 'Wider analysis of child poverty, educational attainment, health and wellbeing, housing and debt in the city also suggests that the same areas are the focus of disadvantage and poverty in Leeds.' The project aims to address this challenge by inviting people from the outskirts of the city inward via the new affordable connectivity pathways and ensuring a holistic network of employment, exercise and opportunity benefits for all. Leeds has a thriving student population, an inner city library, several free to access Adult Learning hubs (leedsadultlearning.co.uk) and it is vital that the multi-modal transport hub and its links reach out to the south of the city and beyond to encourage the uptake of socio-economic and educational mixing and progression. Conversely, the opportunity to expand the labour market to the less utilised areas around the city that will be made accessible by the project encourages employers to consider new and emerging talent pools, offer apprenticeships and training etc. Combined, the project's linking of neighbourhoods and opportunities has the potential to result in a more diverse and fair class room, workplace and city population.
- Air Quality improvements brought about by the reduction in traffic on Neville Street, Bishopgate and New Station Street will not only contribute to the Council's Climate Emergency agenda, but also positively impact people living with respiratory health concerns who may currently feel deterred from cycling around or even walking past this highly polluted area (second most polluted street outside of

London). The Public consultation held week commencing 10th Feb 2020 highlighted this as a concern for asthmatic commuters and the project aims to remove this barrier to access and wellbeing by removing a lane of traffic.

- The introduction of segregated cycle lanes will have positive impacts on those who are not confident or irregular cyclists and some disabled people who may ride an adapted bike or not be confident or able to travel in traffic (including those with hearing impairments). Having bespoke provision that is fit for purpose will minimise the mixing of cyclists with pedestrians and general traffic and so may also have positive effects on those pedestrians that find mixing with cyclists unsettling, as providing dedicated lanes incentivises cyclists to avoid using the pedestrian core area and riding on footpaths. This behavioural change may also improve and normalise the public's perception of those who choose to travel sustainably. The prioritisation of cycle ways may lead to some initial criticism from private vehicle owners who feel marginalised (hence the ongoing engagements with these groups to reassure and explain the project), however to meet the Council's Carbon Neutral target of 2030, reduce carbon emissions and encourage sustainable transport, the approach must be balanced.
- Enhanced lighting around the station and Neville Street areas will improve the appearance of the tunnel area and invite all users to travel through from North to South and vice-versa in a pleasant, well-lit and ambient environment. The increased lighting will also aid lip-reading and provide a more pleasant sensory experience for those sensitive to their environment. Currently the area is quite dark and traffic is close to the pavement.
- Pathways will be widened to allow two pedestrians to always travel side by side, allowing for carers or passengers with assistance dogs to travel comfortably around the station.
- Accessible street furniture complemented by soft landscaping (where structurally possible) will create a more mindful, relaxing space in which to meet, rest and plan onward journeys. Street furniture will meet the British Standard (BS:8300) and will be physically detectable as well as memorable.
- The provision of cycles at the hub will improve connectivity, encourage sustainable, affordable travel, improve mental wellbeing through safe exercise and improve the air quality of the area.

As a package of improvements, the project will encourage people of all social backgrounds and protected characteristics to use the station and its facilities, especially if they may have once been deterred by the described barriers to accessibility.

Potential negative impacts:

- Provision of new open public spaces. This could potentially impact negatively on blind and visually impaired people if tactile or other detectable features are not present. However, as described above the plans are to incorporate features that will not only be detectable (street furniture, tactile paving) but beneficial to those

who require clear pathways and places to rest/meet/refer to.

- Changes to/restrictions on general traffic. This may have a negative impact on older and disabled people trying to access the city centre by car (including Blue Badge holders). The restrictions will include private hire vehicles which again may impact on people with reduced mobility, including older and disabled people, parents and carers. Private hire vehicles are often cheaper to use than taxis, but the nearby Princes' Square pick-up and drop-off area remains in situ during construction and remains a viable alternative which is step-free.
- Bus re-routing may have specific negative impacts on older people and some disabled people, as changes are often confusing and unsettling. This may result in missed buses, being carried to an unknown destination and may affect loss of confidence to go out independently. In the long-term however, the area will be improved for the above users.
- There may be some negative impacts around multi-use bike and pedestrian crossing points and in potential areas around Toucan crossings, particularly at the top of Bishopgate and where Dark Neville Street meets Neville Street at the arches. However, the space has been planned to minimise interaction and the cycle route will be coloured differently to the pedestrian space.
- Any changes to the bus stops/bus routes may have initial negative impacts on people with Dementia or are neuro-diverse who will find it more difficult to recognise their environment and therefore more likely to become confused and lost. Consequently there may also be negative impacts on carers. However, the scheme will also create a new landmark station entrance, a place that will eventually become an easy 'go to' meeting place for those who require it, thus mitigating these impacts. The project acknowledges all changes to business as usual for people using the hub need to be well advertised and support should be available to ensure the changes have minimal impact.

- **Actions**

(think about how you will promote positive impact and remove/ reduce negative impact)

Many of the negative impacts can be eliminated with good design, as highlighted above. It will be important for the new cycle infrastructure to have a uniform coloured surface distinguishing the cycle route, clearly contrasted from the pedestrian surfaces and it will also have clear signage. If the provision is consistent and comprehensive it is more easily recognised and navigated by all. A major advantage of the new segregated cycle lane provision is that it is likely to attract cyclists who may currently travel on footways or in the pedestrian core, removing them from the pavements.

It will be important for the paving to be as smooth as possible and be laid and bedded in a way that minimises unevenness and cracking. Furthermore the entire Active and Sustainable Travel within Leeds City project's design has been contributed to and assessed by Leeds City Council's Access Officer and a National Register Access Consultant's Access Consultant. Finally, the project team will continue to engage with stakeholders and affected parties throughout the process.

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5. If you are **not already considering the impact on equality, diversity, cohesion and integration you **will need to carry out an impact assessment.****

Date to scope and plan your impact assessment:	
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Date to complete your impact assessment	
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Lead person for your impact assessment (Include name and job title)	
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6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Angela Lawson	Head of Station Development	31/03/2020

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	24/03/2020
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Date sent to Equality Team	
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Date published (To be completed by the Equality Team)	
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