

Equality Impact Assessment



Hampshire
County Council

Highway Policy Position to Support Business Recovery

Accountable officer: John Harvey

Email address: charlotte.parfitt@hants.gov.uk

Department: Economy, Transport and
Environment

Date of
assessment: 09/08/2021

Description of current service/policy

Hampshire County Council is a Highway Authority and accountable for the management and maintenance of the public highway in the county.

This includes ensuring that anything installed within the highway by a third party is safe, correctly licensed and insured.

Geographical impact: All
Hampshire

Description of proposed change

To review the processes for permitting the placement of street furniture on the highway by third parties. To facilitate where possible, the implementation of schemes that will improve the public realm and assist business recovery.

Impacts of the proposed change

This impact assessment covers Service users

Engagement and consultation

Has engagement or consultation been carried out? No

The Highway Authority is a statutory consultee on s115(e) licences for tables and chairs issued by the District Councils. The proposal is to revise the parameters under which approval is given to these requests, so that we are more receptive to changes in minor streets where risks are low and potential benefit for businesses is high. This change of approach will affect all requests received which meet the revised criteria. It is not possible to consult in advance. Each application is subject to individual consultation by the District Council as part of the s115 process.

Statutory considerations	Impact	Mitigation
<p>Age: Positive</p>	<p>The implementation of more tables and chairs areas both on the pavement and within existing parking bays and carriageway will have a positive effect on people with reduced mobility by creating more opportunity to rest. However, care will be taken to ensure that the reallocation of space in this way does not lead to obstruction for pedestrians walking past the areas. A minimum width of pavement will be maintained, and the layouts will be sympathetic to the challenges of visually impaired.</p> <p>Where parking spaces are removed to create seating space, disabled spaces will be unaffected or alternatively reallocated within the immediate area, to avoid adversely affecting visitors who rely on these facilities.</p>	

<p>Disability: Positive</p>	<p>The implementation of more tables and chairs areas both on the pavement and within existing parking bays and carriageway will have a positive effect on people with reduced mobility by creating more opportunity to rest. However, care will be taken to ensure that the reallocation of space in this way does not lead to obstruction for pedestrians walking past the areas. A minimum width of pavement will be maintained, and the layouts will be sympathetic to the challenges of visually impaired.</p> <p>Where parking spaces are removed to create seating space, disabled spaces will be unaffected or alternatively reallocated within the immediate area, to avoid adversely affecting visitors who rely on these facilities.</p>	
<p>Sexual orientation: Neutral</p>		
<p>Race: Neutral</p>		
<p>Religion and belief: Neutral</p>		
<p>Gender reassignment: Neutral</p>		
<p>Gender: Neutral</p>		

Marriage and civil partnership: Neutral		
Pregnancy and maternity: Neutral		
Other policy considerations	Impact	Mitigation
Poverty: Neutral		
Rurality: Neutral		

Neutrality statement (if all considerations have a neutral impact)

Any other information