

Equality Impact Assessment



Hampshire
County Council

School Streets

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Department: Economy, Transport and
Environment

Date of
assessment: 23/03/2021

Description of current service/policy

This EIA covers the proposed trial of School Streets in Hampshire. A School Street is “a road outside a school with a ... restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone” (schoolstreet.org). It is proposed that school streets are trialled at three schools in 2021, with a further three to six control schools in order to compare impacts.

Geographical impact: All
Hampshire

Description of proposed change

Restrictions on motorised traffic at school drop-off and pick-up times at schools included in the trial. The restriction applies to school traffic and through traffic.

Impacts of the proposed change

This impact assessment covers Service users

Engagement and consultation

Has engagement or consultation been carried out? Planned

Engagement is planned for early 2021 (before the changes are made) with the following

stakeholders:

- Schools and their local communities
- County and Ward Councillors
- Boroughs/Districts
- Local residents
- Local businesses
- Statutory consultees through Traffic Regulation Orders

The engagement is likely to include dedicated websites and surveys through Hampshire's Commonplace licence, letter drops, direct engagement between the schools and their own communities. The engagement will seek to establish the level of support and identify any issues that would need to be resolved ahead of the trials.

Statutory considerations	Impact	Mitigation
Age: Neutral		
Disability: Neutral		
Sexual orientation: Neutral		
Race: Neutral		
Religion and belief: Neutral		
Gender reassignment: Neutral		

Gender: Neutral		
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)

An equalities impact assessment has been undertaken for the proposal and it has been found to have a neutral impact on people with protected characteristics. Specific assessments will be carried out for specific schemes, but the proposed trial will provide an opportunity to assess the approach more generally, particularly in relation to potential impacts on people with disabilities and older people, who may have to travel further at specific sites when escorting children to school, and also on women, who are known to form a higher proportion of parents escorting children to school and who would therefore be particularly affected by any consequences of the scheme. Other potential impacts to be monitored might fall upon religious communities for whom access to places of worship may be affected, or other groups that may feel vulnerable escorting children to school on foot rather than by vehicle.

It is assessed that there would be a positive impact for younger people (school pupils) through increased opportunity for physical activity, reduced road danger, and potential reductions in air pollution.

A potential positive impact could also be experienced by people with disabilities not reliant on a private car as the environment would be safer e.g. people with visual impairment, mobility scooter.

Any other information

Impacts on people with a sensory difference were considered and it has been assessed that the space outside a school may be calmer as a result of the trials, so may have a positive rather than a negative impact.

Poverty has also been considered as there is a known correlation between road danger, air pollution and poverty. School Streets could, in future, consider a targeted approach towards areas that experience these combined impacts.

Creating a healthier and safer environment for all is likely to increase opportunities for active travel and could potentially reduce air pollution – these would be a positive impact for all.