

Carmarthenshire County Council

Assessing Impact

The Equality Act 2010

The Equality Act 2010 (the Act) brings together and replaces the previous anti-discrimination laws with a single Act. It simplifies and strengthens the law, removes inconsistencies and makes it easier for people to understand and comply with it. The majority of the Act came into force on 1 October 2010.

The Act includes a new public sector equality duty (the 'general duty'), replacing the separate duties on race, disability and gender equality. This came into force on 5 April 2011.

What is the general duty?

The aim of the general duty is to ensure that public authorities and those carrying out a public function consider how they can positively contribute to a fairer society through advancing equality and good relations in their day-to-day activities. The duty ensures that equality considerations are built into the design of policies and the delivery of services and that they are kept under review. This will achieve better outcomes for all.

The duties are legal obligations. Failure to meet the duties may result in authorities being exposed to legal challenge.

Under equality legislation, public authorities have legal duties to pay 'due regard' to the need to eliminate discrimination and promote equality with regard to race, disability and gender, including gender reassignment, as well as to promote good race relations. The Equality Act 2010 introduces a new public sector duty which extends this coverage to age, sexual orientation, pregnancy and maternity, and religion or belief. The law requires that this duty to pay 'due regard' be demonstrated in the decision making process. It is also important to note that public authorities subject to the equality duties are also likely to be subject to the obligations under the Human Rights Act and it is therefore wise also to consider the potential impact that decisions could have on human rights as part of the same process.

Carmarthenshire's approach to Equality Impact

In order to ensure that the council is considering the potential equality impact of its proposed policies and practices, and in order to evidence that we have done so, every proposal will be required to be supported by the attached Equality Impact Assessment. Where this assessment identifies a significant impact then more detail may be required.

Reporting on assessments

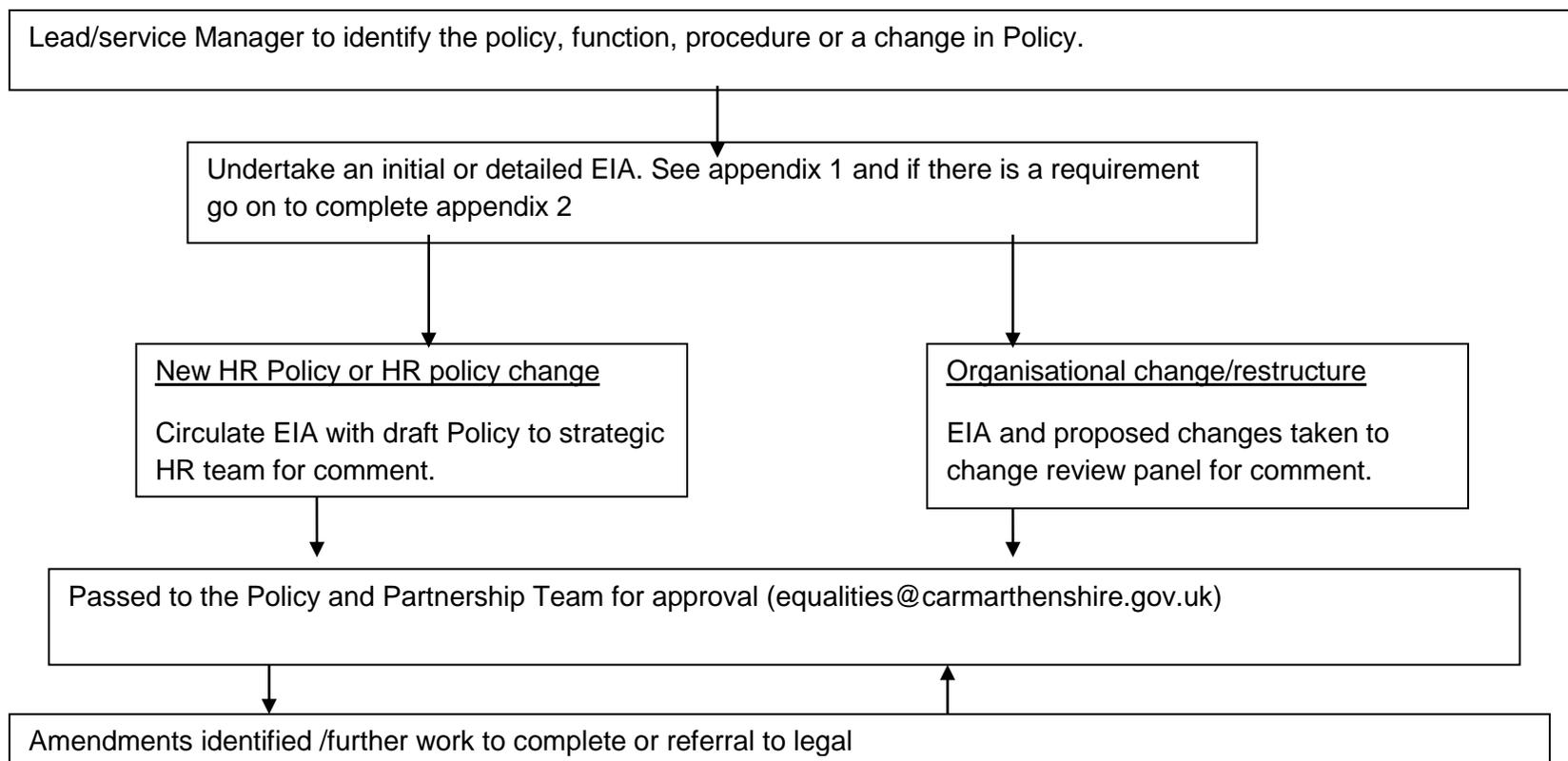
Where it is clear from the assessment that the likely impact on the authority's ability to meet the general duty is substantial, then it must publish a report.

Initial and Detailed Equality Impact Assessments

The initial EIA (appendix 1) is a simple and quick method of assessing the effect of a policy, function, procedure, decision including financial cuts on one or more of the protected characteristics.

The Service Manager responsible for the relevant new or revised policies, functions, procedures and financial decisions must undertake, at least, an initial EIA and where relevant a detailed Equality Impact Assessment (appendix 2); EIA must be attached as background paper with reports to Executive and Scrutiny.

Equality impact assessment – Process to follow where HR implications have been identified



Initial Equalities Impact Assessment Template Appendix 1

Department: Environment	Completed by (lead): Jackie Edwards	Date of initial assessment: 09.07.2020 Revision Dates: 24.07.2020, 24.08.2020, 05.03.2021
Area to be assessed: (i.e. name of policy, function, procedure, practice or a financial decision)	Public Realm – Covid 19 Recovery Plan	
Is this existing or new function/policy, procedure, practice or decision?	New due to Covid 19	
What evidence has been used to inform the assessment and policy? (please list only)		
<ul style="list-style-type: none"> • Ward Profiles provide us with information on age, disability, race and gender for our county and by ward • Interim Report on Public Realm details all changes required to support our town centres during the recovery stage • Government guidance on safer public places urban centres and green spaces • Street trading and Licencing position statement • Public Realm Survey - Impact of Covid-19 measures in town centres report <p>Maps have been produced to provide visuals on all the measures implemented in our towns to keep them safe:</p> <ul style="list-style-type: none"> • Ammanford 		

- [Carmarthen](#)
- [Llanelli](#)

1. Describe the aims, objectives or purpose of the proposed function/policy, practice, procedure or decision and who is intended to benefit.

During the pandemic we have temporarily changed town centre/public realm areas to support the further reopening of businesses in the town centre and the need to adhere to the Government guidance particularly with respect to social distancing.

The Council's aspiration is to support the return of town centre footfall to its pre-COVID-19 levels. Local Authorities are advised to consider measures that can influence the utilisation of pedestrian space, the movement of people, queuing requirements and traffic management and which give more space to cyclists and pedestrians as part of the return to a new and better 'normal'.

Following a period of implementation with our mixed method approach to our town centres, we have consulted with the public on the measures in place and also with businesses to measure any impact from these measures on their trade.

Our main aim is to create a safe space for all of the public, considering all of the challenges that Covid presents, whilst taking on board feedback received in the consultation. We will be looking at 3 proposals to support our town centre businesses and ensure a safe environment for them to trade in.

These are:

1. Continue with the 2020 method, 10-4pm daily.
2. Remove all measures
3. Continue with the measures but only between Tuesday and Saturday from 11-3pm.

The measures will continue to focus on Ammanford, Carmarthen and Llanelli Town Centre are our 3

	<p>largest towns in Carmarthenshire and are our priority. With more non-essential retail open and restrictions to the number of people allowed in a shop at any one time. The demand for space for customers to queue on pavements will increase and in time businesses, particularly the food service industry, may want more space to operate outside.</p> <p>By pedestrianizing streets in Carmarthen and Llanelli to vehicle traffic between proposed time frames, the road space previously dominated by parked or idling cars and slow-moving traffic, resulting in air pollution and limiting pedestrian movement, has been re-designated to support the required social distancing measures using temporary barriers, coning or lining.</p> <p>The primary focus to continue with these measures under the new proposals is to ensure that everyone who uses our town centres has safe space to access the high street, can socially distance and to provide an inviting shopping experience. Doing so will encourage people of all abilities to return, which will provide on-going support and continued custom to local businesses in this most challenging of times.</p> <p>Also, 20mph speed limits, pedestrian directional management to decrease flow conflict, reallocating parking areas are included as measures within these proposals.</p>		
<p>The Public Sector Equality Duty requires the Council to have “due regard” to the need to:-</p> <p>(1) eliminate unlawful discrimination,</p>	<p>2. What is the level of impact on each group/protected characteristics in terms</p>	<p>3. Identify the risk or positive effect that could result for each of the group/protected characteristics?</p>	<p>4. If there is a disproportionately negative impact what mitigating factors have you</p>

harassment and victimisation; (2) advance equality of opportunity between different groups; and (3) foster good relations between different groups (see guidance notes)		of the three aims of the duty? Please indicate high (H) medium (M), low (L), no effect (N) for each.	Risks	Positive effects	considered?
Protected characteristics	Age	Low	<p>Everyone is at risk of infection from COVID19, however older people in Carmarthenshire are more likely to develop serious ill health and are more likely to have complex co-morbidities which place them at greater risk of complications if they contract COVID-19.</p> <p>23% of the total population in Carmarthenshire are aged over 65.</p> <p>People over 70 may be concerned about increased risks to them from a greater</p>	<p>The strategy aims to benefit everyone by making it easier, safer, more secure and more welcoming to walk and cycle in our streets and spaces.</p> <p>There are also clear one- way signs and reminders to social distance.</p> <p>Reopening the town centres will have a positive impact generally.</p>	<p>Adaptations to public spaces and efforts to manage numbers could offer reassurance to those concerned about increased risks of more people travelling.</p> <p>Where possible benches to remain in place to allow persons to rest.</p> <p>Temporary use of carriageway as footway at pinch point and the widening of footways to enable social distancing for all footway users.</p> <p>Public conveniences are open to assist visitors who rely on these facilities and will allow them to visit the town centres.</p>

			<p>movement of people.</p> <p>Older people may find it difficult to remain standing within queues.</p> <p>Social distancing may lead to an increase in mental health issues and, for example, an increase in young people going to A&E with mental health concerns and an increase in suicides.</p>		
	Disability	High	<p>It may be more challenging for visually impaired customers to navigate around the town centres, particularly the one-way system. This also applies for individuals who have mobility issues and are unable to walk long distances.</p> <p>Potential negative impacts on disabled people were identified</p>	<p>The positives stated above for Age would also be likely to benefit people with disabilities.</p> <p>We aim to make it easier for people to find their way around, including making signage clear such as one-way signs and reminders to social distance and making them easy to read,</p>	<p>Risk assessments and plans for adapting public spaces will take into account the different needs of different groups to ensure they are accessible to all and do not cause unintentional discrimination.</p> <p>Working alongside the RNIB Cymru & guide dogs guidance ensures that the street is as accessible as possible for all users.</p>

			<p>as being cluttered pavements with additional street furniture and display boards to promote businesses can cause difficulties for visually impaired people and wheelchair users.</p> <p>Disabled people with mobility issues may face inequality of access if public spaces not adapted accordingly.</p> <p>Guide dogs are also not trained to maintain social distance.</p> <p>People with sight loss are more likely to use touch to navigate – this means they are more at risk from contracting the virus from surfaces.</p> <p>Disabled people are becoming more</p>	<p>which could help people with learning disabilities.</p> <p>Reopening the town centres will have a positive impact generally.</p> <p>Many blind and partially sighted people enjoy walking and tandem cycling and a reduction in air pollution is a positive development for the whole community.</p> <p>We aim to create a safer space by pedestrianizing between specific times of the day. environment.</p> <p>Lower town centre speed limit will also create safer environments.</p>	<p>Liaison will take place with the disability coalition group and designs will incorporate the principles of Inclusive mobility.</p> <p>Ensure that safe outdoor stalls and outdoor seating will not restrict movement for pedestrians, particularly people with disabilities, for example, where adjacent footways are already narrow.</p> <p>Temporary use of carriageway as footway at pinch point to enable social distancing for all footway users.</p> <p>Consider the impact of any plans on visually and mobility impaired people and encourage space to be taken from roads, maintaining a detectable kerb between pedestrians and additional obstructions.</p> <p>If traders wear voluntary masks then we will make them aware that deaf</p>
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			<p>concerned about their mental health and experiencing feelings of loneliness.</p> <p>Disabled people are more reluctant than non-disabled people to leave their homes and were significantly more likely to report feeling unsafe when doing so.</p> <p>It is also important to note that the ability to maintain social distancing can be more challenging for those with certain disabilities, including but not limited to: mobility issues, sight impairments and neuro-disabilities.</p> <p>15.2% of the population in Carmarthenshire receive Incapacity/Disability benefits.</p>		<p>customers will request the removal of the mask to communicate.</p> <p>Inspectors will keep a look out for businesses breaching the A Board Policy.</p> <p>Floor Signs are in bright yellow contrasting with the pavement with red arrows, soon to be replaced with black arrows.</p> <p>Pedestrianisation will reduce the risk of road traffic accidents for people who are registered blind or visually impaired.</p> <p>Improved Air Quality will assist those with respiratory illnesses to use the facilities, particularly pertinent as COPD are known to exacerbate COVID-19 complications.</p> <p>Increased number of disabled parking bays will be available in close proximity to town centres.</p>
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					<p>Street café furniture will be segregated by barriers to assist further with social distancing and also the visually impaired. This is a requirement within our pavement café licencing.</p> <p>Public conveniences are open to assist visitors who rely on these facilities and will allow them to visit the town centres.</p>
	Gender reassignment	Low	No risks identified at this point – continue to monitor	<p>Reopening the town centres will have a positive impact generally.</p> <p>There are also clear one- way signs and reminders to social distance.</p>	
	Race	Medium	BME people may be more likely to have health conditions associated with a worse outcome from COVID19.	<p>From the Census data we are aware that 1.9% of our population are non-white ethnic.</p> <p>The strategy aims to</p>	<p>General communication activity on the need for everyone to continue to follow guidance such as social distancing and good hygiene.</p> <p>Social distancing will be</p>

			<p>BAME individuals are known to be at higher risk from the effects of coronavirus and may have heightened concerns about easing restrictions.</p> <p>People who speak English as a second language may have less access to information about COVID-19 and therefore may be at a higher risk.</p> <p>‘Social distancing’ policies might have a greater impact for BME older or disabled people who rely on family for advocacy/ social contact.</p> <p>Social distancing policies might have a higher impact for BME older or disabled people who have experienced</p>	<p>make our streets and spaces safer, more secure and more welcoming, which would be likely to benefit groups who may feel more vulnerable in public space, including people from minority groups.</p> <p>There are also clear one- way signs and reminders to social distance.</p> <p>We know that our BAME communities are vulnerable to COVID 19 and so we want to make our towns as safe as we can, with enhanced cleaning regimes and hand sanitiser stations as well as hand-washing facilities being encouraged within retail units and our public conveniences</p>	<p>managed whilst queuing. Communications in advance that queuing is likely may provide opportunity for those at greater risk to wear face coverings if they would prefer to do so.</p> <p>Temporary use of carriageway as footway at pinch point to enable social distancing for all footway users</p> <p>Safer Social Distancing will support people with protected characteristics such as BAME who have been identified as at higher risk of COVID-19.</p>
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			discrimination and this may reinforce a sense of stigma.	will be open.	
	Religion/Belief	Low	No risks identified at this point – continue to monitor	Reopening the town centres will have a positive impact generally.	
	Pregnancy and maternity	Low	<p>Pregnant women are included in the list of 'high risk' groups.</p> <p>Social distancing for pregnant women might have an impact on their ability to manage their own healthcare, including mental health.</p> <p>The requirement to control entry by limiting numbers has necessitated a queuing system. Having to stand for a significant period may impact on a pregnant or new mother.</p>	<p>The strategy's aims to make it easier to get around on foot are likely to help pregnant women and women with small children.</p> <p>There are also clear one- way signs and reminders to social distance.</p> <p>Baby changing facilities are available in the disabled people's toilets and will be subject to enhanced cleaning regimes.</p> <p>Reopening the town centres will have a positive impact</p>	Where possible benches to remain in place to allow persons to rest.

				generally	
Sexual Orientation	Low	No risks identified at this point – continue to monitor		Reopening the town centres will have a positive impact generally.	
Sex	Low	No risks identified at this point – continue to monitor		Reopening the town centres will have a positive impact generally.	
Welsh language	Low	44% of the population in Carmarthenshire can speak the Welsh Language.		Welsh language will be prominent in all signage and marketing material including one- way signs and on the reminders to social distance. Reopening the town centres will have a positive impact generally.	
Any other area – Socio Economic	Low			The document seeks to encourage walking and cycling by making it easier, safer, more secure	Street café furniture will be segregated by barriers to assist further with social distancing.

				<p>and more pleasant. This is likely to benefit people of lower socio-economic status who are less able to afford a car. The document also seeks to make it easier for people to find their way around, including making signage clear and easy to read and having an awareness of the diversity of language, which could help people who do not speak/read English as their first language.</p>	
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<p>5. Has there been any consultation/engagement with the appropriate protected characteristics?</p>	<p>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>A meeting was held with the Carmarthenshire Disability Coalition for Action on 16 July 2020. Comments via e-mail have also been received noting concern re: use of face masks and the effect on individuals who lip-read.</p> <p>During the meeting, the Head of Transportation & Highways explained the outline</p>
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plans for the three main towns. Specific comments were noted for Carmarthen, with a request for increased disabled parking bays in St Peters car park.

Members of the Coalition queries the link between the use of external tables / seating areas on Cowell Street in Llanelli and the link to Licensing was explained.

Concern was noted re: availability of public toilets in areas where businesses are being reopened.

Members of the Coalition discussed the reopening of smaller towns (e.g. Burry Port) and the Head of Service explained that the three main towns were the first step with smaller towns being supported at a later date.

Members of the Coalition received copies of the detailed maps and the Head of Service / Executive Board Member for Disability encouraged ongoing dialogue re: public realm and pedestrianisation.

Public Realm - Impact of Covid-19 measures in town centres report (January 2021)

A mixed-methods approach was utilised to uncover business and citizens views of the current measures placed in Llanelli, Carmarthen and Ammanford town centres due to Covid-19. Citizens were asked to comment on the impact that these measures have had on public safety, traffic, and the feel and look of towns whilst businesses were also asked to comment on the impact of these measures on their trade. The survey took place during the period from 16th November 2020 to 4th January 2021.

In feedback specific to Carmarthen, comments were received relating to the difficulty of some customers accessing services. Due to the road closures, elderly clients and individuals with disabilities are unable to get dropped off which has been

problematic.

- *Access is needed for elderly people very discriminative. Delivery needs to be more flexible*
- *Restricting access to King Street and Notts Square to disabled and older, less mobile visitors who are regularly dropped off and picked up in the street*
- *I have repeatedly raised my concerns about the pedestrianisation of King Street. I believe that it has had a very negative impact on older people and those unable to walk the length of the street. This is not really about my business; this isn't our main customer base however from personal experience of living with someone with a disability it is something I feel very strongly about. Limiting people with mobility concerns to accessing banking, attending the hairdresser, going to the foot health clinic, the coop, the sports injury service, etc. Is tantamount to discrimination.*

In feedback specific to Llanelli, we have received comments in terms of disabled parking bays:

- *Because the disabled parking has been taken away in Cowell Street I have only been to Llanelli twice once could not park so drove home and the other time had to wait until after 4pm.*

However, we have also received comments in support of the road closures and suggesting an increase in disabled parking bays. This is identified as a potential mitigation action.

6. What action(s) will you take to reduce any disproportionately negative impact, if any?

Possible mitigation steps are noted in column 4 above.

Further consideration to be given to suggested mitigation steps following the Public Realm Impact of Covid-19 measures in town centres report

(January 2021) e.g., closure hours, provision of disabled parking bays, supporting Blue Badge holders.

7. Procurement

Following collation of evidence for this assessment, are there any procurement implications to the activity, proposal, service.

Please take the findings of this assessment into your procurement plan. Contact the corporate procurement unit for further advice.

No procurement implications identified

8. Human resources

Following collation of evidence for this assessment, are there any Human resource implications to the activity, proposal or service?

No

9. Based on the information in sections 2 and 6, should this function/policy/procedure/practice or a decision proceed to Detailed Impact Assessment? (recommended if one or more H under section 2)

YES

NO

Approved by:

Head of Service

Stephen Pilliner, Head of Transportation & Highways

Date: 24 August 2020

Updated: 08.03.2021

Detailed Equalities Impact Assessment Template Appendix 2

Department:	Environment
Completed by (lead):	Jackie Edwards
Date of Detailed assessment:	24.07.2020
Area to be assessed: (<i>Policy, function, procedure, practice or a financial decision</i>)	Public Realm – Covid 19 Recovery Plan
Is this existing or new function/policy/Procedure/practice	New due to Covid 19

1. Describe the aims, objectives or purpose of the function/policy, practice or procedure and who is intended to benefit.	<p>To temporarily change town centre/public realm areas to support the further reopening of businesses in the town centre and the need to adhere to the Government guidance particularly with respect to social distancing.</p> <p>To create a safe space for all the public, considering all of the new challenges.</p> <p>Coronavirus (COVID-19) has had a severe impact on people’s lives and health, and the economic impact of COVID-19 on our towns and local centres is severe. As restrictions are lifted, we will be looking to support our town centre businesses and ensure a safe environment for them to begin trading.</p> <p>The Council’s aspiration is to support the return of town centre footfall to its pre-COVID-19 levels.</p>
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The government is urging Local Authorities to make significant changes to their road layouts to ensure social distancing can be achieved and to establish a safe trading environment for businesses and customers. Local Authorities are advised to consider measures that can influence the utilisation of pedestrian space, the movement of people, queuing requirements and traffic management and which give more space to cyclists and pedestrians as part of the return to a new and better 'normal'.

Ammanford, Carmarthen and Llanelli Town Centre are our 3 largest towns in Carmarthenshire and have therefore been selected as a priority. With more non-essential retail open and restrictions to the number of people allowed in a shop at any one time. The demand for space for customers to queue on pavements will increase and in time businesses, particularly the food service industry, may want more space to operate outside.

By pedestrianizing streets Carmarthen and Llanelli to vehicle traffic between 10:00am and 4:00pm, the road space currently dominated by parked or idling cars and slow-moving traffic, resulting in air pollution and limiting pedestrian movement, can be re-designated to support the required social distancing measures using temporary barriers, coning or lining.

The primary focus of these proposals is to ensure that everyone who uses our town centres has safe space to access the high street, can socially distance and to provide an inviting shopping experience. Doing so will encourage people to return, which will provide on-going support and continued custom to local businesses in this most challenging of times.

Also, 20mph speed limits, pedestrian directional management to decrease flow conflict, reallocating parking areas are included within the proposals.

2. Please list any existing documents, evidence, research which have been used to inform the Detailed equality impact assessment.
(This must include relevant data used in this assessment)

- [Ward Profiles](#) provide us with information on age, disability, race and gender for our county and by ward
- [Interim Report on Public Realm](#) details all changes required to support our town centres during the recovery stage
- [Government guidance on safer public places urban centres and green spaces](#)
- [Street trading and Licencing position statement](#)

3. Has any consultation, involvement been undertaken with the protected characteristics to inform this assessment? (please provide details, who and how consulted)

A meeting was held with the Carmarthenshire Disability Coalition for Action on 16 July 2020. Comments via e-mail have also been received noting concern re: use of face masks and the effect on individuals who lip-read.

During the meeting, the Head of Transportation & Highways explained the outline plans for the three main towns. Specific comments were noted for Carmarthen, with a request for increased disabled parking bays in St Peters car park.

Members of the Coalition queries the link between the use of external tables / seating areas on Cowell Street in Llanelli and the link to Licensing was explained.

Concern was noted re: availability of public toilets in areas where businesses are being reopened.

Members of the Coalition discussed the reopening of smaller towns (e.g. Burry Port) and the Head of Service explained that the three main towns were the first step with smaller towns being supported at a later date in necessary

Additional parking spaces for the disabled would be provided where some were displaced as a result any pedestrianisation.

Members of the Coalition received copies of the detailed maps and the Head of Service / Executive Board Member for Disability encouraged ongoing dialogue re: public realm and pedestrianisation.

4. What is the actual/likely impact?

The assessment foresees a high impact on disabled people / the disabled community. The likely impact is dependent on the nature of the disability.

The main likely impacts are noted below -

- Impact on visually impaired customers to navigate around the town centres, particularly the one-way system. This also applies for individuals who have mobility issues and are unable to walk long distances.
- Potential negative impacts on disabled people were identified as being cluttered pavements with additional street furniture and display boards to promote businesses can cause difficulties for visually impaired people and wheelchair users.
- Disabled people with mobility issues may face inequality of access if public spaces not adapted accordingly.
- People with sight loss are more likely to use touch to navigate – this means they are more at risk from contracting the virus from surfaces. Guide dogs are also not trained to maintain social distance, therefore public awareness re: this is key.
- Disabled people are becoming more concerned about their mental health and experiencing feelings of loneliness.
- Disabled people are more reluctant than non-disabled people to leave their homes and were significantly more likely to report feeling unsafe when doing so.
- It is also important to note that the ability to maintain social distancing can be more challenging for those with certain disabilities, including but not limited to mobility issues, sight impairments and neuro-disabilities.

	We will continue to monitor any other issues that arise in our discussion with local businesses, enforcement officers and from feedback through members of the public.			
5. What actions are proposed to address the impact? (<i>The actions needs to be specific, measurable and outcome based</i>)	What are we going to do?	Who will be responsible?	When will it be completed?	How will we know we have achieved our objective?
	Inspectors will keep a look out for businesses breaching the A Board / Frames Policy.	Street Works	Ongoing inspections	Inspection Reports
	Floor Signs are in bright yellow contrasting with the pavement with red arrows, soon to be replaced with black arrows.		Completed	Improved visibility of signage Improved awareness of arrangements
	Pedestrianisation will reduce the risk of road traffic accidents for people who are registered blind or visually impaired.	Richard Waters	Completed	A decrease in incidents

	Risk assessments and plans for adapting public spaces will take into account the different needs of different groups to ensure they are accessible to all and do not cause unintentional discrimination.	Richard Waters	Completed	Monitored through feedback from members of the public Number of complaints, compliments and comments
	Working alongside the RNIB Cymru & guide dogs guidance ensures that the street is as accessible as possible for all users	Public Realm Group	Consideration alongside any further work and communications	Improved awareness of accessibility
	Liaison will take place with the disability coalition group and designs will incorporate the principles of Inclusive mobility	Stephen Pilliner	Carmarthenshire Disability Coalition for Action on 16 July 2020.	Dialogue to be continued with the Carmarthenshire Disability Coalition
	Ensure that safe outdoor stalls and outdoor seating will not restrict movement for pedestrians, particularly people with disabilities, for example, where	Street works	Ongoing Inspections	Inspection Reports

	adjacent footways are already narrow.			
	Temporary use of carriageway as footway at pinch point to enable social distancing for all footway users.	Richard Waters	Completed	Improved awareness of arrangements
	Consider the impact of any plans on visually and mobility impaired people and encourage space to be taken from roads, maintaining a detectable kerb between pedestrians and additional obstructions.	Stephen Pilliner	Discussion at the meeting with Carmarthenshire Disability Coalition for Action on 16 July 2020 To be monitored	Dialogue to be continued with the Carmarthenshire Disability Coalition
	Increased number of disabled parking bays will be available in close proximity to town centres.	Richard Waters	Completed – Additional bays have been implemented.	Completed
	Street café furniture will be segregated by barriers to assist further with social distancing and also the visually impaired. This is a requirement within	Street works	Licence application and ongoing inspections	Applications and inspections

	our pavement café licencing.			
	Public conveniences are open to assist visitors who rely on these facilities and will allow them to visit the town centres.	Rhys Davies	Completed – They are open for use	
6. How will actions be monitored?	<ul style="list-style-type: none"> • Through regular feedback to the Head of Service for Transportation and Highways • Through regular feedback to the Public Realm Group • Through feedback to the Carmarthenshire Disability Coalition 			
Approved by: Head of Service	Stephen Pilliner Head of Service, Transportation and Highways	Date: 24.08.2020		

Thank you for completing this assessment.

For further information regarding Assessing Impact, please contact the -

Policy & Partnership Team

Chief Executive's Department

01267 22(4914) / (4676)

equalities@carmarthenshire.gov.uk

Please send a copy of the assessment to the above e-mail address upon completion.