

# North Tyneside Council Report to Cabinet Member for Environment Date: 15 May 2023

## Title: Pedestrian Crossing – Albion Road, North Shields

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<b>Portfolio(s):</b> Environment	<b>Cabinet Member(s):</b> Councillor S Graham
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**Report from Service Area:** Regeneration and Economic Development

**Responsible Officer:** John Sparkes, Director of Regeneration and Economic Development (Tel: 0191 643 7295)

**Wards affected:** Chirton, Preston and Riverside

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### **PART 1**

#### **1.1 Executive Summary:**

This report seeks the approval of the Cabinet Member for Environment to introduce a pedestrian crossing on Albion Road, North Shields and to set aside one objection received to the proposal.

#### **1.2 Recommendation(s):**

It is recommended that the Cabinet Member for Environment:

- (1) considers the objection
- (2) sets aside the objection in the interests of improving road safety for pedestrians and promoting active and sustainable travel; and
- (3) determines that a pedestrian crossing should be established in accordance with the proposal.

#### **1.3 Forward Plan:**

Considering any representations received in relation to proposals to establish a pedestrian crossing and thereafter determining if pedestrian crossing should be established, is a standing item on the Forward Plan.

## 1.4 Council Plan and Policy Framework

The proposals in this report relate to the following priority in Our North Tyneside, the Council Plan 2021 to 2025:

- A green North Tyneside
  - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030
- A secure North Tyneside
  - We will continue to invest £2m per year in fixing our roads and pavements.

The proposal also supports the following priority in the Carbon Net Zero 2030 Action Plan:

- Travel
  - Reduce car-based school trips by 5% annually

## 1.5 Information:

### 1.5.1 Background

As part of North Tyneside Council's efforts to improve road safety, Local Transport Plan capital funding has been allocated to install a zebra crossing on Albion Road, North Shields adjacent to its junction with Cecil Street.

The proposal originated following requests from members of the public and has been designed to ensure that highway conditions are conducive to support greater usage of cycling, walking and wheeling. A survey to establish traffic volumes and pedestrian crossing movements was carried out to determine the degree of conflict and level of difficulty for pedestrians crossing at this location. The results suggested that whilst the introduction of a signal-controlled crossing could not be justified, a zebra crossing would be a suitable and cost-effective option.

The proposed introduction of the zebra crossing will provide a link to North Shields town centre and Spring Gardens Primary School as well as improving pedestrian safety and encouraging active travel.

Letters were sent to those properties in the immediate vicinity which would be directly affected by the implementation of the zebra crossing, informing them of the proposal and notifying them that it would be formally advertised in the near future.

Ward members were informed of the proposal by email.

The statutory consultation was carried out in October 2022 and representations were received from 16 members of the public, with nine in support and seven raising concerns regarding the proposals. An officer contacted the seven respondents who raised concerns about the proposals and following further discussions, six of the respondents indicated that they no longer wished to proceed with their objection. The remaining objection is summarised in section 1.5.3 and the full text of the objection is provided in Appendix 1.

### 1.5.2 Statutory Consultation

Proposals to establish pedestrian crossings are subject to statutory legal process as described in section 2.2: this includes the Authority giving public notice of the proposals and taking such other steps as it may consider appropriate for ensuring adequate publicity. In North Tyneside, this includes notices advertising proposals being displayed on affected streets and on the Authority's website. This enables members of the public or businesses to object to the proposal. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation.

### 1.5.3 Summary of Objections

A local resident **Mrs H** submitted an objection to the scheme based on their view that the existing pedestrian crossing provision in the area was adequate and that, if the Authority deemed it necessary to install a new crossing, this should be a traffic signal-controlled crossing rather than a zebra crossing. Mrs H was of the opinion that a zebra crossing would not be safe as vehicle approach speeds would be too high and buses waiting at the nearby bus stops would restrict visibility between pedestrians waiting at the crossing and passing vehicles.

An officer wrote to the objector to outline the reasoning behind the scheme and its potential benefits as well providing some requested information regarding vehicle speeds and the budget for the project. It was confirmed that a traffic speed survey had been conducted which demonstrated that vehicle approach speeds would be appropriate for a zebra crossing. It was also confirmed that location of the existing bus stops and their impact on the operation of the proposed crossing had been taken into consideration as part of the design process.

The objector was invited to reconsider their objection and was advised if not withdrawn, it would be referred to the Cabinet Member for Environment for consideration. Mrs H responded to reiterate their concerns around road safety and to confirm that consequently they did not wish to withdraw their objection to the proposed crossing.

## 1.6 **Decision options:**

The following decision options are available for consideration by the Cabinet Member for Environment:

#### Option 1

Approve the recommendations set out in section 1.2

#### Option 2

Not approve the recommendations set out in section 1.2

Option 1 is the recommended option.

## 1.7 **Reasons for recommended option:**

Option 1 is recommended in the interests of improving road safety for pedestrians and promoting active and sustainable travel.

## 1.8 **Appendices:**

- Appendix 1 Details of objection and associated correspondence
- Appendix 2 Notice advertised on site
- Appendix 3 Plan of proposed scheme
- Appendix 4 Equality Impact Assessment

## **1.9 Contact officers:**

Andrew Flynn, Integrated Transport Manager, 0191 643 6083  
Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598  
Amar Hassan, Principal Accountant, Investment (Capital) and Revenue, 0191 643 5747

## **1.10 Background information:**

- (1) [North Tyneside Transport Strategy](#)
- (2) [Road Traffic Regulation Act 1984](#)
- (3) [The Traffic Signs Regulations and General Directions 2016](#)

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

Funding is available from the 2023/24 (Road Safety Initiatives) Local Transport Plan capital budget.

### **2.2 Legal**

Proposals that involve revocations or amendments to the provision of pedestrian crossings and the installation of any new pedestrian crossings are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, The Traffic Signs Regulations and General Directions 2016. The Authority is required to consult the chief officer of police about its proposal and give public notice of the proposal.

In North Tyneside, in addition to being advertised in a local newspaper, notices advertising the proposal are displayed on the Authority's website and on roads affected by the order. Documents relating to the proposal are also available for public inspection at the Authority's offices at Quadrant. Objections to the proposal may be made within a period of 21 days starting from the date the notice was published.

In accordance with the Mayor's Scheme of Delegation, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider those representations made and not withdrawn and to determine if a pedestrian crossing should be established.

### **2.3 Consultation/community engagement**

#### **2.3.1 Internal consultation**

Internal consultation has involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.1.

### 2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described in section 1.5.2.

### 2.4 Human rights

Any human rights implications must be balanced against the duty that the Authority has to provide a safe highway for people to use. It is not considered that the proposed restrictions will have a negative impact on individuals' human rights.

### 2.5 Equalities and diversity

An Equality Impact Assessment for the proposed zebra crossing has been undertaken and is attached as Appendix 4 to this report. This notes that several identified potential impacts are positive, e.g. for people who currently experience difficulty crossing the road.

### 2.6 Risk management

There are no risk management implications directly arising from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

### 2.7 Crime and disorder

There are no crime and disorder implications directly arising from this report.

### 2.8 Environment and sustainability

There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use.

## PART 3 - SIGN OFF

- Chief Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

**Details of Objection – Mrs H (January 2023)**

Proposed Zebra Crossing Albion Road North Shields

**I strongly object to a zebra crossing near the junction of Brightman Road for the following safety reasons:**

There is a pedestrian crossing already on Albion Road (A193) at the junction of Sidney Street, approximately 100 meters from the proposed Zebra crossing.

In addition there is the crossing at Spring Gardens Pub 176 meters from the proposed Zebra crossing.

There are several FREE parking bays prior to the build out which are in constant use throughout the day. If traffic is to stop at a zebra crossing it will cause further congestion making parking dangerous and difficult, and hazardous to pedestrians. In addition to this there is a bus stop, if a bus is at the stop it may be difficult to see a child waiting at the zebra crossing. The bus stop runs on into the parking bays, then into the build out of the proposed zebra crossing. **Can you confirm that there is a clear view of the crossing if a bus is at the bus stop? This is NOT a suitable place for the zebra crossing. There is already far too much activity and adding a zebra crossing here is madness.....Surely it is better to keep the The Lollipop Person employe and the crossing only in use during school times.**

A zebra crossing is not a red light nor is it a Pedestrian crossing cars may not stop, they drive **too** fast from the traffic light to traffic light. I know this as I live on Albion Road and the speed of the traffic is ridiculous.

Adults and Children should be encouraged use the existing pedestrian crossing or cross at the traffic lights at the Spring Garden Pub. Or if at school times the Lollipop person.

**I think this proposed zebra crossing is an unnecessary expense to the tax payer when there are already 2/3 crossing points within reasonable walking distance of the schools.**

**Additional comments – Mrs H (March 2023)**

I would like to add further to my objection:

After speaking to a local councillor earlier today he said that it would be more convenient for the residents and parents taking their young children to school to use the proposed zebra crossing. Some children attend before and after school clubs and the lollipop is not on duty at these times. And in using the pelican crossing on Albion Road this would mean parents and children would have to cross over other roads to get to and from school. I personally don't think this is a good enough reason to change the current crossing provision as surely everyone walking to school has a number of roads to cross to get there.

I recognise safety has to be paramount over convenience and in this case surely the two Pelican crossings already on Albion Road are the safest options for the young children 5 - 11 years and their parents to cross.

**I have google the current Zebra Crossing rules and this is the information: Wait until traffic has stopped from both directions or the road is clear before crossing.** Remember that traffic does not have to stop until someone has moved onto the crossing. Drivers and riders should give way to pedestrians waiting to cross and MUST give way to pedestrians on a zebra crossing (see Rule H2).27 Jul 2022

My concern with the above is that children may not wait for a driver to stop and in thinking they will stop because they have stepped on to the crossing could be fatal. A Lollipop person or a red light is far more likely to be adhered to.

Also reading a article from The Scotsman 80% of driver are confused by zebra crossing (Dec 2020). The same cannot be said for a red light.

If possible I would also like to know the cost of installing the proposed zebra crossing and where the allocation of funds will be from?

Please be mindful that the zebra crossing on Saville Street outside ASDA and Home Bargains was replaced with a Pelican crossing. I may be wrong, but I believe this was due to a number of accidents. Can you please supply me with the accident data for the zebra crossing?

### **Response to Mrs H (March 2023)**

Thank you for your recent correspondence in which you made a formal objection to the proposed zebra crossing on Albion Road, North Shields.

The proposals have originated following requests from members of the public and will provide a link to North Shields town centre and also Spring Gardens Primary School and will improve pedestrian safety and encourage sustainable transport and active travel.

Although there are a number of crossings in place on Albion Road, a pedestrian desire line has been identified at this position and it is envisaged these measures will ultimately reduce the number of parent drivers travelling to the school and also the town centre which will improve congestion levels in the area.

With regards to your query relating to vehicle speeds in the area, our data shows the 85<sup>th</sup> percentile speed on the approach to the proposed crossing's location is approximately 26mph. Department for Transport guidance on this subject states that a stand alone zebra crossing can be installed where approach speeds of 30mph or below exist.

The 85<sup>th</sup> percentile speed means 85% of traffic is travelling at this figure or less.

In response to your concerns relating to visibility when approaching the crossing, if a vehicle is behind a bus which is stationary at the bus stop it is unlikely the crossing would be visible to the driver, however we do not envisage this will be a major road safety concerns as the proposed crossings position is approximately 63m away.

In relation to your query regarding the estimated cost of the scheme, the final bill of quantities has not yet been produced however the budget for the project is £18,000 and the scheme is being funded from the Local Transport Plans road safety budget which is received on an annual basis from the Department of Transport.

I do hope this response outlines the reasoning behind the proposals and addresses any concerns you may have, and we request that you withdraw your objection in light of this information.

However, if you would still like to proceed with the objection, please notify us in writing by 31 March at which time the matter will be referred to the Cabinet Member for consideration. You will of course be informed of the decision in due course

### **Further reply from Mrs H (March 2023)**

Thank you for your reply. I will consider the information and be in touch in due course.

Can I ask for the information in the type of illumination/flashing beacons that will be used? This is a residential area will any illuminate cause internal light into nearby dwellings?

### **Further response to Mrs H (March 2023)**

The illuminated equipment will be the flashing beacons however following discussions with a local resident we will be arranging for the shields to be erected which allows them to be visible for approaching motorists however prevents light pollution for properties behind the crossing.

A picture of this equipment is shown below.

I hope this helps however let me know if you need any further information.



### **Further reply from Mrs H (March 2023)**

Thank you for your recent reply to our objection.

I can confirm that we still **OBJECT** to the proposal for the following replies in bold.

**The proposal should be extended to a Pelican Crossing like the other crossings on Albion Road. The crossing outside Priory Medical Group on Albion road was changed from a zebra to a pelican.**

**What were the reasons/costs behind the change?**

Although there are a number of crossings in place on Albion Road, a pedestrian desire line has been identified at this position and it is envisaged these measures will ultimately reduce the



number of parent drivers travelling to the school and also the town centre which will improve congestion levels in the area.

**I disagree with this, and continue to believe that the reason for the request is to save parents/children the walk to either of the other 2 crossing that already exist. And that by installing another crossing younger children will be sent to school alone and not with a parent. The Children that attend the Primary School are 4 - 11 years. Therefor to ensure child safety if a crossing is to be installed a pelican crossing would be safer and more suitable.**

With regards to your query relating to vehicle speeds in the area, our data shows the 85<sup>th</sup> percentile speed on the approach to the proposed crossing's location is approximately 26mph. Department for Transport guidance on this subject states that a stand alone zebra crossing can be installed where approach speeds of 30mph or below exist.

**How current is the survey information, can you advise me the date, times, and location when the survey was carried out? I have lived here since November and I can assure you that the only thing that slows the traffic between the existing 2 crossing points is congestion or a red light at either crossing. Please note that if this proposed crossing was at a junction where traffic was already slowing down then it would be appropriate, however the stretch of road is a straight road where the cars gain speed to get to the next set of lights. Dept Transport give guidance but individual circumstance must be considered for the safety of the children who will no doubt be using this crossing.**

The 85<sup>th</sup> percentile speed means 85% of traffic is travelling at this figure or less. **It only takes 1 speeding driver to kill a child. Looking at this data it would suggest that the 15% that are speeding is acceptable. I cannot agree with this Guidance.**

In response to your concerns relating to visibility when approaching the crossing, if a vehicle is behind a bus which is stationary at the bus stop it is unlikely the crossing would be visible to the driver, however we do not envisage this will be a major road safety concerns as the proposed crossings position is approximately 63m away. **I accept this information, and i am pleased there will be no loss of public parking.**

In relation to your query regarding the estimated cost of the scheme, the final bill of quantities has not yet been produced however the budget for the project is £18,000 and the scheme is being funded from the Local Transport Plans road safety budget which is received on an annual basis from the Department of Transport. **For safety concerns in the Zebra crossing would there be enough funds to extend to a pelican crossing?**

**Please confirm receipt of our correspondence prior to deadline of 31st March**

### **Further reply to Mrs H (March 2023)**

Thank you for your recent correspondence in which you confirmed you wished to proceed with your objection. In view of this a report will now be presented before the cabinet member and a decision will be made on whether to proceed with the scheme.

I will of course update you once more information becomes available.

**NORTH TYNESIDE COUNCIL**  
**Proposed Zebra Crossing – Albion Road, North Shields**

North Tyneside Council gives notice under Section 23(2) of the Road Traffic Regulation Act 1984, and after consultation with the Chief Officer of Police, that it proposes to establish a zebra crossing on Albion Road, North Shields at a point 5 metres east of its junction with Cecil Street.

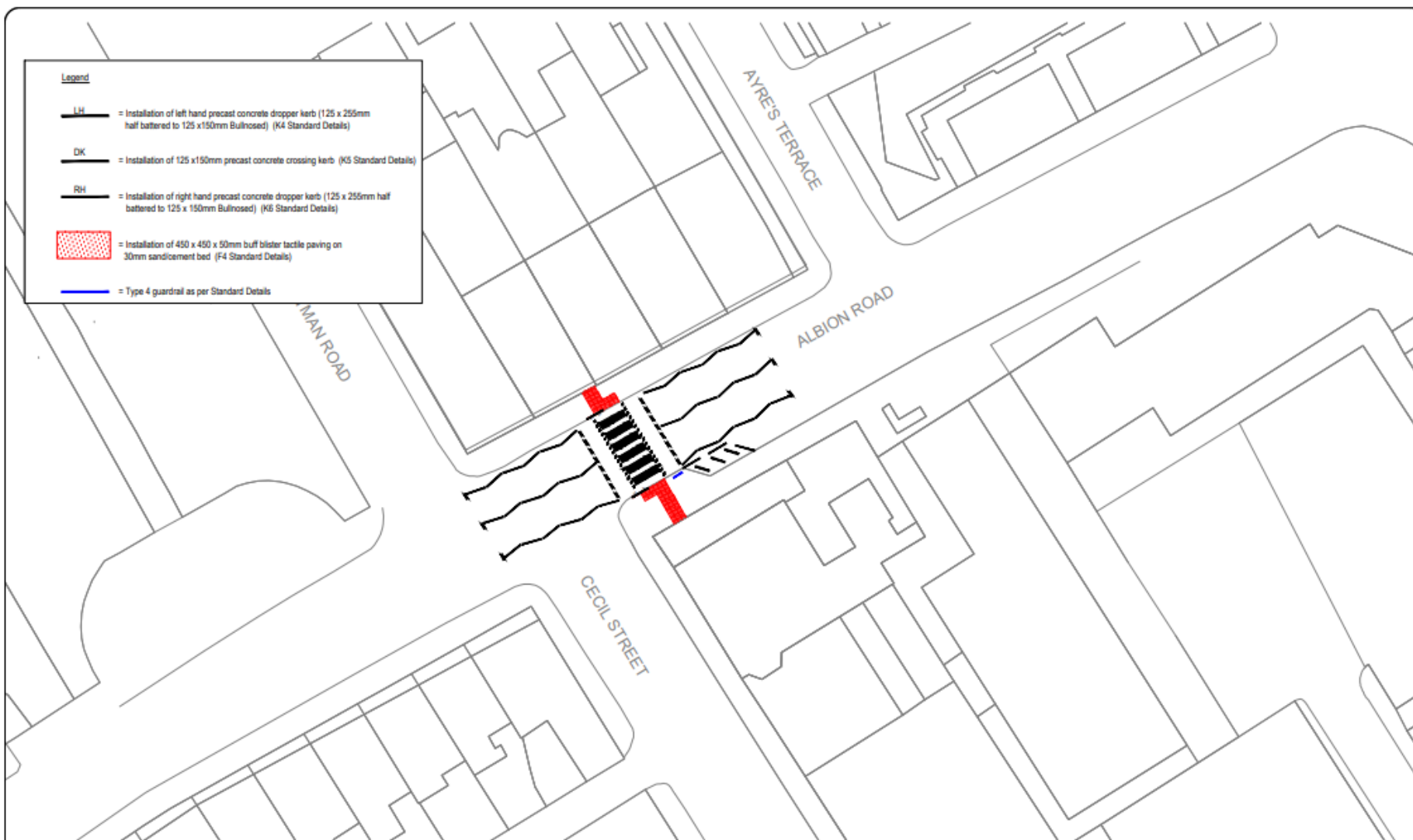
If you wish to object to the proposals, you should send the grounds for your objection in writing to the undersigned or via email to [democraticsupport@northtyneside.gov.uk](mailto:democraticsupport@northtyneside.gov.uk) by 25 January 2023. Any objections may be published as part of any reports to councillors on the matter.

If you need us to do anything differently (reasonable adjustments) to help you access our services, including providing this information in another language or format, please contact [sustainabletravel@northtyneside.gov.uk](mailto:sustainabletravel@northtyneside.gov.uk) or telephone 0191 643 6500.

4 January 2023

Law & Governance, Quadrant, Silverlink North, Cobalt Business Park, NE27 0BY

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- The Contractor is to take all reasonable precautions for the location and protection of any public or private apparatus in the vicinity of the works.

Client

Project Title  
**Albion Road,  
 North Shields**

Drawing Title  
**Proposed Zebra Crossing  
 General Arrangement**

Project No. <b>ALBIZEB</b>	Dwg. No. <b>001</b>	Drawn By <b>JK</b>	Checked <b>NS</b>
Date <b>Sept 2022</b>	Scale <b>1:500</b>	Revision	Sheet Size

**Engineering Services**  
 Regeneration, Development and  
 Regulatory Services  
 Cobalt 16 The Silverlink North  
 Quadrant, Cobalt Business Park  
 West Allotment  
 Newcastle Upon Tyne  
 NE27 0BY  
 E-mail: [traffic@northtyneside.gov.uk](mailto:traffic@northtyneside.gov.uk)  
 Web: [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk)



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## Equality Impact Assessment (EIA)

Before completing this form, please refer to the supporting guidance documents which can be found on the equality page of the intranet. The page also provides the name of your Corporate Equality Group member should you need any additional advice.

Equality Impact Assessments (EIAs) are a planning tool that enable us to build equality into mainstream processes by helping us to:

- consider the equality implications of our policies (this includes criteria, practices, functions or services - essentially everything we do) on different groups of employees, service users, residents, contractors and visitors
- identify the actions we need to take to improve outcomes for people who experience discrimination and disadvantage
- fulfil our commitment to public service.

The level of detail included in each EIA should be proportionate to the scale and significance of its potential impact on the people with protected characteristics.

**This assessment may be published on the Authority's website as part of a Council or Cabinet Report. It can also be requested under the Freedom of Information Act 2000 and can be used as evidence in complaint or legal proceedings.**

### Proposal details

<b>1. Name of the policy or process being assessed</b>	2022/23 Local Transport Plan Road Safety Scheme proposed pedestrian crossing – Albion Road, North Shields	
<b>2. Version of this EIA</b> (e.g. a new EIA = 1)	1	
<b>3. Date EIA created</b>	12 October 2022	
	Name	Service or organisation
<b>4. Principal author of this EIA</b>	John Kermode – Project Engineer	Capita North Tyneside
<b>5. Others involved in writing this EIA</b> <i>EIAs should not be completed by a sole author. Think about key stakeholders and others who can support the process and bring different ideas and perspectives to the discussion.</i>	Nick Saunders – Team Leader, Traffic & Road Safety	Capita North Tyneside

**6. What is the purpose of your proposal, who should it benefit and what outcomes should be achieved?**

It is proposed to install a zebra crossing on Albion Road, North Shields adjacent to its junction with Cecil Street.

The proposed introduction of the crossing will provide a link to North Shields town centre and Spring Gardens Primary School. It is envisaged that the new crossing will improve road safety and support sustainable trips to school. It is expected that the new crossing will support walking and wheeling in this area.

**7. Does this proposal contribute to the achievement of the Authority's public sector equality duty? Will your proposal:**

*Write your answers in the table*

Aim	Answer: Yes, No, or N/A	If yes, how?
Eliminate unlawful discrimination, victimisation and harassment	No	
Advance equality of opportunity between people who share a protected characteristic and those who do not	Yes	The scheme has been designed to ensure that highway conditions are conducive to supporting walking and wheeling, resulting in the potential positive impacts associated with the age and disability characteristics identified in section 11 below.
Foster good relations between people who share a protected characteristic and those who do not	No	

## Evidence Gathering and Engagement

### 8. What evidence has been used for this assessment?

- Relevant objectives of the Authority, e.g. to take steps and seek investment to make North Tyneside carbon net-zero by 2030 ([Our North Tyneside Plan](#)); improve the street network, putting cycling and walking first ([North Tyneside Transport Strategy](#)); promote road safety alongside healthy travel ([North Tyneside Travel Safety Strategy](#))
- Responses to public engagement undertaken in October 2022

### 9.a Have you carried out any engagement in relation to this proposal?

	√
Yes - please complete 9b	✓
No	

9.b Engagement activity undertaken	With	When
Consultation email	Ward Councillors	September 2022
Letters sent to properties directly affected by the proposals	Residents	October 2022
Technical consultation	Relevant stakeholders, e.g. utilities and emergency services	October 2022

### 9. Is there any information you don't have?

	√	Please explain why this information is not currently available
Yes - please list in section A of the action plan at Q13	✓	Views of the wider public relating to the scheme – we will understand this by advertising the notices/orders
No		

## Analysis by protected characteristic

	<b>A</b>	<b>B</b>	<b>C</b>
<b>11. Protected characteristic</b>	Does this proposal and how it will be implemented have the <u>potential</u> to impact on people with this characteristic? (Answer – Yes or No)	If 'Yes' would the <u>potential</u> impact be positive or negative? (Answer – positive or negative)	Please describe the <u>potential</u> impact and the evidence (including that given in Q8 and 9) you have used
<b>All Characteristics</b>	No		
<b>Sex – male or female</b>	No		
<b>Pregnancy and maternity</b> – largely relates to employment, but also to some aspects of service delivery e.g. for breastfeeding women	No		

	<b>A</b>	<b>B</b>	<b>C</b>
<b>11. Protected characteristic</b>	<b>Does this proposal and how it will be implemented have the <u>potential</u> to impact on people with this characteristic?</b> (Answer – Yes or No)	<b>If ‘Yes’ would the <u>potential</u> impact be positive or negative?</b> (Answer – positive or negative)	<b>Please describe the <u>potential</u> impact and the evidence (including that given in Q8 and 9) you have used</b>
<b>Age</b> – people of different ages, including young and old	Yes	Positive	People for whom age makes crossing the road more difficult may experience a positive impact from the provision of improved crossing facilities.
<b>Disability</b> – including those with visual, audio (BSL speakers and hard of hearing), mobility, physical, mental health issues, learning, multiple and unseen disabilities	Yes	Positive  Negative	People for whom a disability makes crossing the road more difficult may experience a positive impact from the provision of improved crossing facilities as part of the scheme.  Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability. This can be reduced by seeking to ensure that construction partners do not obstruct footways which remain open, and in the case of closures provide appropriate access arrangements such as temporary dropped kerbs and/or safe temporary walking areas.
<b>Gender reassignment</b> - includes trans, non-binary and those people who do not identify with or reject gender labels	No		
<b>Race</b> – includes a person’s nationality, colour, language, culture and geographic origin	No		



	<b>A</b>	<b>B</b>	<b>C</b>
<b>11. Protected characteristic</b>	<b>Does this proposal and how it will be implemented have the <u>potential</u> to impact on people with this characteristic?</b> (Answer – Yes or No)	<b>If ‘Yes’ would the <u>potential</u> impact be positive or negative?</b> (Answer – positive or negative)	<b>Please describe the <u>potential</u> impact and the evidence (including that given in Q8 and 9) you have used</b>
<b>Religion or belief –</b> includes those with no religion or belief	No		
<b>Sexual orientation –</b> includes gay, lesbian, bisexual and straight people	No		
<b>Marriage and civil partnership status -</b> not single, co-habiting, widowed or divorced– only relates to eliminating unlawful discrimination in employment	No		
<b>Intersectionality -</b> will have an impact due to a combination of two or more of these characteristics	No		

If you have answered ‘Yes’ anywhere in column A please complete the rest of the form, ensuring that all identified negative impacts are addressed in either Q12 ‘negative impacts that cannot be removed’ or Q13 ‘Action Plan’ below

If you have answered 'No' in all rows in column A please provide the rationale and evidence in the all characteristics box in column C and go to Q14 'Outcome of EIA'.

**12.a Can any of the negative impacts identified in Q11 not be removed or reduced?**

Yes - please list them in the table below and explain why	
No	✓

<b>12.b Potential negative impact</b>	<b>What alternative options, if any, were considered?</b>	<b>Explanation of why the impact cannot be removed or reduced or the alternative option pursued.</b>

## Action Planning

13. Action Plan	Impact: (Answer remove or reduce)	Responsible officer (Name and service)	Target completion date
<b>Section A: Actions to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and how best to respond to them</b> (please explain below)			
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure		John Kermode (Capita)	31 Dec 2022
<b>Section B: Actions already in place to remove or reduce potential negative impacts</b> (please explain below)			
Consideration of accessibility factors as part of the scheme design process	Reduce	John Kermode (Capita)	
<b>Section C: Actions that will be taken to remove or reduce potential negative impacts</b> (please explain below)			
Confirm that construction work takes account of accessibility factors, e.g. not obstructing footways which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs	Reduce	John Kermode (Capita)	31 Mar 2023
<b>Section D: Actions that will be taken to make the most of any potential positive impact</b> (please explain below)			
Inform the public of any positive impacts as part of communications/publicity when the scheme is completed		John Kermode (Capita)	31 Mar 2023
<b>Section E: Actions that will be taken to monitor the equality impact of this proposal once it is implemented</b> (please explain below)			
The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.		John Kermode (Capita)	31 Mar 2023

<b>Section F: Review of EIA to be completed</b>		John Kermode (Capita)	31 Mar 2023
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#### 14. Outcome of EIA

Based on the conclusions from this assessment:

Outcome of EIA	Tick relevant box	Please explain and evidence why you have reached this conclusion:
The proposal is robust, no major change is required.	✓	Several identified potential impacts are positive. Actions are specified to reduce the identified potential negative impact.
Continue but with amendments		
Not to be pursued		

Now send this document to the [Corporate Equality Group member for your service](#) for clearance.

#### Quality assurance and approval

*Questions 15-18 are only for completion by the Corporate Equality Group Member for your service*

<b>15. Do you agree or disagree with this assessment? ✓</b>	Agree	✓	Disagree	
<b>16. If disagree, please explain:</b>				
<b>17. Name of Corporate Equality Group Member:</b>	Melissa Lackenby			
<b>18. Date:</b>	20/10/22			

Conclusion:

- If the assessment is agreed, please send the document to the Head of Service for sign off.
- If you disagree return to author for reconsideration.

*Questions 19-22 are only for completion by the Head of Service*

<b>19. Do you agree or disagree with this assessment? ✓</b>	Agree	✓	Disagree	
<b>20. If disagree, please explain:</b>				
<b>21. Head of Service:</b>	John Sparkes			
<b>22. Date:</b>	21/10/22			

Please return the document to the Author and Corporate Equality Group Member.