

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 11 July 2024

Title: Traffic Regulation Order – Waiting restrictions and no stopping restrictions at Denbigh Community Primary School

Report by: Gary Walker, Sustainable Transport Team Leader

Report to: John Sparkes, Director of Regeneration and Economic Development

Wards affected: Howdon

PART 1

1.1 Executive Summary:

This report seeks a delegated decision to advertise a proposal to introduce and, in the event that no objections are received, proceed to introduce no waiting and no loading restrictions as follows:

- no waiting and no loading at any time restrictions on Denbigh Avenue and its junction with Radnor Gardens
- no stopping restrictions (School Keep Clear) on Denbigh Avenue
- Revocation and removal of existing restrictions at this location

1.2 Recommendation(s):

It is recommended that the Director of Regeneration and Economic Development makes a delegated decision.

- (1) that notices for the proposal should be prepared and advertised in line with relevant statutory requirements;

(2) that in the event that no objections are received following the period of consultation required by statute, that the circumstances do not warrant the holding of a Public Inquiry; and

(3) that if no objections are received following the period of consultation, the Traffic Regulation Order shall be made in accordance with the proposal.

1.3 Forward Plan

Seeking delegated decisions to advertise proposals to introduce waiting restrictions and, in the event that no objections are received, to determine that waiting restrictions should be installed 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 increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast
 - 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

The proposals in this report relate to the following priorities in the Carbon Net-Zero 2030 Action Plan:

- Low Traffic Neighbourhoods and School Streets
- Reduce car-based school trips by 5% annually.

1.5 Information:

1.5.1 Background

The proposal associated with this report involves improvements to road safety around school and facilitates sustainable transport.

The Authority has undertaken parking assessments in accordance with Annex 6 of North Tyneside Council's parking strategy. A site meeting was also undertaken with the school.

The proposed parking restrictions involve amendments required for the implementation of a zebra crossing on Denbigh Avenue. Removal of no

stopping and waiting restrictions will allow a crossing to be installed subject to its own consultation.

This is one of a set of measures proposed for this location which are covered in separate Delegated Decision Reports as follows:

- Removal of School Street on Denbigh Avenue and Radnor Gardens
- Installation of zebra crossing on Denbigh Avenue
- Upgrade of existing speed cushions to speed humps on Denbigh Avenue

In December 2023 the Cabinet Member for Environment and an officer met with the school to understand the issues and try to determine a solution to the perceived safety issues. Officers advised the school that, based on the current situation, the School Street scheme should be removed as it was no longer being marshalled and motorists were ignoring the signs.

The school raised issues with regards to parking and perceived speeding on Denbigh Avenue. They also raised concerns relating to the number of children crossing Denbigh Avenue near its junction with Radnor Gardens. It was agreed in principle that the Authority would remove the School Street, review the traffic calming and investigate the possibility of a formal crossing. Note: the provision of a formal crossing would impact the existing School Keep Clear markings which would need amended or replaced with single yellow lines and corresponding loading blips to prevent indiscriminate parent parking.

1.5.2 Proposal in relation to restrictions

The following measures are proposed, and can be viewed in Appendix A:

- No stopping (School Keep Clear) markings, Monday to Friday 8:15am to 9:15am and 3.00pm to 4:00pm on the western side of Denbigh Avenue adjacent to the school
- No stopping (School Keep Clear) markings, Monday to Friday 8:15am to 9:15am and 3.00pm to 4:00pm and on the eastern side of Denbigh Avenue between house No's 32 and 38.
- Double yellow lines with no-loading blips on the northern side of the entrance to Radnor Gardens from Denbigh Avenue
- Double yellow lines with no-loading blips at the entrance to the school from Denbigh Avenue, north of Radnor Gardens
- Remove existing parking restrictions, to be replaced by the above.

The proposals will discourage indiscriminate and obstructive parking and large traffic volumes outside the school gates, and improve road safety for all road users. It will also facilitate more sustainable trips to Denbigh Community Primary School.

1.5.3 Consultation

Ward members and Denbigh Community Primary School were updated on the proposal by email on 22nd May 2024. The school have confirmed they are supportive of the proposals. The standard technical consultees have been contacted in writing advising them of the proposals.

Public engagement on the scheme began in June 2024 via informal postal consultation and is currently ongoing.

1.5.4 Proposed next steps

Proposals that restrict traffic movements are subject to statutory legal process as described in section 2.2: this includes the local 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 Scheme of Delegation for Cabinet Members.

1.6 **Decision options:**

The following decision options are available for consideration by the Director of Regeneration and Economic Development:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

The proposal will discourage indiscriminate and obstructive parking and large traffic volumes outside the school gates, thereby improving road safety for all road users. It will also facilitate more sustainable trips to Denbigh Community Primary School.

1.8 Appendices:

Appendix 1 Plan of scheme

Appendix 2 Business as Usual Equality Impact Assessment – Waiting Restrictions.

Appendix 3 Business as Usual Equality Impact Assessment – No Stopping Restrictions.

1.9 Contact officers:

Gary Walker, Sustainable Transport Team Leader, Capita, 0191 643 6219

Andrew Flynn, Integrated Transport Manager, 0191 643 6083

1.10 Background information:

- (1) [North Tyneside Transport Strategy](#)
- (2) [North Tyneside Parking Strategy](#)
- (3) [Road Traffic Regulation Act 1984](#)
- (4) [Local Authorities' Traffic Orders Regulations 1996](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to advertise and implement the proposals is available from the 2024/25 (Sustainable Transport) Local Transport Plan.

2.2 Legal

Proposals that involve revocations or amendments to existing TROs and any new such orders 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 Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. Details are formally advertised, including a 21-day period for objections. Before making a TRO the Authority must consider all objections made and not withdrawn, and can decide whether to make the TRO unchanged, to make the TRO with modifications or not to proceed with making the TRO.

The Authority is required to publish at least one notice detailing the proposal to vary waiting and loading restrictions in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. The Authority is also required to make documents relating to the proposal available for public inspection. 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 objections made and not withdrawn and to determine if a TRO should be made.

Within 14 days of the making of the proposed TRO varying the existing TRO in respect of the proposals set out in the report, the Authority must notify any objectors, publish a notice of making in a local newspaper and take such other steps as it deems appropriate for ensuring adequate publicity is given to the making of the TRO. In North Tyneside, in addition to being advertised in a local newspaper, notices of making are displayed on the Authority's website and on

roads affected by the TRO. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

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 1.5.3.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.3. The proposal is to be advertised in line with statutory process as set out in section 1.5.4.

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

Business as Usual Equality Impact Assessments for waiting restrictions and no stopping restrictions have been undertaken and are attached as Appendix 2 and 3 to this report. These identify positive potential impacts: these relate to improved accessibility for people who currently experience difficulty negotiating footways and crossing the road. Actions are specified to reduce the potential negative impact relating to access arrangements during construction work.

2.6 Risk management

There are no risk management implications arising directly 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

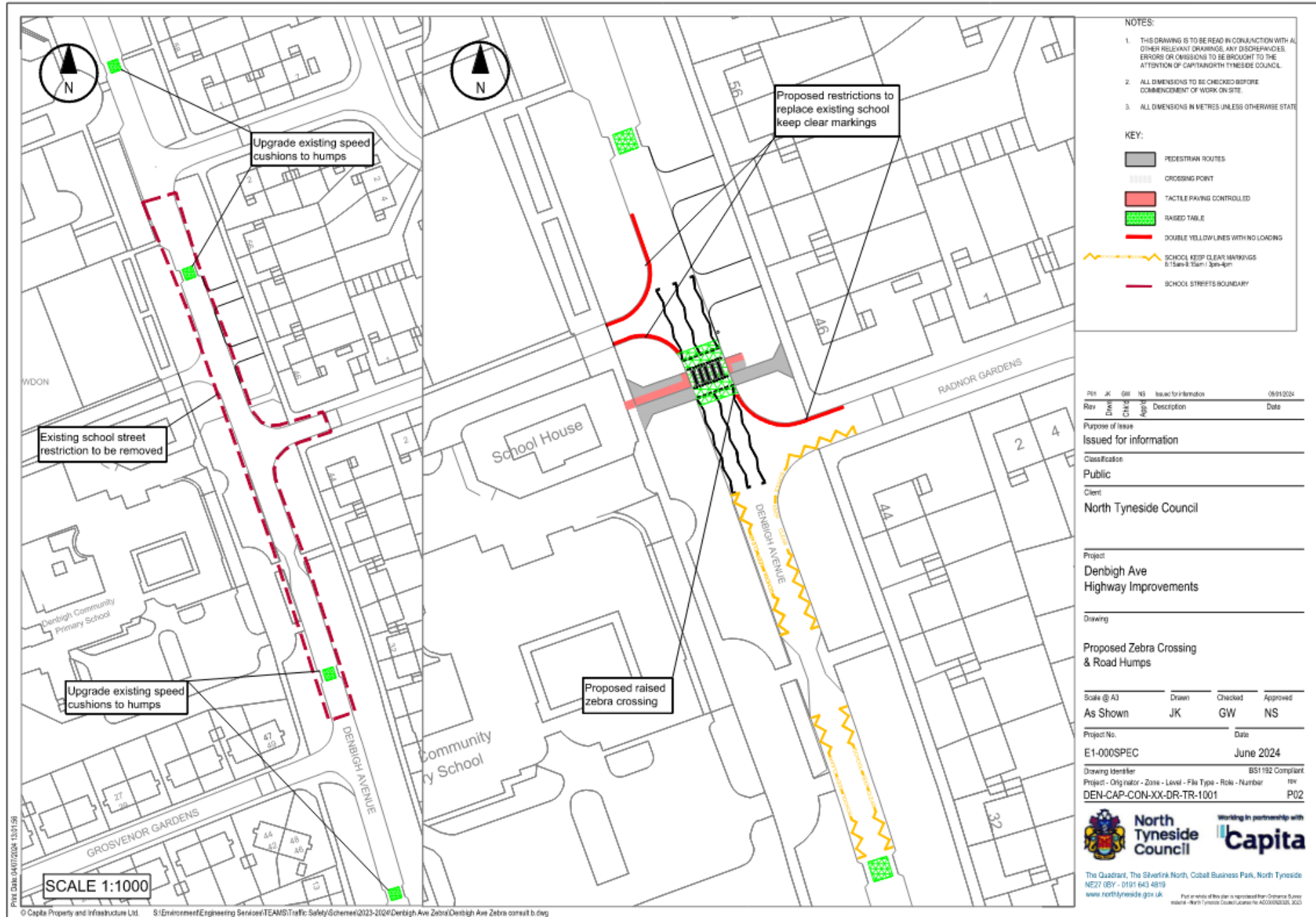
There are potential positive implications in that the proposals support the use of more sustainable modes of transport in preference to car use. The proposals therefore support the target within the Carbon Net-Zero 2030 Action Plan to reduce car-based school trips.

PART 3 - SIGN OFF

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive



NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF CAPITANORTH TYNESIDE COUNCIL.
2. ALL DIMENSIONS TO BE CHECKED BEFORE COMMENCEMENT OF WORK ON SITE.
3. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATE.

KEY:

- PEDESTRIAN ROUTES
- CROSSING POINT
- TACTILE PAVING CONTROLLED
- RAISED TABLE
- DOUBLE YELLOW LINES WITH NO LOADING
- SCHOOL KEEP CLEAR MARKINGS 8.15am-8.15am / 3pm-4pm
- SCHOOL STREETS BOUNDARY

Rev	JK	GW	NS	Issued for Information	06/01/2024

Purpose of Issue
Issued for information

Classification
Public

Client
North Tyneside Council

Project
Denbigh Ave
Highway Improvements

Drawing
Proposed Zebra Crossing
& Road Humps

Scale @ A3	Drawn	Checked	Approved
As Shown	JK	GW	NS

Project No. E1-000SPEC
Date: June 2024

Drawing Identifier: BSI192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number
DEN-CAP-CON-XX-DR-TR-1001 P02



The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside
NE27 0BY - 0191 643 4819
www.northtyneside.gov.uk

File Date: 04/07/2024 13:51:59

SCALE 1:1000

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT WAITING RESTRICTIONS

Business as usual (BAU) Equality Impact Assessment (EqIA)

1. Business as usual service activity		
Name of the activity being assessed	Waiting Restrictions – Traffic and Road Safety	
Purpose of activity	<p>The business-as-usual activity is the installation of no waiting at any time restrictions (double yellow lines).</p> <p>The restrictions are intended to prevent obstructive parking thereby improving road safety.</p>	
Who is the activity intended to benefit?	Residents, visitors, local businesses, and local schools.	
Version of EqIA	1.0	
Date this version created	02/05/2023	
Confidential	no	
Directorate	Environment	
Service	Capita	
	Name	Service or organisation
Principal author	Samantha Lacy	Capita North Tyneside
Additional authors	Nicholas Saunders	Capita North Tyneside

2. Groups impacted		
Does the project impact upon?		If yes, what is the estimated number impacted and the Level of impact this will have on the group (high, medium, low)?
Service users	yes	Visitors to local businesses in the area - medium
Carers or family of service users	no	
Residents	yes	Residents in the immediate vicinity - low
Visitors	yes	Visitors to residential properties - low
Staff	yes	Staff within the local businesses - low
Partner organisations	no	

3. Evidence gathering and engagement		
	Internal evidence	External evidence
What evidence has been used for this assessment?	Relevant objectives of the Authority, e.g.	

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	<p>improve the street network, putting cycling and walking first (North Tyneside Transport Strategy); promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy); and effectively manage demand for parking North Tyneside Parking Strategy.</p> <p>Responses to initial resident and stakeholder consultation completed by the team.</p>	
<p>Have you carried out any engagement in relation to this activity?</p>	<p>yes</p>	
<p>If yes of what kind and with whom? If no, why not?</p>	<p>Consultation with local Ward Councillors, local residents, local businesses and local schools as necessary.</p>	
<p>Is there any information you don't have?</p>	<p>yes</p>	
<p>If yes, why is this information not available?</p>	<p>Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders following this report. Copies of the orders are printed and placed on site alongside being published in a local newspaper and on the North Tyneside Council website. Each notice gives detail on how the public can request information in other languages and formats.</p>	

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT WAITING RESTRICTIONS

4. Impact on groups with different characteristics			
Legally protected characteristics	Potential positive impact identified	Potential negative impact identified	Description of the potential impact and evidence used in the assessment (mitigations are not included here)
Age	yes	yes	<p>People for whom age makes negotiating footways and crossing the road more difficult may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>They may also experience a negative impact from a restriction on parking on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</p>
Disability	yes	yes	<p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>People with a disability who hold a Blue Badge are permitted to park on the proposed single yellow lines for up to 3 hours. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</p> <p>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</p>

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			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.
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & maternity	yes	yes	Footway users who are pregnant may experience a positive impact from a reduction in obstructive junction and pavement parking. They may also experience a negative impact from a restriction on parking on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.
Race	no	no	
Religion or belief	yes	yes	People who visit nearby places of worship may experience a positive impact from a reduction in obstructive junction and pavement parking. They may also experience a negative impact from a restriction on parking on the proposed waiting restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.
Sex	no	no	
Sexual orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			

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Carers	yes	yes	Carers who may be required to park in the proposed location may experience a positive impact from the reduction of obstructive junction and pavement parking., Carers are able to use the Blue Badge of the people they are caring for, if they hold one, which allows them to park on the proposed waiting restrictions for up to 3 hours. However, we will always ensure that there are alternative options for longer stay parking in the area.
Socio-economic disadvantage	no	no	

5. Achievement of the Authority's Public Sector Equality Duty		
Will the activity contribute to any of the following?		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 schemes are designed to ensure that highway conditions are conducive to support walking, wheeling on-road cycling and public transport resulting in the potential positive impacts to the characteristics identified in section 4 above.
Foster good relations between people who share a protected characteristic and those who do not	no	

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6. Negative impacts		
Potential negative impact	Can it be reduced or removed?	If yes how? If no, why not and what alternative options were considered and not pursued?
Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.	yes- reduced	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.
Blue badge holders can only park on double yellow lines for up to 3 hours.	no	Maximum parking times for blue badge holders are set nationally. The double yellow lines have been kept to the minimum length required to be effective and there is alternative unrestricted parking highlighted nearby.

7. Action plan				
Actions to gather evidence or information to improve NTC's understanding of the impacts on people with protected characteristics and how best to respond to them	Responsible officer name	Responsible officer service area	Target completion date	Action completed
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)	Geoff Crackett	Traffic and Road Safety	29/03/2024	in progress

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT WAITING RESTRICTIONS

Actions already in place to remove or reduce negative impacts	Responsible officer name	Responsible officer service area	Impact		
Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of the road markings.	Geoff Crackett	Traffic and Road Safety	reduce		
Actions that will be taken to remove or reduce negative impacts	Responsible officer name	Responsible officer service area	Impact	Target completion date	Action completed
Confirm that construction work takes account of accessibility factors, e.g., not obstructing footpaths which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs	Geoff Crackett	Traffic and Road Safety	reduce	29/03/2024	in progress
Actions that will be taken to make the most of any potential positive impact	Responsible officer name	Responsible officer service area		Target Completion Date	Action completed
Inform the public of any positive impacts as part of communications and publicity when the scheme is completed	Geoff Crackett	Traffic and Road Safety		29/03/2024	in progress
Actions that will be taken to monitor the equality impact of the activity	Responsible officer name	Responsible officer service area		Target Completion Date	Action completed

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The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.	Geoff Crackett	Traffic and Road Safety	29/03/2024	in progress
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area		
29/03/2024	Geoff Crackett	Capita North Tyneside		

8. Outcome of EqIA	
Outcome	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.

9. Corporate Equality Group member approval	
Do you agree or disagree with this assessment?	yes
If disagree, please explain why?	
Name of Corporate Equality Group member	David Cunningham
Date	18/05/2023

10. Director/Head of Service approval	
Do you agree or disagree with this assessment?	yes
If disagree, please explain why?	
Name of Director/Head of Service	John Sparkes
Date	19/05/2023

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

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT WAITING RESTRICTIONS

Business as usual (BAU) Equality Impact Assessment (EqIA)

1. Business as usual service activity		
Name of the activity being assessed	No stopping on entrance restrictions – Traffic and Road Safety	
Purpose of activity	<p>The business-as-usual activity is the installation of no stopping on entrance restrictions (school keep clear markings).</p> <p>The restrictions are intended to prevent obstructive parking thereby improving road safety. It is also expected to facilitate cycling, walking and wheeling in the vicinity of the schools.</p>	
Who is the activity intended to benefit?	Residents, visitors, local businesses, and local schools.	
Version of EqIA	1.0	
Date this version created	02/05/2023	
Confidential	no	
Directorate	Environment	
Service	Capita	
	Name	Service or organisation
Principal author	Samantha Lacy	Capita North Tyneside
Additional authors	Nicholas Saunders	Capita North Tyneside

2. Groups impacted		
Does the project impact upon?		If yes, what is the estimated number impacted and the Level of impact this will have on the group (high, medium, low)?
Service users	yes	Pupils at the local school - medium
Carers or family of service users	no	
Residents	yes	Residents in the immediate vicinity - low
Visitors	yes	Visitors to the school - low
Staff	yes	Staff within the local school - low
Partner organisations	no	

3. Evidence gathering and engagement		
	Internal evidence	External evidence
What evidence has been used for this assessment?	Relevant objectives of the Authority, e.g. to take	

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	<p>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); contribute to reducing car-based school trips (Carbon Net Zero 2030 Action Plan); promote road safety alongside healthy travel (North Tyneside Travel Safety Strategy); and effectively manage demand for parking (North Tyneside Parking Strategy)</p> <p>Responses to initial resident and stakeholder consultation completed by the team.</p>	
Have you carried out any engagement in relation to this activity?	yes	
If yes of what kind and with whom? If no, why not?	Consultation with local Ward Councillors, local residents, local businesses and local schools.	
Is there any information you don't have?	yes	
If yes, why is this information not available?	Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders following this report. Copies of the orders are printed and placed on site alongside being published in a local newspaper and on the North Tyneside Council website. Each notice gives detail on how the public	

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	can request information in other languages and formats.
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4. Impact on groups with different characteristics			
Legally protected characteristics	Potential positive impact identified	Potential negative impact identified	Description of the potential impact and evidence used in the assessment (mitigations are not included here)
Age	yes	yes	<p>People for whom age makes negotiating footways and crossing the road more difficult (including pupils at the local schools) may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>They may also experience a negative impact from no stopping restrictions. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</p>
Disability	yes	yes	<p>Footway users with a disability (e.g., wheelchair users and visually or audio impaired people) may experience a positive impact from a reduction in obstructive junction and pavement parking.</p> <p>People with a disability who hold a Blue Badge are permitted to park on waiting restrictions for up to 3 hours but must not park on the school keep clear markings. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</p> <p>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</p>

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			arrangements such as temporary dropped kerbs and/or safe temporary walking areas.
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & maternity	yes	yes	Footway users who are pregnant may experience a positive impact from a reduction in obstructive junction and pavement parking. They may also experience a negative impact from a restriction of stopping in the proposed location of the scheme. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.
Race	no	no	
Religion or belief	no	no	
Sex	no	no	
Sexual orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	no	no	
Socio-economic disadvantage	no	no	

5. Achievement of the Authority's Public Sector Equality Duty		
Will the activity contribute to any of the following?		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 schemes are designed to ensure that highway conditions are conducive to support walking, wheeling on-road cycling and public transport resulting in the potential positive impacts relating to the characteristics identified in section 4 above.
Foster good relations between people who share	no	

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a protected characteristic and those who do not		
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6. Negative impacts		
Potential negative impact	Can it be reduced or removed?	If yes how? If no, why not and what alternative options were considered and not pursued?
Temporary traffic management arrangements during construction have potential to have a negative impact on accessibility for people with a disability.	yes- reduced	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.
Blue badge holders are not permitted to park on the proposed School Keep Clear markings and can only park on double yellow lines for up to 3 hours.	no	The extent of the proposed School Keep Clear markings has been kept to the minimum length required to prevent parking at school access points where road safety is critical. Double yellow lines allow blue badge holders to park for short periods of time (e.g., during school drop off and pick up times) and longer stay parking is available nearby.

7. Action plan				
Actions to gather evidence or information to improve NTC's understanding of the impacts on people with protected characteristics and how best to respond to them	Responsible officer name	Responsible officer service area	Target completion date	Action completed
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)	Geoff Crackett	Traffic and Road Safety	29/03/2024	in progress

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Actions already in place to remove or reduce negative impacts	Responsible officer name	Responsible officer service area		Impact	
Consideration of accessibility factors as part of the scheme design process particularly in relation to the extent of the road markings.	Geoff Crackett	Traffic and Road Safety		reduce	
Actions that will be taken to remove or reduce negative impacts	Responsible officer name	Responsible officer service area	Impact	Target completion date	Action completed
Confirm that construction work takes account of accessibility factors, e.g. not obstructing footpaths which remain open, and in the case of closures providing appropriate access arrangements such as temporary dropped kerbs	Geoff Crackett	Traffic and Road Safety	reduce	29/03/2024	in progress
Actions that will be taken to make the most of any potential positive impact	Responsible officer name	Responsible officer service area		Target Completion Date	Action completed
Inform the public of any positive impacts as part of communications and publicity when the scheme is completed	Geoff Crackett	Traffic and Road Safety		29/03/2024	in progress
Actions that will be taken to monitor the equality impact of the activity	Responsible officer name	Responsible officer service area		Target Completion Date	Action completed
The impact of the scheme will be monitored through site observations by officers	Geoff Crackett	Traffic and Road Safety		29/03/2024	in progress

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and feedback from residents and other stakeholders.				
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area		
29/03/2024	Geoff Crackett	Capita North Tyneside		

8. Outcome of EqIA	
Outcome	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.

9. Corporate Equality Group member approval	
Do you agree or disagree with this assessment?	yes
If disagree, please explain why?	
Name of Corporate Equality Group member	David Cunningham
Date	18/05/2023

10. Director/Head of Service approval	
Do you agree or disagree with this assessment?	yes
If disagree, please explain why?	
Name of Director/Head of Service	John Sparkes
Date	19/05/2023

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