

North Tyneside Council

Report to Director of Regeneration and Economic Development

Date: 31 July 2024

Title: Proposed waiting restrictions and no stopping restrictions at Hailsham Avenue, Longbenton

Report by: Gary Walker, Sustainable Transport Team Leader

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

Wards affected: Longbenton

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, make a Traffic Regulation Order (TRO) for the introduction of 'no waiting at any time' restrictions (double yellow lines), 'no loading at any time' restrictions, 'no stopping' restrictions (School Keep Clears). The proposals are located on Hailsham Avenue and are intended to help reduce congestion and improve safety concerns at Longbenton High and Benton Dene school gate.

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 required by statute, the Traffic Regulation Order shall be made.

1.3 Forward Plan:

Seeking delegated decisions to advertise and, in the event that no objections are received, to make Traffic Regulation Orders 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

This area has three schools in close proximity; Longbenton High School and the two Benton Dene schools (Benton Dene Primary School and Benton Dene Special School), which both share a site. Longbenton High School Pupils exit onto Hailsham Avenue by walking and wheeling, Benton Dene Special School's pupils exit onto Hailsham Avenue, predominantly by taxi, and Benton Dene Primary School's pupils can exit at the same place by walking and wheeling. The Primary school do, however, have their main pedestrian entrance on Clydedale Avenue.

There have been several reports of safety concerns received since the 2023/24 academic year started in September.

The Benton Dene Special School's day finishes at 3:15 pm. Many of the school's pupils are transported to and from school by taxi. At 3:15 these taxis begin to leave the site from the school car park to the northern end of Hailsham Avenue.

Benton Dene Primary School's pupils begin leaving at 3:15, but their timings are staggered to ensure that there are only ever two year groups leaving at the same time, reducing congestion. Some Primary School pupils leave on foot at the pedestrian entrance at the top of Hailsham Avenue, although most appear to use the exit on the other side of the school on Clydedale Avenue.

Prior to this academic year, Longbenton High School pupils left before this; at 3:00pm. From September 2023, the timings were changed to the same time as the other two schools, i.e. 3:15pm. On Tuesdays, Longbenton High School finishes earlier; 2:30pm.

The Stagecoach number 18 bus stops in the turning circle at the north end of Hailsham Avenue. It is scheduled to arrive at the stop at 3:14pm and leave at 3:22pm, but drivers are currently having difficulty driving along Hailsham Avenue and accessing the bus stop due to parked cars.

Officers have visited the site several times over since September 2023 to understand the issues and have determined that high levels of parent parking associated with Longbenton High School are creating congestion issues for taxi drivers and the Stagecoach bus. The levels of obstructive parking mixed with the congestion has created safety concerns at this location.

1.5.2 Proposal in relation to waiting restrictions

It is proposed to install several parking restrictions; 'no waiting at any time' restrictions (double yellow lines), 'no loading at any time' restrictions, 'no stopping' restrictions (School Keep Clears) with associated signs, operating Monday to Friday between 8:15 and 9:15am and 3:00 and 4:00pm).

It is anticipated that the proposed introduction of restrictions will contribute to reducing motorised traffic levels in the area, thereby increasing safety for all road users, and should contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.5.3 Consultation

All three schools were contacted in November 2023 and informed that the Authority were considering parking restrictions to address indiscriminate parking. Both Benton Dene Schools responded confirming they were in support of the proposals. The Authority did not receive a response from Longbenton High School.

Ward members were updated on the proposal by email in February 2024.

Engagement on the scheme was carried out between February and March 2024, via an informal postal consultation with residents affected by the proposed restrictions. Feedback from this engagement led to a second consultation with a small number of residents to establish whether further restrictions were required. Following this, the decision was made to revert to the original proposal.

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 thereby improving road safety for all road users. It will also facilitate more sustainable trips to Longbenton High School and Benton Dene 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 traffic regulation orders and any new 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. The authority which makes the proposal is required to publish at least one notice detailing the proposal in a local newspaper in addition to taking such other steps as it deems appropriate for ensuring adequate publicity is provided. All schemes are formally advertised and include a 21-day period for objections.

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.

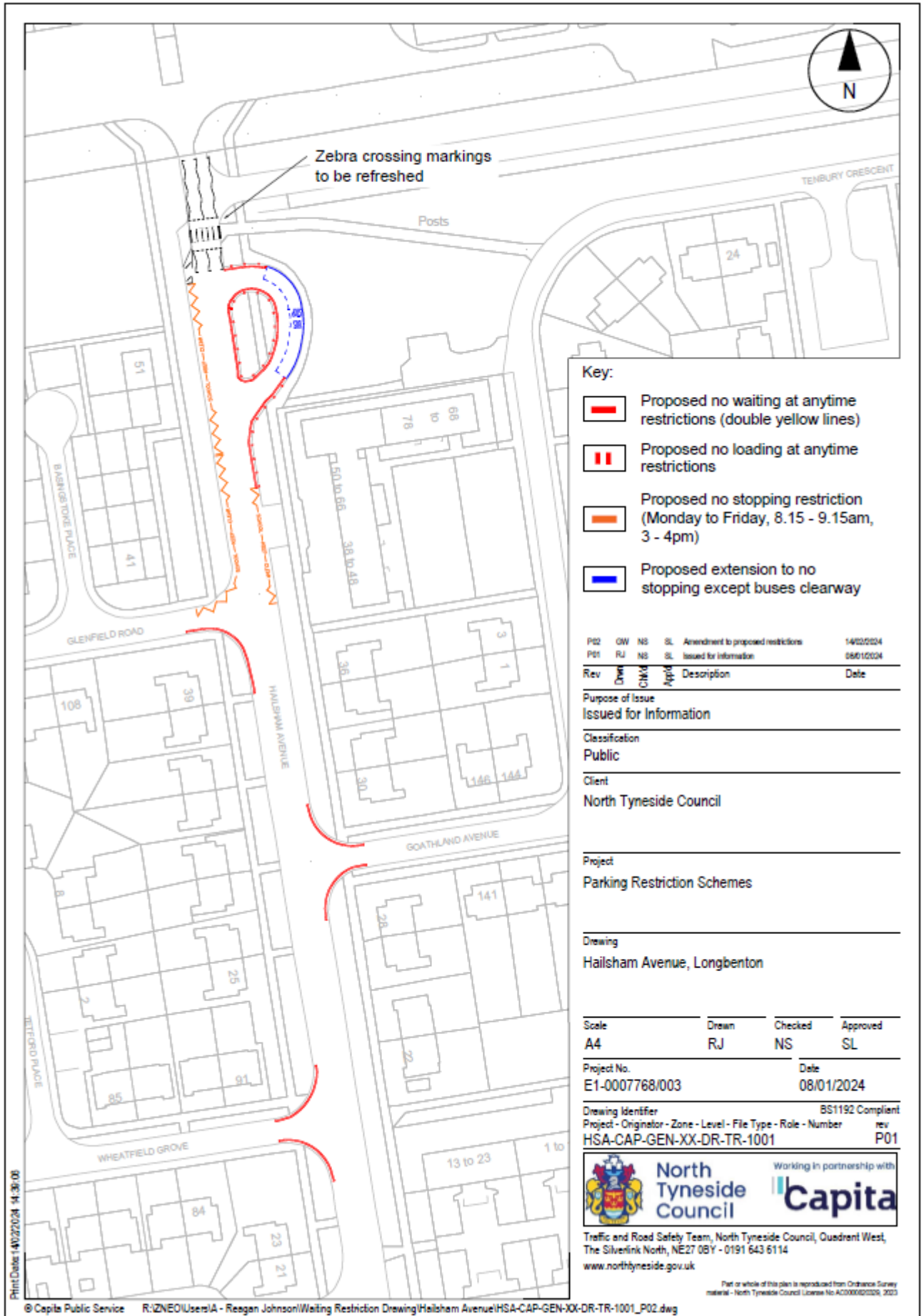
2.8 Environment and sustainability





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

APPENDIX 1 – PLAN OF SCHEME



- Key:**
-  Proposed no waiting at anytime restrictions (double yellow lines)
 -  Proposed no loading at anytime restrictions
 -  Proposed no stopping restriction (Monday to Friday, 8.15 - 9.15am, 3 - 4pm)
 -  Proposed extension to no stopping except buses clearway

P02	GW	NS	SL	Amendment to proposed restrictions	14/02/2024
P01	RJ	NS	SL	Issued for information	06/10/2024

Rev	By	CHK	APP	Description	Date
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Purpose of Issue
Issued for Information

Classification
Public

Client
North Tyneside Council

Project
Parking Restriction Schemes

Drawing
Hailsham Avenue, Longbenton

Scale	Drawn	Checked	Approved
A4	RJ	NS	SL

Project No.	Date
E1-0007768/003	08/01/2024

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
HSA-CAP-GEN-XX-DR-TR-1001	P01



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www.northtyneside.gov.uk

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Print Date: 14/02/2024 14:38:00

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	

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT WAITING RESTRICTIONS

3. Evidence gathering and engagement		
	Internal evidence	External evidence
What evidence has been used for this assessment?	<p>Relevant objectives of the Authority, e.g. 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>	
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 as necessary.	
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 can request information in other languages and formats.	

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	

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT WAITING RESTRICTIONS

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	Geoff Crackett	Traffic and Road Safety	31/03/2025	in progress

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the Authority's usual procedure (as described in section 3 of this EqIA)					
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	31/03/2025	in progress

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT WAITING RESTRICTIONS

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	31/03/2025	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 and feedback from residents and other stakeholders.	Geoff Crackett	Traffic and Road Safety	31/03/2025	in progress
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area		
31/03/2025	Geoff Crackett	Capita North Tyneside		

APPENDIX 2 – EQUALITY IMPACT ASSESSMENT WAITING RESTRICTIONS

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 3 – EQUALITY IMPACT ASSESSMENT NO STOPPING 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	

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3. Evidence gathering and engagement		
	Internal evidence	External evidence
What evidence has been used for this assessment?	<p>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); 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	

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	the North Tyneside Council website. Each notice gives detail on how the public 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</p>

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			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.
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,	no	

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victimisation and harassment		
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 a protected characteristic and those who do not	no	

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.

APPENDIX 3 – EQUALITY IMPACT ASSESSMENT NO STOPPING RESTRICTIONS

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 EqlA)	Geoff Crackett	Traffic and Road Safety	31/03/2025	in progress	
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	Geoff Crackett	Traffic and Road Safety	reduce	31/03/2025	in progress

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providing appropriate access arrangements such as temporary dropped kerbs				
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	31/03/2025	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 and feedback from residents and other stakeholders.	Geoff Crackett	Traffic and Road Safety	31/03/2025	in progress
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area		
31/03/2025	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.

APPENDIX 3 – EQUALITY IMPACT ASSESSMENT NO STOPPING RESTRICTIONS

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.