

# North Tyneside Council

## Report to Cabinet Member for Environment

### Date: 29 September 2023

**Title: Pedestrian Crossing – West Bailey, Killingworth**

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<b>Portfolio(s): Environment</b>	<b>Cabinet Member(s):</b>	<b>Councillor H Johnson</b>
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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:** **Camperdown**

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#### **PART 1**

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

This report seeks the approval of the Cabinet Member for Environment to introduce a zebra crossing on West Bailey, Killingworth 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 all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling; 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 pedestrian crossings and thereafter determining if pedestrian crossings 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 increase opportunities for safe walking and cycling
  - 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 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**

In accordance with the Authority's aims to improve road safety, it is proposed to establish a zebra crossing on West Bailey, Killingworth adjacent to Bailey Green Primary School. This will improve pedestrian links to the school and nearby nursery. A parallel crossing (i.e. a zebra crossing with separate

provision for pedal cycles) was considered, however the option of a zebra crossing was pursued owing to the specific circumstances in this instance as the location of the proposed crossing, selected for access to the school, would be difficult satisfactorily to connect into the wider cycling network.

The proposal also includes footway widening on the north side of West Bailey adjacent to the school, the relocation of the bus stop at this location and an amendment to the traffic priority at the pinch point to the west of the school to support the safe operation of the zebra crossing and bus stop.

A proposal to introduce waiting, loading and school keep clear restrictions in the vicinity of Bailey Green Primary School and 'Bailey's Butterflies' nursery was advertised at the same time as the proposal to introduce a zebra crossing on West Bailey and is the subject of a separate report to the Cabinet Member for Environment, as objections to it were received. The waiting restrictions proposed for West Bailey are intended to discourage obstructive parking and support the safe use of the proposed zebra crossing.

Ward members were updated on the proposal by email in November 2022. Engagement on the scheme was carried out in December 2022 via an informal postal consultation with residents affected by the proposed restrictions and with Bailey Green Primary School. Consultation with standard technical consultees including bus operators was also undertaken. Feedback from this engagement exercise informed the final proposal.

The statutory consultation was carried out in May 2023 and nine representations were received, of which eight objected to aspects of the proposals. All eight objectors expressed their opposition to the proposed parking restrictions, however only one (Objector C) expressed an objection to the proposed zebra crossing in their representation.

### 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 Objection

Objector C's representation included a concern that the proposal to change the priority for the flow of traffic through the pinch point to the west of the school from eastbound to westbound and the introduction of a zebra crossing would make it more difficult for drivers exiting Hamsterley Drive onto West Bailey. An officer responded to highlight that the proposed crossing and associated bus stop relocation are expected to improve road safety for all road users. It was also explained that the change in traffic priorities at the western pinch point would benefit residents of Hamsterley Drive heading westbound when leaving the estate.

The objector was advised that any objections not withdrawn would be referred to the Cabinet Member for Environment for consideration and was invited to reconsider their objection. No further correspondence was received.

Full details of the objection and officers' response are included at Appendix 1 of this report.

### 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 in the vicinity of the school and nursery whilst supporting cycling, walking and wheeling in this area.

## **1.8 Appendices:**

Appendix 1 Details of objections 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, Senior Manager – Integrated Transport, 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 to advertise and implement the proposals is available from the 2023/24 (Road Safety) Local Transport Plan capital budget.

### **2.2 Legal**

Proposals that involve the removal of or amendment to existing 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**

Ward members' views on the proposal were sought as described in section 1.5.1.

### **2.3.2 Community engagement**

Local residents' views on the proposal and those of the school and nursery 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 and associated parking restrictions has been undertaken and is attached as Appendix 4 to this report. This identifies 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 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. 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 Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Assistant Chief Executive

**Details of Objection – C (Dated 15 June 2023)**

*(N.B. Only C's comment regarding the proposed zebra crossing and the officer's response are included here. The remainder of C's objection and the officer's response to it are included in the associated report which concerns the parking restrictions proposed as part of this scheme).*

We would be most grateful if you would take the following into consideration:

2.Changing traffic priorities in conjunction with the moving of the bus stop into the layby and the introduction of a zebra crossing, without lights, will impact residents exiting Hamsterley Drive who need to turn either East or West onto West Bailey.

**Officer Response (Dated 3 August 2023)**

Thank you for your comments regarding the proposed measures around Bailey Green Primary School, Killingworth. I have attached copies of the proposal for your information.

2. The proposed zebra crossing on West Bailey is expected to improve road safety for pedestrians walking to and from Bailey Green Primary School at peak times. This provision will involve the relocation of the existing bus shelter to maintain a safe visibility for vehicles attempting to overtake a stationary bus, and therefore also requires a change of the priority at the chicane system. The new arrangement will give residents exiting Hamsterley Drive, and travelling west, priority against oncoming traffic.

In the event that you wish to withdraw your objection based on the information above, I would be grateful if you could let me know at the earliest opportunity. Alternatively, your objection will be included in a report to be presented to the Cabinet Member for Environment for consideration in the near future. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

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**NORTH TYNESIDE COUNCIL**  
**(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022**  
**and Proposed Zebra Crossing**

North Tyneside Council gives notice that it proposes to make variation orders under Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the orders, if made, will be to vary the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that:

1. no waiting at any time restrictions be introduced on sections of the following roads:
  - a) Garth Thirteen, Killingworth on its
    - (i) west side, from its junction with West Bailey to a point 29 metres north of that junction.
    - (ii) east side, from its junction with West Bailey to a point 23 metres north of that junction.
  - b) West Bailey, Killingworth on its
    - (i) north side, from a point 90 metres west of its junction with Garth Thirteen to a point 56 metres east of that junction.
    - (ii) south side, from a point 109 metres east of its junction with Chaffinch Way to a point 162 metres east of that junction.
    - (iii) south side, from a point 11 metres west of its junction with Hamsterley Drive to a point 45 metres west of that junction.
    - (iv) south side, from a point 54 metres east of its junction with Hamsterley Drive to a point 170 metres east of that junction.
    - (v) north side, from its junction with the access road to Bailey Green Primary School to a point 15 metres east of its junction with Garth Sixteen.
  - c) The access road to Bailey Green Primary School, Killingworth on both sides, from its junction with West Bailey to a point 10 metres north of that junction.
  - d) The un-named road to the rear of Cypress Gardens, Killingworth on its west side, from its junction with the access road to Baileys Butterflies Nursery to a point 10 metres north of that junction.
  - e) The access road to Baileys Butterflies Nursery, Killingworth on its north side, from its junction with the un-named road to the rear of Cypress Gardens to a point 10 metres east of that junction.
  - f) Garth 16, Killingworth on both sides, from its junction with West Bailey to a point 10 metres north of that junction.

2. no waiting at any time restrictions be revoked on:
  - a) West Bailey, Killingworth on its south side, between a point 48 metres west of its junction with Hamsterley Drive and a point 79 metres west of that junction.
  - b) The unnamed road off Garth Thirteen (at the rear of No.s 17 to 27 Cypress Gardens) forming the access road to Baileys Butterflies Nursery, Killingworth on its east side, from its junction with Garth Thirteen in a northerly direction for its entirety.
  
3. a no stopping on school entrance markings restriction, operational between 8.00am and 6.00pm on Monday to Friday be introduced on:
  - a) the un-named road to the rear of Cypress Gardens, Killingworth on its east side, between its junction with Garth Thirteen and its junction with the access road to Baileys Butterflies Nursery.
  - b) the access road to Baileys Butterflies Nursery, Killingworth South side, from its junction with the un-named road to the rear of Cypress Gardens to a point 10 metres east of that junction.
  
4. a no stopping on school entrance markings restriction, operational between 8.15am – 9.15am and 3.00pm – 4.00pm on Monday to Friday on the north side of West Bailey, Killingworth, from a point opposite the eastern kerblines of Hamsterley Drive to a point 76 metres east of that junction, be revoked.
  
5. A no loading and unloading restriction, operational at any time on any day be introduced on:
  - a) Garth Thirteen, Killingworth on its
    - (i) west side, from its junction with West Bailey to a point 29 metres north of that junction.
    - (ii) east side, from its junction with West Bailey to a point 23 metres north of that junction.
  - b) West Bailey, Killingworth on its
    - (i) north side, from a point 90 metres west of its junction with Garth Thirteen to a point 56 metres east of that junction.
    - (ii) south side, from a point 109 metres east of its junction with Chaffinch Way to a point 162 metres east of that junction.
    - (iii) south side, from a point 11 metres west of its junction with Hamsterley Drive to a point 45 metres west of that junction.
    - (iv) south side, from a point 54 metres east of its junction with Hamsterley Drive to a point 170 metres east of that junction.

- (v) north side, from its junction with the access road to Bailey Green Primary School to a point 15 metres east of its junction with Garth Sixteen.
  - c) The access road to Bailey Green Primary School, Killingworth on both sides, from its junction with West Bailey to a point 10 metres north of that junction.
  - d) Garth Sixteen, Killingworth on both sides, from its junction with West Bailey to a point 10 metres north of that junction.
6. A no loading and unloading restriction on the south side of West Bailey, Killingworth, between a point 48 metres west of its junction with Hamsterley Drive and a point 79 metres west of that junction, be revoked.

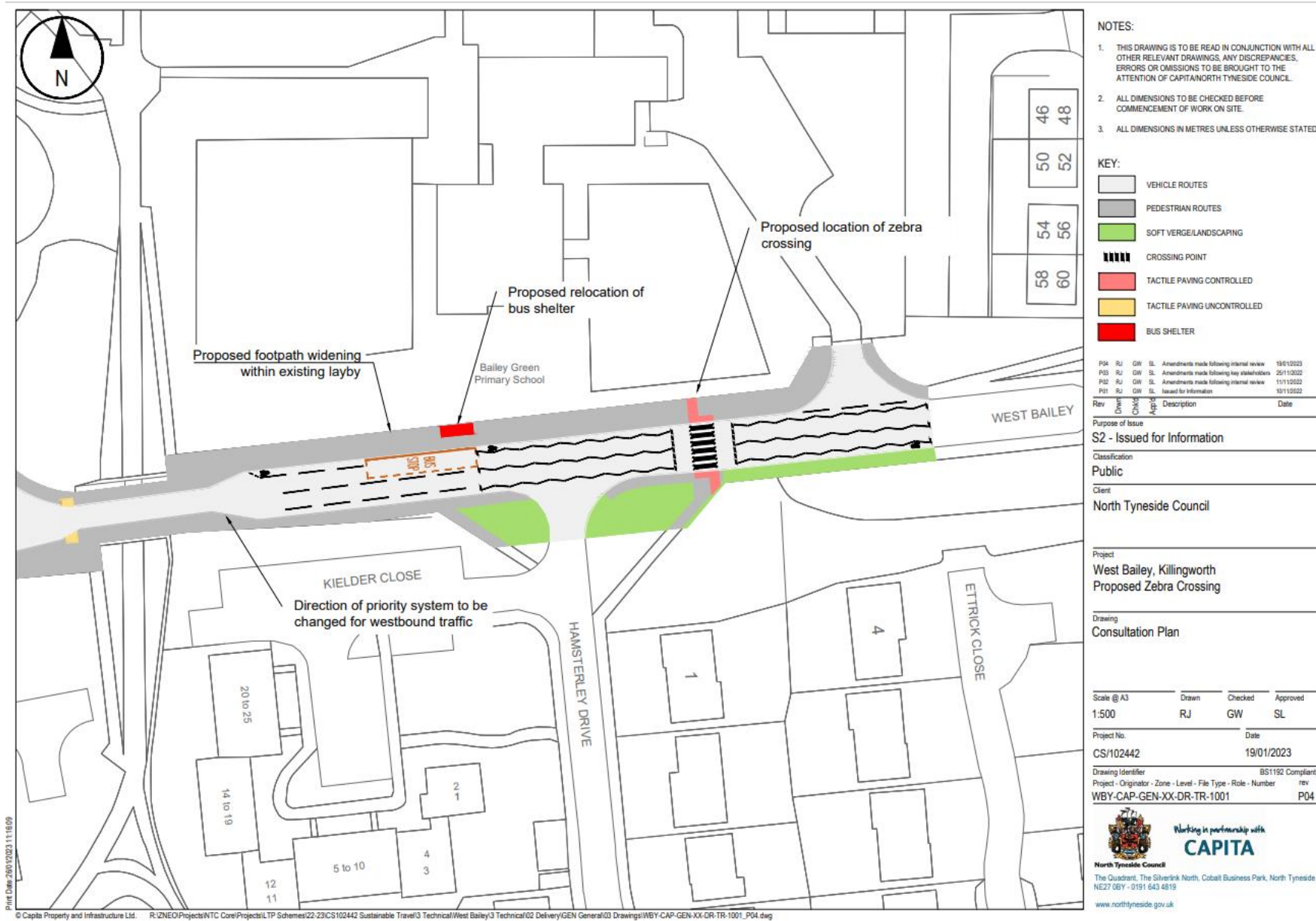
North Tyneside Council also gives notice that it proposes under Section 23(2) of the Road Traffic Regulation Act 1984, and after consultation with the Chief Officer of Police to establish a zebra crossing on West Bailey, Killingworth at a point 19 metres east of its junction with Hamsterley Drive.

Further details of the proposals may be examined in the documents available on the Council's website [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk) (Statutory Notices). 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 16 June 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 [democraticsupport@northtyneside.gov.uk](mailto:democraticsupport@northtyneside.gov.uk)

26 May 2023

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

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- NOTES:**
- 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.
  - ALL DIMENSIONS TO BE CHECKED BEFORE COMMENCEMENT OF WORK ON SITE.
  - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

- KEY:**
- VEHICLE ROUTES
  - PEDESTRIAN ROUTES
  - SOFT VERGE/LANDSCAPING
  - CROSSING POINT
  - TACTILE PAVING CONTROLLED
  - TACTILE PAVING UNCONTROLLED
  - BUS SHELTER

P04	RJ	GW	SL	Amendments made following internal review	19/01/2023
P03	RJ	GW	SL	Amendments made following key stakeholders	25/11/2022
P02	RJ	GW	SL	Amendments made following internal review	11/11/2022
P01	RJ	GW	SL	Issued for information	10/11/2022

Rev	Drawn	Checked	Appr	Description	Date
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Purpose of Issue  
**S2 - Issued for Information**

Classification  
 Public

Client  
 North Tyneside Council

Project  
 West Bailey, Killingworth  
 Proposed Zebra Crossing

Drawing  
 Consultation Plan

Scale @ A3	Drawn	Checked	Approved
1:500	RJ	GW	SL

Project No.	Date
CS/102442	19/01/2023

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
WB-Y-CAP-GEN-XX-DR-TR-1001	P04

Working in partnership with  
**CAPITA**  
 The Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside  
 NE27 0BY - 0191 643 4819  
 www.northtyneside.gov.uk

Print Date: 20/01/2023 11:16:09

### Change Equality Impact Assessments (EqIAs)e

<b>1. Proposal details</b>		
<b>Name of the policy/project/process being assessed (subsequently referred to as project)</b>	West Bailey, Killingworth – Proposed Zebra Crossing and Waiting Restrictions	
<b>Purpose of project</b>	<p>In line with the Authority's aims to improve road safety and support active travel, it is proposed to install a zebra crossing on West Bailey in Killingworth, and parking restrictions in a number of locations on West Bailey, Garth 16 and Cypress Gardens.</p> <p>The proposals associated with this EIA involve improvements to walking and wheeling on West Bailey in the vicinity of Bailey Green Primary School. The scheme consists of installing a zebra crossing on West Bailey, widening the footway into the existing layby and relocating the existing bus stop.</p> <p>The scheme also includes the installation of no waiting, no loading and no stopping restrictions at locations around Bailey Green Primary School and Bailey's Butterflies Nursery.</p>	
<b>Who is the project intended to benefit?</b>	Local residents, children, parents, staff and visitors associated with the primary school and nursery.	
<b>What outcomes should be achieved?</b>	Improved crossing facilities, reduced traffic speeds at school start and end times, improved access to public transport, safer walking, wheeling and cycling.	
<b>Version of EqIA</b>	1.0	
<b>Date this version created</b>	07/12/2022	
<b>Confidential</b>	no	
<b>Directorate</b>	Regeneration and Economic Development	
<b>Service</b>	Capita	
	<b>Name</b>	<b>Service or organisation</b>
<b>Principal author</b>	Gary Walker	Capita North Tyneside
<b>Additional authors</b>	Reagan Johnson	Capita North Tyneside

<b>2. Groups Impacted</b>		
<b>Does the project impact upon?</b>		<b>If yes, what is the estimated number impacted? And the Level of impact this will have on the group (high, medium, low)</b>
<b>Service Users</b>	yes	600 students impacted. Level of impact is expected to be low.
<b>Carers or Family of Service Users</b>	yes	600 parents / carers impacted. Level of impact is expected to be low.
<b>Residents</b>	yes	Residents living in the vicinity of the school will be impacted in particular although the proposal will impact any road users in this area. Level of impact is expected to be low.
<b>Visitors</b>	yes	30 visitors impacted. Level of impact is expected to be low.
<b>Staff</b>	yes	90 staff impacted. Level of impact is expected to be low.
<b>Partner Organisations</b>	no	

<b>3. Evidence Gathering and Engagement</b>		
	<b>Internal evidence</b>	<b>External Evidence</b>
<b>What evidence has been used for this assessment?</b>	<p>Relevant objectives of the Authority, e.g. to take steps and seek investment to make North Tyneside carbon net-zero by 2030 (<a href="#">Our North Tyneside Plan</a>); improve the street network, putting cycling and walking first (<a href="#">North Tyneside Transport Strategy</a>); contribute to reducing car-based school trips (<a href="#">Carbon Net Zero 2030 Action Plan</a>);</p>	<p>Feedback received during consultation exercise.</p>

	<p>promote road safety alongside healthy travel (<a href="#">North Tyneside Travel Safety Strategy</a>); and effectively manage demand for parking (<a href="#">North Tyneside Parking Strategy</a>)</p>	
<b>Have you carried out any engagement in relation to this proposal?</b>	yes	
<b>If yes of what kind and with whom? If no, why not?</b>	Consultation with key stakeholders, ward councillors, statutory bodies, residents	
<b>Is there any information you don't have?</b>	yes	
<b>If yes, why is this information not available?</b>	Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders	

<b>4. Impact on Different Characteristics</b>			
<b>Legally Protected Characteristics</b>	<b>Potential Positive Impact Identified</b>	<b>Potential Negative Impact Identified</b>	<b>Description of the potential impact/s and evidence used</b>
<b>Age</b>	yes	no	<p>People for whom age makes crossing the road more difficult (including pupils at Bailey Green Primary School) may experience a positive impact from the provision of a zebra crossing.</p> <p>People for whom age makes travelling more difficult may experience a positive impact from reduced pavement parking and footpath widening at a narrow point on West Bailey.</p>

<p><b>Disability</b></p>	<p>yes</p>	<p>yes</p>	<p>People for whom a disability makes crossing the road more difficult may experience a positive impact from the provision of a zebra crossing.</p> <p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from the provision of tactile paving and dropped crossing provision associated with a zebra crossing.</p> <p>Footway users with a disability (e.g. wheelchair users and visually or audio impaired people) may experience a positive impact from the reduction of pavement parking and the widening of footways.</p> <p>Blue badge holders may experience a negative impact from the proposed no loading at any time restrictions as this type of restriction applies to all vehicles including those displaying blue badges.</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 arrangements such as temporary dropped kerbs and/or safe temporary walking areas.</p>
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<b>Gender reassignment</b>	no	no	
<b>Marriage &amp; civil partnership</b>	no	no	
<b>Pregnancy &amp; Maternity</b>	no	no	
<b>Race</b>	no	no	
<b>Religion or belief</b>	no	no	
<b>Sex</b>	no	no	
<b>Sexual Orientation</b>	no	no	
<b>Intersectionality</b>	no	no	
<b>Non-legally protected characteristic</b>			
<b>Carers</b>	no	no	

<b>5. Achievement of the Authority's public sector equality duty</b>		
<b>Will the proposal contribute to any of the following?</b>		<b>If yes, how?</b>
<b>Eliminate unlawful discrimination, victimisation and harassment</b>	no	
<b>Advance equality of opportunity between people who share a protected characteristic and those who do not</b>	yes	The scheme has been designed to ensure that highway conditions are conducive to support greater usage of walking and wheeling, resulting in the potential positive impacts relating to the age and disability characteristics identified in section 4 above.
<b>Foster good relations between people who share a protected characteristic and those who do not</b>	no	

<b>6. Negative Impacts</b>		
<b>Potential negative impact</b>	<b>Can it be reduced or removed?</b>	<b>If yes how? If no, why not and what alternative options were considered and not pursued?</b>
Proposed no loading at any time restrictions would prohibit blue badge holders from parking.	no	No loading at any time restrictions have been proposed for locations where parking causes an obstruction or road safety issue. Following consultation with residents, provision for some parking for blue badge holders has been retained by leaving the northern section of double yellow lines unchanged adjacent to the nursery on Cypress Gardens.
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.
	<a href="#">Choose an item.</a>	
	<a href="#">Choose an item.</a>	

<b>7. Action Plan</b>				
<b>Actions to gather evidence or information to improve NTC's understanding of the potential impacts on people with protected characteristics and</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Target Completion Date</b>	<b>Action completed</b>

<b>how best to respond to them</b>					
Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure	Gary Walker	Sustainable Transport	31/01/2023	in progress	
			Calendar	Choose an item.	
			Calendar	Choose an item.	
<b>Actions already in place to remove or reduce potential negative impacts</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Impact</b>		
Consideration of accessibility factors as part of the scheme design process	Gary Walker	Sustainable Transport	reduce		
			Choose an item.		
			Choose an item.		
<b>Actions that will be taken to remove or reduce potential negative impacts</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Impact</b>	<b>Target Completion Date</b>	<b>Action completed</b>
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	Gary Walker	Sustainable Transport	reduce	31/03/2023	in progress
			Choose an item.	Click or tap to	Choose an item.

				enter a date.	
<b>Actions that will be taken to make the most of any potential positive impact</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Target Completion Date</b>	<b>Action completed</b>	
Inform the public of any positive impacts as part of communications/publicity when the scheme is completed	Gary Walker	Sustainable Transport	31/03/2023	in progress	
			Click or tap to enter a date.	Choose an item.	
			Click or tap to enter a date.	Choose an item.	
<b>Actions that will be taken to monitor the equality impact of this proposal once it is implemented</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>	<b>Target Completion Date</b>	<b>Action completed</b>	
The impact of the scheme will be monitored through site observations by officers and feedback from residents and other stakeholders.	Gary Walker	Sustainable Transport	31/03/2023	in progress	
			Click or tap to enter a date.	Choose an item.	
			Click or tap to enter a date.	Choose an item.	

<b>Date review of EqIA to be completed</b>	<b>Responsible Officer Name</b>	<b>Responsible Officer Service Area</b>
31/03/2023	Gary Walker	Sustainable Transport

<b>8. Outcome of EqIA</b>	
<b>Outcome</b>	<b>Please explain and evidence why you have reached this conclusion:</b>
The proposal is robust, no major change is required	Several identified potential impacts are positive. Actions are specified to reduce the potential negative impact.

<b>9. Corporate Equality Group Member approval</b>	
<b>Do you agree or disagree with this assessment?</b>	Agree
<b>If disagree, please explain why?</b>	
<b>Name of Corporate Equality Group Member</b>	David Cunningham
<b>Date</b>	26/02/2023

<b>10. Director approval</b>	
<b>Do you agree or disagree with this assessment?</b>	Agree
<b>If disagree, please explain why?</b>	
<b>Name of Director</b>	John Sparkes
<b>Date</b>	27/02/2023

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