

# **North Tyneside Council**

## **Report to Director of Regeneration and Economic Development**

### **Date: 11 July 2024**

**Title:** Controlled crossing at Denbigh Community Primary School on Denbigh Avenue

**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 establish and, in the event that no objections are received, proceed to establish a zebra crossing (pedestrian crossing) on Denbigh Avenue, Howdon, adjacent to Denbigh Community Primary School.

##### **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; and
- (2) that if no representations are received following the period of consultation, a pedestrian crossing shall be established in accordance with the proposal.

### **1.3 Forward Plan**

Seeking delegated decisions to advertise proposals to establish pedestrian crossings and, in the event that no objections are received, to determine that 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, 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**

In accordance with Authority's aims to improve road safety, it is improved to install a zebra crossing on Denbigh Avenue, Howdon, adjacent to Denbigh Community Primary School. This will improve pedestrian links to the school.

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 waiting restrictions on Denbigh Avenue and Radnor Gardens
- 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 perceived safety issues and try to determine a solution. 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 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 to be amended or replaced with single yellow lines and corresponding loading blips to prevent indiscriminate parent parking.

#### 1.5.2 Proposal in relation to scheme

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

- Zebra crossing on Denbigh Avenue, 10m north of its junction with Radnor Gardens

The proposed introduction of the zebra crossing will facilitate safe walking and wheeling in the vicinity of the school, particularly at school start and end times.

#### 1.5.3 Consultation

Ward members and Denbigh Community Primary School were updated on the proposal by email on 22<sup>nd</sup> 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 proposals will improve road safety in the vicinity of the school whilst contributing to ensuring that highway conditions are conducive to support greater usage of walking and wheeling.

## **1.8 Appendices:**

Appendix 1 Plan of scheme

Appendix 2 Equality Impact Assessment – Controlled crossing at Denbigh Community Primary School.

## **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 proposal is available from the 2024/25 (Sustainable Transport) Local Transport Plan.

### **2.2 Legal**

Proposals that involve revocations or amendments to the provision of pedestrian crossings and the installation of any new pedestrian crossings are subject to statutory legal process set out in the Road Traffic Regulation Act 1984 and the Regulations that flow from that Act, namely, The Traffic Signs Regulations and General Directions 2016. The authority which makes the proposal 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 Authority's scheme of Delegation to Cabinet Members, if any objections cannot be resolved, then the Cabinet Member for Environment is asked to consider those representations made and not withdrawn and to determine if a pedestrian crossing should be established.

## **2.3 Consultation/community engagement**

### **2.3.1 Internal consultation**

Internal consultation has involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.3.

### **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**

An Equality Impact Assessment for the scheme at Denbigh Community Primary School is covered by the Business as Usual EqlA attached as Appendix 2 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 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.

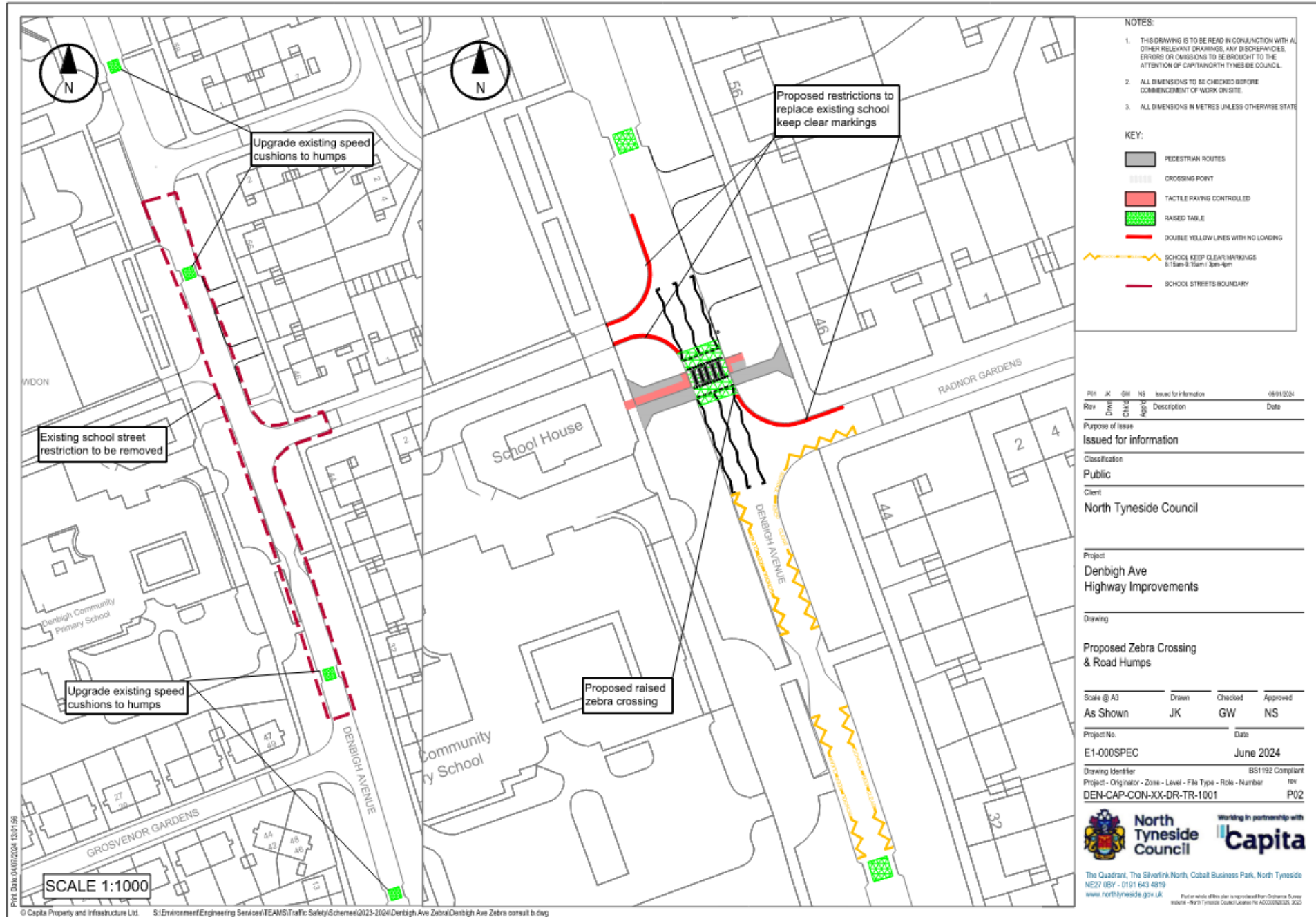
### PART 3 - SIGN OFF

- Chief Finance Officer

- Monitoring Officer

- Assistant Chief Executive

DRAFT





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

<b>1. Business as usual service activity</b>		
<b>Name of the activity being assessed</b>	Installation of zebra crossing – Traffic and Road Safety	
<b>Purpose of activity</b>	<p>The business-as-usual activity is the installation of a zebra crossing.</p> <p>The proposed introduction of zebra crossings provides links for pedestrians, improve road safety and can also support sustainable trips to schools. It is expected that new zebra crossings will support walking and wheeling in the borough.</p>	
<b>Who is the activity intended to benefit?</b>	Residents, visitors, local businesses, and local schools.	
<b>Version of EqIA</b>	1.0	
<b>Date this version created</b>	19/09/2023	
<b>Confidential</b>	no	
<b>Directorate</b>	Environment	
<b>Service</b>	Capita	
	<b>Name</b>	<b>Service or organisation</b>
<b>Principal author</b>	Samantha Lacy	Capita North Tyneside
<b>Additional authors</b>	Nicholas Saunders	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	Pupils at local schools - medium
<b>Carers or family of service users</b>	yes	Residents or visitors to local care facilities - low
<b>Residents</b>	yes	Residents in the immediate vicinity - low
<b>Visitors</b>	yes	Visitors to schools and the local area - low
<b>Staff</b>	yes	Staff within local schools and local businesses - low
<b>Partner organisations</b>	no	

<b>3. Evidence gathering and engagement</b>		
	<b>Internal evidence</b>	<b>External evidence</b>

APPENDIX 1 – PLAN OF SCHEME

<p><b>What evidence has been used for this assessment?</b></p>	<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>); and promote road safety alongside healthy travel (<a href="#">North Tyneside Travel Safety Strategy</a>).</p> <p>Responses to initial resident and stakeholder consultation completed by the team.</p>	<p>We follow Department for Transport regulations and guidance within the <a href="#">Traffic Signs Manual Chapter 6</a>.</p>
<p><b>Have you carried out any engagement in relation to this activity?</b></p>	<p>yes</p>	
<p><b>If yes of what kind and with whom? If no, why not?</b></p>	<p>Consultation with local Ward Councillors, local residents, local businesses and local schools.</p>	
<p><b>Is there any information you don't have?</b></p>	<p>yes</p>	
<p><b>If yes, why is this information not available?</b></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>	

<b>4. Impact on groups with 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 and evidence used in the assessment (mitigations are not included here)</b>
<b>Age</b>	yes	yes	<p>People for whom age makes crossing the road more difficult (including pupils at the local schools) may experience a positive impact from the installation of a formal zebra crossing to support crossing the road safely.</p> <p>They may also experience a negative impact if the zebra crossing is installed in place of parking provision. However, we will always ensure there is alternative long stay parking available to all vehicles at nearby locations.</p>
<b>Disability</b>	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 formal crossing point installed to help facilitate crossing the road safely.</p> <p>People with a disability who hold a Blue Badge must not park on the zebra crossing or the white zig zag markings surrounding the crossing. 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 arrangements such as temporary dropped kerbs and/or safe temporary walking areas.</p>

APPENDIX 1 – PLAN OF SCHEME

<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	yes	People who do not speak English as a first language may experience issues reading the notices and any communication. All our communication has an accessibility statement and can be provided in other formats or languages.
<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>Socio-economic disadvantage</b>	no	no	

<b>5. Achievement of the Authority's Public Sector Equality Duty</b>		
<b>Will the activity 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 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.
<b>Foster good relations between people who share a protected characteristic and those who do not</b>	no	

**6. Negative impacts**

APPENDIX 1 – PLAN OF SCHEME

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 zebra crossing or the white zig zag markings on either side of the crossing.	no	The extent of the proposed Zebra crossing and white zig zag markings has been kept to the minimum length required to keep the area around the zebra crossing safe, where road safety is critical, however longer stay parking is available nearby.
People who do not speak English as a first language may experience issues reading the notices and any communication.	yes- reduced	All our communication has an accessibility statement and can be provided in other formats or languages.

**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	Geoff Crackett	Traffic and Road Safety	19/09/2024	in progress

APPENDIX 1 – PLAN OF SCHEME

proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)					
<b>Actions already in place to remove or reduce 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 particularly in relation to the extent of the road markings.	Geoff Crackett	Traffic and Road Safety		reduce	
<b>Actions that will be taken to remove or reduce 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	Geoff Crackett	Traffic and Road Safety	reduce	19/09/2024	in progress
<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 and publicity when the scheme is completed	Geoff Crackett	Traffic and Road Safety		19/09/2024	in progress
<b>Actions that will be taken to monitor the equality impact of the activity</b>	<b>Responsible officer name</b>	<b>Responsible officer service area</b>		<b>Target Completion Date</b>	<b>Action completed</b>

APPENDIX 1 – PLAN OF SCHEME

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	19/09/2024	in progress
<b>Date review of EqIA to be completed</b>	<b>Responsible officer name</b>	<b>Responsible Officer Service Area</b>		
19/09/2024	Geoff Crackett	Capita North Tyneside		

<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 identified potential negative impact.

<b>9. Corporate Equality Group member approval</b>	
<b>Do you agree or disagree with this assessment?</b>	yes
<b>If disagree, please explain why?</b>	
<b>Name of Corporate Equality Group member</b>	David Cunningham
<b>Date</b>	03/11/2023

<b>10. Director/Head of Service approval</b>	
<b>Do you agree or disagree with this assessment?</b>	yes
<b>If disagree, please explain why?</b>	
<b>Name of Director/Head of Service</b>	John Sparkes
<b>Date</b>	06/11/2023

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