

North Tyneside Council

Report to Cabinet Member for Environment

Date: 10 May 2024

Title: Traffic Regulation Order, Waiting Restrictions – Coble Dene, North Shields

Portfolio(s): Environment	Cabinet Member(s):	Councillor H Johnson
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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:

Riverside

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to introduce full-time waiting restrictions on Coble Dene, North Shields, and to set aside two objections received to the proposal.

1.2 Recommendation(s):

It is recommended that the Cabinet Member for Environment:

- (1) considers the objections;
- (2) sets aside the objections in the interests of discouraging obstructive parking thereby improving access, visibility and road safety for all road users; and

- (3) determines that the Traffic Regulation Order should be made unchanged.

1.3 Forward Plan:

Considering objections relating to proposed 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
- A secure North Tyneside
 - We will continue to invest £2m per year in fixing our roads and pavements

1.5 Information:

1.5.1 Background

The proposal to introduce waiting restrictions on Coble Dene adjacent to the Tyne Commission Quay Car Park, was developed to address concerns raised in relation to obstructive parking restricting access to Royal Quays Marina and Tyne Commission Quay.

The Authority has undertaken parking assessments in accordance with Annex 6 of the North Tyneside Parking Strategy. These assessments were undertaken in 2023 and identified that obstructive parking was taking place on Coble Dene in the vicinity of Tyne Commission Quay Car Park, reducing access, visibility and creating a potential road safety issue. The resulting scheme is shown on the plan at Appendix 3.

The issues experienced on Coble Dene and resulting proposal were discussed with ward Members in May 2023. Engagement on the scheme was also carried out in May 2023 via emails to relevant stakeholders within the area.

The statutory consultation on the associated Traffic Regulation Order (TRO) was carried out in August 2023 and two formal objections to the proposal were received.

1.5.2 Statutory Consultation

Parking proposals 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, businesses and other stakeholders to object to the proposals and the proposed making of a TRO and/or varying of existing TROs. Any objectors are sent a response and invited to reconsider their objection. Any objections not withdrawn are referred to the Cabinet Member for Environment for consideration in accordance with the Mayor's Scheme of Delegation.

1.5.3 Summary of Objections

An anonymous objector submitted an objection based on their view that the proposed restrictions would remove free on-street parking and effectively force drivers to park in the nearby car park which requires users to pay to park.

Mr B submitted an objection based on the view that the extent of the proposed double yellow lines was in his view excessive; that the restrictions could result in obstructive parking at the nearby roundabout; and that there were health benefits for people with limited mobility being able to park a car close to a feature such as a marina.

An officer wrote to the objector to explain that the proposal had been developed due to concerns around indiscriminate parking causing issues for vehicles accessing and egressing Tyne Commission Quay and Royal Quays Marina. It was pointed out that on-street parking provision had been retained on Coble Dene where it was considered safe and would not cause access to be restricted.

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

Further correspondence was received from Mr B reaffirming his position. In this correspondence, he objected in particular to the proposed short section of double yellow line proposed for the west side of Coble Dene between the two vehicular accesses to East Quay car park, which he suggested was not required. In relation to this point, an officer responded to explain that this section of double yellow lines had been proposed to provide a space equivalent to a 'passing place' to facilitate two-way traffic movements during busier times.

Full details of the objections and the officer's responses 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 and determine that the Traffic Regulation Order should be made unchanged.

Option 2

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should be made with modifications.

Option 3

Not approve the recommendations set out in section 1.2 and determine that the Traffic Regulation Order should not be made.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

The proposal will discourage obstructive parking thereby improving access, visibility and road safety for all road users.

1.8 Appendices:

Appendix 1 Details of objections and associated correspondence

Appendix 2 Traffic Regulation Order 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) [North Tyneside Parking Strategy](#)
- (3) [Road Traffic Regulation Act 1984](#)
- (4) [Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996](#)

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

Funding to implement the proposals is available from the 2024/25 (Parking management) Local Transport Plan capital budget. Funding to advertise the proposals was provided from the 2023/24 (Parking management) Local Transport Plan capital budget.

2.2 Legal

Proposals that involve revocations or amendments to existing traffic regulation orders (TROs) 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. All schemes are formally advertised and include 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 proposals in a local newspaper circulating in the area, 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 any 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

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

2.3.2 Community engagement

Local stakeholders' views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as described in section 1.5.2.

2.4 Human rights

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

2.5 Equalities and diversity

An Equality Impact Assessment for the parking restrictions at Coble Dene 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, by contributing to improved road safety, the proposals support the use of more sustainable modes of transport in preference to car use.

PART 3 – SIGN OFF

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

Details of Objection – Anonymous (Dated 26 August 2023)

I do not support the proposal , when they are put down there will be no free parking available. A lot of pensioners and taxpayers of north Tyneside use the quay as a hub for walks etc , even the waste ground parking requires a ticket.

Also consider putting in more seats including the very exclusive new build promenade if the locals will let you.

Officer Response (Dated 20 March 2024)

Dear Sir / Madam,

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at Coble Dene, North Shields (as shown on the attached plan). I would like to clarify the reasons why we are proposing the waiting restrictions and to address comments relevant to the proposal.

The proposal has been developed due to concerns around indiscriminate parking causing access and road safety issues for vehicles accessing and egressing the cruise port and Royal Quays Marina. These issues were confirmed following site assessments by officers from the traffic and road safety team. The attached proposal has therefore been progressed, and free on-street parking has been maintained where it can be done in a safe manner without obstructing the carriageway.

It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location and will therefore help to maintain sufficient access for all road users at all times consequently improving road safety.

I have also passed on your comments for further street furniture in this area to colleagues who may be better suited to investigate this request.

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. 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.

Details of Objection – Mr B (Dated 24 August 2023)

Good afternoon; I am a resident of North Shields and have lodged just before 3pm today, Wednesday 23rd August 2023 a Freedom of Information Request to reveal the drawings or diagrams associated with the following Council Notice of 11th or 16th August 2023 entitled:

"(Prohibition and Restriction of Waiting and Loading) Order 2022 and (On Street Parking Places) (Consolidation) Order 2022 Variation Orders 2023"

Until such time as North Tyneside Council make available to the public easily-understandable graphic description by means of drawings or diagrams of the multiple segments of the proposal applying to Coble Dene North Shields, ***I hereby register my Objection*** to the proposals on the grounds that the wording cannot be readily and clearly interpreted without recourse to a map, drawing, chart or diagram. Given that your statutory notice gives the proposals in text with reference by cardinal points of the compass with over ten different measurements in metres, I maintain that this notice as published cannot easily be interpreted by the public. If the Council have published such diagrams or drawings previously, I apologise, but I am unable to find any such graphical representations anywhere on North Tyneside Council's website. So, please publish a notice explaining where these diagrams or drawings may be seen, as the period for consultation ends in two weeks from today on 6th September. Whilst I understand that the Council are probably constrained by law to publish such notices in the words-and-numbers format of a Public Notice, it does not help the average member of the public from being able to envisage what it is likely to mean for him or her.

Officer Response (Dated 24 August 2023)

Thank you for your email in relation to the proposed traffic regulation order. I attach the diagram you are seeking and can confirm this has now been published on the Council's website.

Further response from Mr B (Dated 24 August 2023)

Thank you for your efforts and getting the Drawing of Parking Restrictions Variation 2023 placed on your website. I can now see the rationale behind the proposals, but feel that certain parts do go too far:

"Give him an inch and he'll take a mile" springs to mind. If the proposal to place double yellow lines for the short distance half way up the straight section were

withdrawn I think it would make more sense; this section is opposite no gateways to Northumbria Quay, so has no justification for displacing roadside parking for three to four cars at present. (Or are there as-yet undeclared plans for either a bus stop or, for example, a roadside ice-cream-van concession?)

To a lesser extent, the arc of parking restriction proposed nearest the residential buildings of Commissioners Wharf does not need to have a parking restriction; it is not a particularly "blind bend", but perhaps your department see it otherwise. On the other hand, I note that the roundabout at the downstream end of Coble Dene (top right hand of the drawing) has no restriction proposed for the outer side. Drivers often park cars on Coble Dene to allow their passengers to take a safe walk on level ground alongside the marina for health reasons (we are ourselves in our late seventies; my wife uses a walking stick for this, but has not yet reached the threshold of entitlement for the Blue Badge scheme). If parking is excessively restricted along Coble Dene, then I fear that some drivers would start to park on the outer side of that roundabout instead. And you must acknowledge that although there is a paid car park on the marina's own land, drivers only tend to use it when there are absolutely no alternatives.

With respect to the paid car park I refer to at the Marina, may I make an observation to the effect that any persons with any commercial connection to the marina, Boatfolk, should not be allowed to express support for this proposal of parking or waiting restrictions on Coble Dene, as there is a clear conflict of interest. The car park operators would clearly benefit from an increase of parking traffic, displaced from Coble Dene by the Council's imposition of double yellow lines.

I mention the facility of parking on a level road alongside safe walking for the elderly or disabled being brought by a driver, without the Blue Badge. There are very few recreational parking and walking areas in North Tyneside where safe, flat paving exists close to where the car may be parked: has the Council considered the health or well-being of those who, because of simply becoming elderly, need a safe, flat, level walking area close to the car that brings them to such a spot? Too many paved areas of public footpaths on North Tyneside have uneven paving slabs with protruding edges (trip hazard) or dips in the tarmac/asphalt (stagger and fall hazard), or a longish walk from a car park down an uneven path to, say, Whitley Bay's recently improved Promenade.

So, for these specific reasons, my objection remains subject to a reduction in the proposals shown in the drawing of Project TCQCPWR Diag. No. 001 of 29/05/2023. Thank you for providing the information I had requested.

Further officer response (Dated 20 March 2024)

I am contacting you following your formal objection to the proposal to introduce waiting restrictions at Coble Dene, North Shields (as shown on the attached plan). I would like to clarify the reasons why we are proposing the waiting restrictions and to address comments relevant to the proposal.

The proposal has been developed due to concerns around indiscriminate parking causing access and road safety issues for vehicles accessing and egressing the cruise port and Royal Quays Marina. These issues were confirmed following site assessments by officers from the traffic and road safety team. The attached proposal has therefore been progressed, and free on-street parking has been maintained where it can be done in a safe manner without obstructing the carriageway.

It is expected that the proposed restrictions will discourage vehicles from parking in an obstructive manner at this location and will therefore help to maintain sufficient access for all road users at all times consequently improving road safety. The roundabout at the far east of the road will be monitored if the proposed restrictions are implemented and further measures can be considered if deemed necessary.

There is an allocation of disabled parking available for free within Royal Quays Marina car park. Blue badge holders can also park for up to 3 hours on double yellow lines, if they are able to do so without causing an obstruction or road safety issue.

We can confirm that the potential conflict in interest you have highlighted has been considered however has not been a concern of this scheme to date. The views of all stakeholders have been taken into consideration however officers note the primary aim of the proposal is to prevent obstructive parking at this location.

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. 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.

Further response from Mr B (Dated 20 March 2024)

Good Evening, and thank you for your e-mail of Wednesday 20th March regarding my submitted Objection to the parking control proposals at Coble Dene, between the marina and Northumbria Quay.

I've looked through it twice, but could not see one of my principal points of objection even mentioned: namely, the proposal to insert a short length of parking prohibition on the straight section of road that I specified. If some clarity of reasoning behind this part of the proposal had been shed upon this particular section of the straight road, as to its ultimate purpose for restricting parking just there for a short distance, then I would have considered that the Department's proposal may or may not have made sense for the ordinary driver wishing to park there.

As no explanation has been offered as to the purpose of this section's restriction, then I am obliged to maintain the objection. Why not give an explanation? Is the Council perhaps sensitive to the possibility that they may wish to rent out this parking reserved spot to a roadside van-trader, such as for example an ice-cream vendor? Nice as that may be for the drivers and their passengers, the local residents of the nearby apartments and the marina's boat owners would most certainly dislike the undoubted increase in dropped rubbish and broken snack fragments.

But the rat population would thrive and welcome such an enterprise. And gulls will soon find they like it even more than normally!

Please come clean: do I have any reason whatsoever to "smell a rat" at that centre restriction?

Until I've had some explanation, then I'm sorry to say that my Objection remains in place.

Further officer response (Dated 21 March 2024)

Thank you for your email. I appreciate the concerns you have raised and did respond to them in detail.

The small section of waiting restrictions proposed at the centre of the car park's access points has been done so to create a 'passing place' for vehicles travelling in northbound direction when a vehicle is travelling in the opposite direction. Some on-street parking has been provided on this stretch, however it has been recognised that the width of the carriageway is not sufficient to maintain two-way traffic when

parking is allowed on one side. It is anticipated that this part of the proposal will reduce conflict during busier times and subsequently improve road safety.

We appreciate that your position on the matter has not changed. Your comments from this latest email will also be included in a report to be presented to the Cabinet Member for Environment. You will be notified of the Cabinet Member's decision with regard to this scheme in due course.

Further response from Mr B (Dated 26 March 2024)

Thank you at last for an explanation, for the intended purpose of that section of road having a "refuge" space created. In practice, I think you should observe for an extended period how traffic copes with this location already. There is very little conflict, drivers are practical and cope with the odd conflict very well. I can only assume that some Northumbria Quay cruise ship coach tour operators' coach drivers may have had a grumble about gaining unhindered exit from the security gates further along. In this case, make the road usable with parking restrictions and temporary cones, every time a cruise ship visits, if you must; but I suspect that the Council's officers are seeking to over-control a problem that isn't there on a day-to-day basis. Please ensure that this particular comment of mine is also represented.

NORTH TYNESIDE COUNCIL
(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022
Variation Orders 2023

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 no waiting at any time restrictions be introduced on sections of Coble Dene, North Shields:

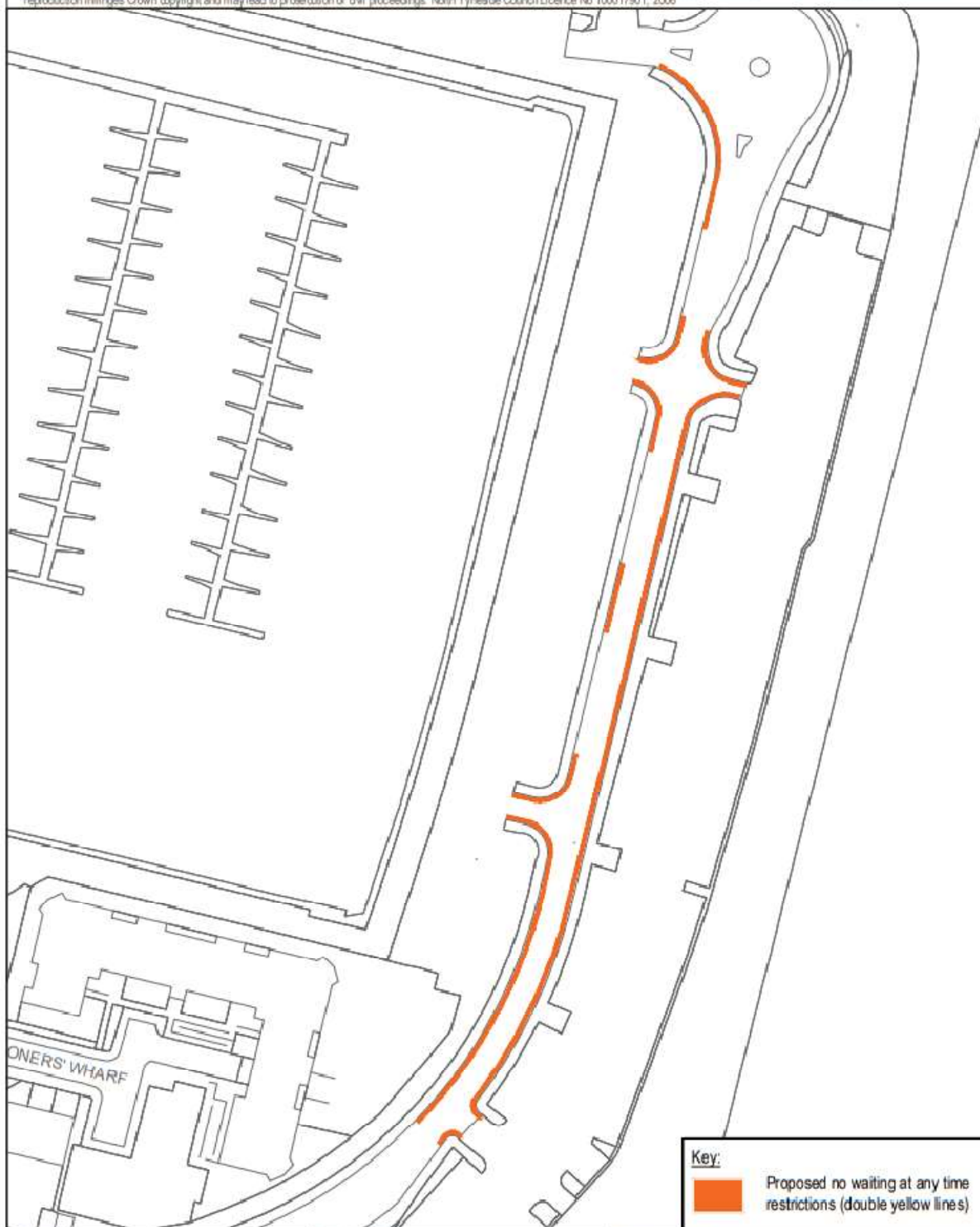
- West side, from a point 145 metres east of its junction with Commissioners' Wharf for a distance of 81 metres in a northerly direction.
- West side, from a point 145 metres east and 106 metres north of its junction with Commissioners' Wharf for a distance of 14 metres in a northerly direction.
- West side, from a point 145 metres east and 143 metres north of its junction with Commissioners' Wharf for a distance of 28 metres in a northerly direction.
- West side, from a point 145 metres east and 189 metres north of its junction with Commissioners' Wharf for a distance of 31 metres in a northerly direction.
- East side, from a point 151 metres east of its junction with Commissioners' Wharf for a distance of 173 metres in a northerly direction.

Further details of the proposals may be examined in the documents available on the Council's website 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 by 6 September 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


16 August 2023

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

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Key:

 Proposed no waiting at any time restrictions (double yellow lines)

Client
North Tyneside Council

Project Title
Tyne Commission Quay Car Park
North Shields, NE29 6DS

Drawing Title
Proposed waiting restrictions

Project No. TQCPWR	Dwg. No. 001	Drawn By RJ	Checked NS
Date: 29/05/2023	Scale 1:1000	Revision B	Sheet Size A4

Engineering Services
Regeneration, Development and
Regulatory Services
Cobalt 16 The Seafink North
Quadrant, Cobalt Business Park
West Alkermot
Newcastle Upon Tyne
NE27 0BY
E-mail: traffic@northtyneside.gov.uk
Web: www.northtyneside.gov.uk



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?	<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.	

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>

			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			
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	

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	Reagan Johnson	Traffic and Road Safety	29/03/2024	yes

publishing details of the proposals in accordance with 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.	Reagan Johnson	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	Reagan Johnson	Traffic and Road Safety	reduce	29/06/2024	in progress

which remain open, and in the case of closures 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	Reagan Johnson	Traffic and Road Safety	29/06/2024	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 and feedback from	Reagan Johnson	Traffic and Road Safety	29/06/2024	in progress

residents and other stakeholders.				
Date review of EqIA to be completed	Responsible officer name	Responsible Officer Service Area		
29/06/2024	Reagan Johnson	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.