

North Tyneside Council
Report to Cabinet Member for Environment
Date: 15 November 2024

Title: Traffic Regulation Order – Waiting restrictions and no stopping restrictions at Hailsham Avenue, Longbenton

Portfolio(s): Environment	Cabinet Member(s):	Councillor H Johnson
Report from Service Area:	Regeneration and Economic Development	
Responsible Officer:	John Sparkes, Director of Regeneration and Economic Development	(Tel: 0191 643 7295)
Wards affected:	Longbenton & Benton	

PART 1

1.1 Executive Summary:

This report seeks the approval of the Cabinet Member for Environment to approve the making of a Traffic Regulation Order (TRO). The Order would introduce ‘no waiting at any time’ restrictions (double yellow lines); ‘no loading at any time’ restrictions; ‘no stopping’ restrictions (School Keep Clears) and extension to a ‘no stopping except buses’ clearway, in the areas identified in this report. In considering these requests, the Cabinet Member is asked to aside five 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 increasing 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 the Traffic Regulation Order should be made in accordance with the proposal set out in this report.

1.3 Forward Plan:

Considering any representations received in relation to 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 priorities 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 priority in the Carbon Net-Zero 2030 Action Plan:

- Reduce car-based school trips by 5% annually.

1.5 Information:

1.5.1 Background

As part of the Local Transport Plan (LTP) capital programme for 2024/25 it is proposed to deliver a safety improvement scheme on Hailsham Avenue, Longbenton.

In this area are three schools in close proximity: Longbenton High School and two schools which share a site, Benton Dene Primary and Benton Dene School, which serves pupils with special educational needs. At the end of the school day Longbenton High School Pupils exit the school onto Hailsham Avenue primarily by walking and wheeling and Benton Dene School's pupils exit onto Hailsham Avenue, predominantly by taxi. Benton Dene Primary's pupils also

have the option to exit onto Hailsham Avenue, primarily by walking and wheeling, however the school's main entrance is on Clydedale Avenue.

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

Benton Dene School's day finishes at 3:15 pm. At this time, taxis begin to leave the site from the school car park to the northern end of Hailsham Avenue.

Benton Dene Primary's pupils also begin leaving the site at 3:15pm. However, 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 by walking and wheeling 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 the 2023/24 academic year, Longbenton High School's day finished at 3:00pm, however this was changed to 3:15pm with effect from September 2023. On Tuesdays, Longbenton High School's day finishes earlier, at 2:30pm.

The number 18 bus, operated by Stagecoach, 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, however it is understood that bus drivers often experience difficulty travelling along Hailsham Avenue and accessing the bus stop owing to the presence of parked cars.

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 Clear) with associated signage, operating Monday to Friday between 8:15 and 9:15am and 3:00 and 4:00pm) and extension to the 'no stopping except buses' clearway.

It is anticipated that the proposed introduction of restrictions will contribute to reducing motorised traffic levels in the vicinity of the schools and bus turning circle, 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.

Engagement on the full scheme was carried out in Autumn 2024, with key stakeholders and households that were directly affected by the proposals. All schools were contacted and provided details of the proposals. Both Benton Dene Schools have been in regular discussions with Officers following the initial

engagement providing their support for the proposals as they believe it will address safety concerns at the main vehicular entrance while maintaining full pedestrian access. Ward Councillors and the Cabinet Member for Environment were updated in advance of the consultation and have been kept updated throughout the process.

The proposal was advertised in accordance with the Authority's usual procedure as set out in section 2.2 and five formal objections to the proposal were received.

1.5.2 Statutory Consultation

Proposals that introduce waiting and loading restrictions 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

Objection 1

Ms M submitted an objection to the scheme stating that she had children with autism who found walking through traffic or pedestrian congestion challenging. Ms M suggested that either parking should be allowed where there are no existing restrictions, or additional parking should be created beside Benton Dene School, or that restrictions should be removed at the other entrance to the Benton Dene Primary-Benton Dene School site. Ms M further suggested that people with hidden disabilities were often not considered and that the local issues related to "selfish" drivers who parked at the bus stop or turning circle where existing restrictions were in place.

An officer wrote to Ms M to clarify and explain the proposals. The response explained that the proposals sought to improve child safety. The officer confirmed that cars would still be able to park legally where no restrictions

were introduced, and advised that the Authority would not seek to introduce additional car parking at a school.

The response went on to explain that the 'School Street' restrictions around the northern entrance to the Benton Dene Primary-Benton Dene School site were currently on a trial basis and that, if it were proposed to make these permanent, public consultation would be undertaken. The response further noted that the Authority's procedures include carrying out Equality Impact Assessments.

Objection 2

Ms P submitted an objection to the scheme based on her view that it would result in an increase in traffic on Edenbridge Crescent. She stated that this was a narrow road where parents already often parked in order to access the schools. Ms P suggested that similar restrictions at other locations were ignored by motorists and questioned what enforcement would be carried out if the scheme were implemented.

An officer wrote to the objector to clarify and explain the proposals. The response explained that the proposals sought to improve child safety. The officer confirmed that cars would still be able to park legally where no restrictions were introduced and advised that the Authority would not seek to introduce additional car parking at a school.

The response went on to explain that the 'School Street' restrictions around the northern entrance to the Benton Dene Primary-Benton Dene School site were currently on a trial basis and that, if it were proposed to make these permanent, public consultation would be undertaken. The response further noted that the Authority's procedures include carrying out Equality Impact Assessments.

Objection 3

Ms C submitted an objection to the scheme based on her view that restrictions would not be enforced, and suggested that it would be preferable to install parking bays for residents outside their homes.

An officer wrote to the objector stating that, if introduced, the new restrictions would be placed on the Authority's Parking team's rota for visits and associated enforcement.

Objection 4

Ms D submitted an objection to the scheme stating that the turning circle was for the use of all traffic rather than only buses, and expressing the view that there should be a waiting area for parents to drop off and pick up their children by car. Ms D further suggested that the scheme did not allow for health issues experienced by herself and her child. She also requested a drawing of the scheme.

An officer wrote to the objector, attaching a scheme drawing and confirming that any vehicle would still be able to travel through the turning area. The response also advised that the Authority would not seek to introduce additional car parking at a school, with reference to safety and environmental factors.

Ms D responded to clarify that she had referred to a waiting area, rather than a parking area, for parents travelling by car. An officer responded and confirmed that the proposed restrictions would apply to waiting as well as parking.

Objection 5

Ms K submitted an objection to the scheme, suggesting that there were no significant issues at school start times and that congestion on the street at school finish times was due not only to school traffic but to general volume of traffic, residential parking and cars being unable to negotiate the turning area while the bus was parked there. Ms K suggested that the scheme would displace further traffic into other local streets and that local residents should retain the option of on-street parking at any time.

Ms K expressed the view that the proposed double yellow lines further south on Hailsham Avenue were unnecessary, suggesting that these locations were not used for school-based parking. She also suggested, if the scheme resulted in cars being parked farther from the schools, that it could result in cars being parked for longer periods of time.

An officer responded to confirm that the objection would be included in a report to the relevant Cabinet Member. This is included at Appendix 1 alongside a more detailed response which was sent to the same resident during the earlier informal consultation.

Full details of all objections and officers' 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.

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 increasing safety for all road users and contributing to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.

1.8 Appendices:

Appendix 1 Details of objections and associated correspondence

Appendix 2 Notice advertised on site

Appendix 3 Copy of Proposed Plan

Appendix 4 Equality Impact Assessments

1.9 Contact officers:

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

Nick Saunders, Senior Traffic Engineer, Capita, 0191 643 6598

Andrew Flynn, Senior Manager – Integrated Transport, 0191 643 6083

1.10 Background information:

(1) [North Tyneside Transport Strategy](#)

(2) [North East Transport Plan](#)

(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 advertise and implement the proposals is available from the 2024/25 (Sustainable Transport) 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 notwithstanding those objections.

Within 14 days of the making of the proposed TRO varying the existing TRO in respect of the proposals set out in the report, the Authority must notify any objectors, publish a notice of making in a local newspaper and take such other steps as it deems appropriate for ensuring adequate publicity is given to the

making of the TRO. In North Tyneside, in addition to being advertised in a local newspaper, notices of making are displayed on the Authority's website and on roads affected by the TRO. Documents relating to the order are also available for public inspection at the Authority's offices at Quadrant.

2.3 Consultation/community engagement

2.3.1 Internal consultation

Internal consultation has involved the Cabinet Member for Environment. Ward members' views on the proposal were sought as described in section 1.5.1.

2.3.2 Community engagement

Views on the proposal were sought as described in section 1.5.1. The proposal was advertised in line with statutory process as set out 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

Business as Usual Equality Impact Assessments for waiting restrictions and no stopping restrictions have been undertaken. 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 impacts including 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 Executive
- Director of Service
- Mayor/Cabinet Member
- Chief Finance Officer
- Monitoring Officer
- Interim Director of Corporate Strategy and Customer Service

Details of Objection No.1 – Ms M (Dated 4 September 2024)

I'm writing to you to object on the matter regarding the above restriction on parking.

I am a mother with [number] Autistic children, who find it very challenging to walk through traffic or congestion with too many people around. This can be emotionally and mentally challenging for them as they have psychological and sensory difficulties.

My children attend benton dene primary school. I have applied for a pass to park in school however been denied as according to the school "too many cars and full".

As my children have these hidden disabilities I am asking you to make ammendments within reason for cars to park where there are no yellow lines. This has worked in the past and we've never had issues. (During my other childrens academic years now aged [age]) Or the council considers creating parking bays besides the school fences (there's lots of space we can share).

I believe it is unfair and unreasonable to put everyone in one category as most of us don't park unsafely. We just want to get our kids to school safely especially, when they experience challenges in their day to day life.

If the above is not possible then may I request that the council look at lifting restrictions on the other side so that residents and parents are able to share parking on street safety?

This is distressing to me as a parent carer too as I feel that many times residents and the council don't consider hidden disabilities before making decisions.

I fully understand and support our emergency services however I believe that this decision has been taken because of selfish, lazy, unreasonable drivers parking at the bus stop or on double yellow lines which I have witnessed myself.

I hope to hear back from you about the issue above so that we can have a discussion and that my family can access school without difficulty or distress. I believe many of us parents would be happy to have a meeting/conversation on this matter.

Officer Response (Dated 4 September 2024)

Thank you for your email outlining your concerns about the proposed scheme. I will attempt to respond to them below:

Challenge of walking through traffic or congestion with too many people around

The aim of any scheme near a school is first and foremost to improve child safety. The proposals are intended to reduce congestion and traffic around the school gates.

Our aim is always to promote active travel to school where possible and, where it is not, to move parking as far away from school as possible.

Amendments for cars to park where there are no yellow lines

Cars would still be able to park where there are no restrictions in place

Creation of parking bays

North Tyneside Council does not create additional parking at schools. The availability of more parking increases the rates of driving. Not only does that create concerns for child safety but it is also in conflict with our climate change and carbon net-zero policies and strategies.

Removal of 'School Street' at Weardale Avenue entrance

The School Street scheme at the Weardale Avenue entrance is in its trial period but, to date, is considered to have been successful at improving child safety. Further investigations will soon be undertaken to establish whether to make the scheme permanent. If so, this will go to public consultation.

Consideration of hidden disabilities

Any proposal by the council must undergo an Equality Impact Assessment to ensure fairness and non-discrimination. This proposal has been through that process.

Confidentiality

Unless you choose to withdraw your objection, it will be included in a report to the relevant Cabinet Member as part of the process, but will be anonymised; please be assured that your name will not be published anywhere.

I hope this helps to explain some of our proposals.

Details of Objection No.2 – Ms P (Dated 30 August 2024)

I would like to raise an objection around this proposal.

As stated on my previous E-mail on this matter , these restrictions will force the traffic onto Edenbridge Crescent.

I stated that the traffic uses Edenbridge Crescent on the West Side where there is a footpath leading to the school.

Traffic already parks there and makes it impossible to pass as the road is quite narrow and also prevents use of the drive .

Parents Park on the narrow road and then use the footpath that runs parallel alongside the school fence.

Whilst I realise this is not the concern of the school , these proposals will have negative connotations for everyone else in this road.

Surely a less disruptive measure can be found.

I work in a [workplace] that has all of these restrictions in place and are totally ignored by parents .

They are not enforced , so keep reoccurring.

I also requested information about who is going to enforce the new restrictions and have not been provided with a response to date.

If they are not enforced, then everyone has the same problem just spread out more into the Community

I really do think the school should consider the wider community and not one single road.

Officer Response (Dated 4 September 2024)

Your objection will be included in the report that goes to the Cabinet Member.

In relation to your conversation with [an officer] below - I am attaching the email I sent on 20th May in case you did not receive it. This mentions enforcement as well as other issues that were raised in the informal consultation.

[Attached Email Contents]

Thank you for your email outlining your concerns about the proposed scheme. I will attempt to respond to them below:

Challenge of walking through traffic or congestion with too many people around

The aim of any scheme near a school is first and foremost to improve child safety. The proposals are intended to reduce congestion and traffic around the school gates.

Our aim is always to promote active travel to school where possible and, where it is not, to move parking as far away from school as possible.

Amendments for cars to park where there are no yellow lines

Cars would still be able to park where there are no restrictions in place

Creation of parking bays

North Tyneside Council does not create additional parking at schools. The availability of more parking increases the rates of driving. Not only does that create concerns for child safety but it is also in conflict with our climate change and carbon net-zero policies and strategies.

Removal of 'School Street' at Weardale Avenue entrance

The School Street scheme at the Weardale Avenue entrance is in its trial period but, to date, is considered to have been successful at improving child safety. Further investigations will soon be undertaken to establish whether to make the scheme permanent. If so, this will go to public consultation.

Consideration of hidden disabilities

Any proposal by the council must undergo an Equality Impact Assessment to ensure fairness and non-discrimination. This proposal has been through that process.

I hope this helps to explain some of our proposals.

Details of Objection No.3 – Ms C (Dated 5 September 2024)

The proposed waiting restrictions for hailsham avenue i object to as this will not be policed people will still park on the street it would be a better option to put parking bays for the residents so they can get parked out side there own homes

Officer Response (Dated 16 September 2024)

Thank you for your email. The new restrictions would be placed on the Parking team's rota and visited accordingly for them to enforce.

Your objection will be included in the report that goes to the Cabinet Member.

Details of Objection No.4 – Ms D (Dated 12 September 2024)

I would like to raise concerns about your proposed changes to hailsham avenue.

1. The turning circle is not just for busses it is for all traffic so that there is a safe place for all vehicles to turn at the bottom of the road.

2. There should be a waiting area for parents to safely drop off and pick up their children.

My son is awaiting an autism diagnosis, because he is not diagnosed I cannot have a pass to access the school and I cannot drop him off further up the street to allow him to walk on his own. Additionally I have health conditions that do not allow me to talk him further than I currently do. Therefore I drop him off and pick him up at the zebra crossing. Your new restrictions do not take into account these situations and will make it very difficult for me to transport my son.

Do you have a picture of the proposed changes as there is not one on the website it only gives measurements which is unclear?

Officer Response (Dated 16 September 2024)

Thank you for your email. I have attached a drawing of the scheme to this email. In response to the points you have raised:

1. The turning circle is not just for busses it is for all traffic so that there is a safe place for all vehicles to turn at the bottom of the road.

Response – The proposed Restrictions would not prevent any vehicles from entering the turning circle and using it to turn round. They will just be prevented from stopping and / or parking in this area.

2. There should be a waiting area for parents to safely drop off and pick up their children.

Response – North Tyneside Council does not build additional parent parking at any of its schools. We do not want to create spaces where children and moving vehicles are in close proximity for child safety reasons. We are also aware that providing more parking leads to higher car use on the school run. Our efforts are to reduce traffic outside school, therefore improving child safety. Additionally, encouraging more traffic would go against our carbon reduction and environmental policies.

Please note that, if the proposal were to go ahead, it would not be installed for a few months. Hopefully that would give you sufficient time to get the diagnosis you mention and make any necessary arrangements.

Unless you decide to withdraw your objection in the meantime, it will be included in a report to the relevant Cabinet Member as part of the decision making process.

Further correspondence from Ms D – (Dated 16 September 2024)

Again if I can stress, this is not parking, it is waiting. I'm sorry you are inflexible with this. I have no choice but to wait where I currently do. So I will have to continue to oppose the change.

Further Officer response (Dated 16 September 2024)

Sorry I should have made that clearer; the restriction includes including stopping / waiting as well as parking. They are no loading (double yellows with pavement blips) and no stopping (School Keep Clear) restrictions so waiting / stopping respectively will be eligible for a penalty notice.

Your objection will be included in the report to the Cabinet Member.

Details of Objection No.5 – Ms K (Dated 13 September 2024)

I object to the proposed waiting restrictions on Hailsham Avenue. The congestion around Hailsham Avenue is not solely due to school parking, instead it is the volume of traffic and residential parking. The drivers of the number 18 bus are also very aggressive in the way they move their vehicle and intimidate other road users. There are no issues with parking or congestion at school start times.

I live one street away from Hailsham Avenue and work from home, so I see the street at all times of day. School start times do not result in parking and congestion issues. The traffic only became a problem when Longbenton High School changed their end of school time. In fact, if you come on a Tuesday, when the school finishes at 2:30pm, you will see that there are no issues with parking or congestion. I believe that returning the schools to a staggered finish would enable all congestion problems to significantly reduce without the expense of putting waiting restrictions into place.

1. School keep clear restrictions

These restrictions will only move the traffic further up Hailsham Avenue and into the side streets, some of which are not wide enough for two cars to pass at once. E.g. Basingstoke Place. The top end of Hailsham Avenue is often restricted to one lane of traffic due to residential parking. This would only serve to push the parked cars further up the street. Again, if the volume of cars were spread out over a longer period of time (as following during Covid and on a Tuesday,) there wouldn't be a problem with congestion.

I also oppose this restriction because residents and carers of the Hailsham Avenue bungalows use this road for parking at all times of day. Most of these resident are

vulnerable and need additional support throughout the day. They should not be penalised. The residents and carers of the Hailsham Avenue bungalows are unable to use Basingstoke Place to park due to the narrow road here.

The residents of the flats on the East of Hailsham Avenue (numbers 38 to 78) park along the proposed Keep Clear section. Again, I don't think they should be restricted from parking there during the short periods of the day when the Keep Clear restrictions apply.

2. No loading at any time within bus turning area

Whilst I understand the frustrations of the drivers of the number 18 bus, the amount of time on an afternoon where they are impacted by the volume of school traffic is small. The bus timetable is infrequent and there may be one or two buses that are impacted by the school traffic at the end of the day. Which I do not believe is a legitimate reason to put so many restrictions in place, let alone the cost and resources needed to implement them. Most of the time I see buses able to use the bus turning area with no problem at all. I think the turning area is actually really helpful, as children are able to quickly jump out and the driver move on without holding up any traffic. People do not stay parked here very long. Again, the congestion is caused by the volume of cars, as well as the bus itself blocking the turning space so that cars are not able to drive past. This in turn, blocks Hailsham Avenue until the driver decides to move the bus. However, he tends to enjoy a cigarette break right around this time which leads to all sorts of problems with traffic, not to mention the fact it's done in full view of children from the ages of 0 to 18.

3. Double yellow lines at Hailsham Avenue junctions with Glenfield Road, Goathland Avenue and Wheatfield Grove

I believe these are unnecessary. I can think of very few instances where anyone on the school run has parked in these spots. Instead, I feel the resident of [number] Hailsham Avenue would face restrictions to parking outside of their own house - as this set of double yellows appears to be longer and cover the length of their property. It would be a waste of time and resources to implement these double yellow lines.

4. Extension to the existing no stopping except buses clearway

As I have already said in point 2 above, I understand the frustrations of the drivers of the number 18 bus but the amount of time on an afternoon where they are impacted by the volume of school traffic is small. The bus timetable is infrequent and there may be one or two buses that are impacted by the school traffic at the end of the day. As a resident who lives close by, is a pedestrian most days and occasionally uses a car around the same time as the end of the school day, I think the turning area is an asset to the schools and aids the quick drop off of students and exit of vehicles.

If these proposed restrictions are implemented, I believe that it will result in people parking their cars slightly further away, which will mean that they are parked for a longer period of time. The residential cars parked at the top of Hailsham Avenue are a pinch point for the traffic at the end of every school day, except for Tuesdays (when the High School comes out at 2:30. A different time to the primary school.)

I oppose the suggested vehicle waiting restrictions. A simple solution would be to return the high school to a staggered end to the school day or just to let their students out at a different time to the primary school.

Thank you for reaching out for the views of those who live in the area. I am happy to be contacted to provide any further information that you may find useful.

Officer Response (Dated 16 September 2024)*

Thank you for your email

Your objections will be included in the report that goes to the Cabinet Member.

*Please note that the objector sent the same email during the informal consultation and was sent the email below. As a result, the information was not repeated:

Thank you for responding to our recent consultation exercise regarding proposed parking restrictions on Hailsham Avenue. We received a number of responses to the consultation exercise where several themes became apparent. We have covered these themes in more detail below and provided a response to each of them.

Please note that any proposals, if they are to move forwards, would still need to go to statutory consultation at which point official objections can be raised.

If a scheme is installed it will be monitored for its overall effect across the area, and it is possible that further measures can be taken in future to resolve any issues.

Dispersal of traffic to other streets

It is accepted that some dispersal will occur as a result of the proposals, but we anticipate that it will be spread over a wider area rather than all be relocated to one street.

The Sustainable Transport team work with the schools in the area and will continue to promote active and other sustainable travel to school, with an aim of reducing the volume of school traffic

Tenbury Crescent / Edenbridge Crescent

Concerns that parking would increase, particularly on the corners where there are paths for pupils to reach the school. Additional measures are being considered for that location and the immediately affected residences will be written to for comment.

Restrictions on junctions

Responses ranged on this from requests that these restrictions be extended beyond what was on the plan, to others saying they should not be installed at all. We recognise that some residents would like more restrictions in their street, whereas others feel it restricts their own ability to park. The purpose of the proposed restrictions at the junctions is to keep them clear from parked vehicles which contribute towards the existing congestion in the area. If the proposals are to progress, it is envisaged that restrictions at the junctions would allow for safer vehicle movements and reduced congestion.

Please note that we cannot introduce School Keep Clear restrictions on these junctions because they are too far away from the school.

Other parking issues

We are unable to give resident exemptions for parking restrictions such as double yellow lines or School Keep Clears.

The parking 'lay-by' on the east side of the northern end of Hailsham Avenue is set back from the road and will remain available for use.

School timings

These are set by individual schools and we are unable to affect those decisions.

Speeding traffic

Due to the nature of the traffic congestion, it would be unlikely that average speeds in this area are sufficient to meet the threshold for intervention. The latest figures for Hailsham Avenue (March 2024) showed a seven-day average of 18.3 miles per hour southbound and 18.4 mph northbound.

Other residents

Some responses expressed concern regarding residences other than their own. We surveyed 200 residences around the area so all of those directly affected will have had the opportunity to comment, and will again if we get to the statutory consultation stage.

Change existing layout

We would not look to remove any grassed areas or build further vehicle access. Such measures would be likely to increase traffic and be contrary to the Council's policies on green issues and climate emergency.

Enforcement

The new restrictions will be placed on the Parking team's rota and will be visited accordingly for them to enforce. The team do visit schools each day but please note

that there are 79 schools in the borough, most of which have parking restrictions and issues with school traffic.

Evaluation of the current situation

Several site visits and observations have taken place during morning and afternoon school runs, on different days of the week and different weather conditions.

Consultation has taken place with the schools, bus service and fire service. All of this confirmed that there are safety concerns with the current situation.

Monitoring has included traffic surveys, parked car counts and observation of the bus turning circle, junction parking and other issues.

THE COUNCIL OF THE BOROUGH OF NORTH TYNESIDE
Hailsham Avenue, Glenfield Road, Goathland Avenue & Wheatfield Grove,
Longbenton
(Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022
Variation Order 2024

North Tyneside Council gives notice that it proposes to make a variation order under Sections 1, 2, and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the order, if made, will be to vary the following order as detailed below:

A. the North Tyneside (Prohibition and Restriction of Waiting and Loading) (Consolidation) Order 2022, so that:

1. The following Waiting Restrictions at any time on any day to be revoked from:

- a) Item 273 – Hailsham Avenue, Longbenton
- (i) East side, between a point 96 metres north of its junction with Glenfield Road and a point 67 metres north of its junction with Glenfield Road;
 - (ii) East side, from a point 33 metres north of its junction with Glenfield Road to a point 8 metres east into bus turning circle;
 - (iii) East side, from a point 47 metres north of its junction with Glenfield Road to a point 65 metres north of Glenfield Road (full length of inner circumference of bus circle);
 - (iv) East side, from a point 72 metres north of its junction with Glenfield Road to a point 8 metres east into bus turning circle;
 - (v) West side, between a point 96 metres north of its junction with Glenfield Road and a point 70 metres north of its junction with Glenfield Road.

2. The following Waiting Restrictions at any time on any day be introduced on sections of the following roads:

- a) Hailsham Avenue, Longbenton on the
- East side, from a point 23 metres north of its junction with Glenfield Road to the northern access junction of Hailsham Avenue bus turning area;
 - West side, from a point 15 metres south of its junction with Glenfield Road to that junction;
 - East side, from a point 10 metres north of its junction with Goathland Avenue, to a point 10 metres south of its junction with Goathland Avenue;
 - West side, from a point 10 metres north of its junction with Wheatfield Grove to a point 10 metres south of its junction with Wheatfield Grove.

- b) Hailsham Avenue, Longbenton (Bus Turning Area) on the
- West side, from its northern junction with Hailsham Avenue to its southern junction with Hailsham Avenue;
 - North side, from its northern junction with Hailsham Avenue to a point 9 metres east of that junction;
 - East side, from its southern junction with Hailsham Avenue to a point 15 metres north east of that junction.
- c) Glenfield Road, Longbenton on the South side, from a point 12 metres west of its junction with Hailsham Avenue to that junction.
- d) Goathland Avenue, Longbenton on both sides from a point 10 metres east of its junction with Hailsham Avenue to that junction.
- e) Wheatfield Grove, Longbenton on both sides from a point 10 metres west of its junction with Hailsham Avenue to that junction.

3. The following No loading and unloading restrictions, at any time be introduced on the following roads:

- a) Hailsham Avenue, Longbenton on the East side, from a point 23 metres north of its junction with Glenfield Road to the northern access junction of Hailsham Avenue bus turning area.
- b) Hailsham Avenue, Longbenton (Bus Turning Area) on its
- West side, from its northern junction with Hailsham Avenue to its southern junction with Hailsham Avenue;
 - North side, from its northern junction with Hailsham Avenue to a point 9 metres east of that junction;
 - East side, from its southern junction with Hailsham Avenue to a point 15 metres north east of that junction.

4. The following No stopping between 8.15am–9.15am and 3.00pm–4.00pm, Monday to Friday be introduced on sections of the following roads:

- a) Hailsham Avenue, Longbenton on its
- East Side, from a point 54 metres north of its junction with Goathland Avenue to a point 80 metres north of its junction with Goathland Avenue;
 - West side, from a point 69 metres north of its junction with Glenfield Road to that junction.
- b) Glenfield Road, Longbenton on its North side, from a point 9 metres west of its junction with Hailsham Avenue to that junction.

The proposals will increase safety for all road users and contribute to ensuring that highway conditions are conducive to support greater usage of cycling, walking and wheeling.





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 20 September 2024. 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

30 August 2024

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



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	08/01/2024
Rev	Drawn	Checked	App'd	Description	Date

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
Project - Originator - Zone - Level - File Type - Role - Number
HSA-CAP-GEN-XX-DR-TR-1001



Traffic and Road Safety Team, North Tyneside Council, Quadrant West,
The Silverlink North, NE27 0BY - 0191 643 6114
www.northtyneside.gov.uk

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Print Date: 14/02/2024 14:36:08

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

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

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

3. Evidence gathering and engagement

	Internal evidence	External evidence
What evidence has been used for this assessment?	<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	

<p>If yes, why is this information not available?</p>	<p>Views of the wider public on the detailed notices/orders relating to the scheme – we will understand this by advertising the notices/orders following this report. Copies of the orders are printed and placed on site alongside being published in a local newspaper and on the North Tyneside Council website. Each notice gives detail on how the public can request information in other languages and formats.</p>
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<p>4. Impact on groups with different characteristics</p>			
<p>Legally protected characteristics</p>	<p>Potential positive impact identified</p>	<p>Potential negative impact identified</p>	<p>Description of the potential impact and evidence used in the assessment (mitigations are not included here)</p>
<p>Age</p>	<p>yes</p>	<p>yes</p>	<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>
<p>Disability</p>	<p>yes</p>	<p>yes</p>	<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</p>

			<p>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> <p>People with a hidden disability may experience a positive impact as the implementation of waiting restrictions could create a safer, less stressful environment at the school gates. However, people or parents of children with a hidden disability may experience a negative impact as waiting restrictions would prevent parking at the northern end of Hailsham Avenue, which in turn may increase the duration and distance of their walk.</p>
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & maternity	yes	yes	<p>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.</p>
Race	no	no	

Religion or belief	no	no	
Sex	no	no	
Sexual orientation	no	no	
Intersectionality	no	no	
Non-legally protected characteristic			
Carers	no	no	
Socio-economic disadvantage	no	no	

5. Achievement of the Authority's Public Sector Equality Duty

Will the activity contribute to any of the following?		If yes, how?
Eliminate unlawful discrimination, victimisation and harassment	no	
Advance equality of opportunity between people who share a protected characteristic and those who do not	yes	The schemes are designed to ensure that highway conditions are conducive to support walking, wheeling on-road cycling and public transport resulting in the potential positive impacts relating to the characteristics identified in section 4 above.
Foster good relations between people who share 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	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

people with a disability.		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.
People or parents of children with a hidden disability may experience a negative impact as waiting restrictions would prevent parking at the northern end of Hailsham Avenue, which in turn may increase the duration and distance of their walk	no	The extent of the proposed waiting restrictions have been kept to a minimum length required to prevent parking at the school access point where safety is critical. Parking remains unrestricted on a number of streets in the vicinity of the proposal. Parking also remains unrestricted at the eastern entrance outside of the school street which is in operation. Some of these alternatives are closer to the Benton Dene Schools.

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

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
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		
29/03/2024	Geoff Crackett	Capita North Tyneside		

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

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

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

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

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

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

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

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

	<p>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 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>

			<p>People with a hidden disability may experience a positive impact as the implementation of waiting restrictions could create a safer, less stressful environment at the school gates. However, people or parents of children with a hidden disability may experience a negative impact as waiting restrictions would prevent parking at the northern end of Hailsham Avenue, which in turn may increase the duration and distance of their walk.</p>
Gender reassignment	no	no	
Marriage & civil partnership	no	no	
Pregnancy & maternity	yes	yes	<p>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.</p>
Race	no	no	
Religion or belief	yes	yes	<p>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.</p>
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.
People or parents of children with a hidden disability may experience a negative impact as waiting restrictions would prevent parking at the northern end of Hailsham Avenue, which in turn may increase the duration and distance of their walk	no	The extent of the proposed waiting restrictions have been kept to a minimum length required to prevent parking at the school access point where safety is critical. Parking remains unrestricted on a number of streets in the vicinity of the proposal. Parking also remains unrestricted at the eastern entrance outside of the school street which is in operation.

7. Action plan				
Actions to gather evidence or information to improve NTC's understanding of the impacts on people with protected characteristics and how best to respond to them	Responsible officer name	Responsible officer service area	Target completion date	Action completed

Displaying notices and publishing details of the proposals in accordance with the Authority's usual procedure (as described in section 3 of this EqIA)	Geoff Crackett	Traffic and Road Safety	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 providing appropriate access arrangements such as temporary dropped kerbs	Geoff Crackett	Traffic and Road Safety	reduce	31/03/2025	in progress
Actions that will be taken to make the most of any potential positive impact	Responsible officer name	Responsible officer service area	Target Completion Date	Action completed	
Inform the public of any positive impacts as part of	Geoff Crackett	Traffic and Road Safety	31/03/2025	in progress	

communications and publicity when the scheme is completed				
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		
29/03/2024	Geoff Crackett	Capita North Tyneside		

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

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

10. Director/Head of Service approval	
Do you agree or disagree with this assessment?	yes
If disagree, please explain why?	

Name of Director/Head of Service	John Sparkes
Date	19/05/2023

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