



# **City Region Sustainable Transport Settlement Schemes**

**Highways, Infrastructure and Project Delivery**



**TO WORK FOR SOUTH TYNESIDE**



# City Region Sustainable Transport Settlement (CRSTS)

- Five-year capital grants to city regions across England to transform and decarbonise local transport networks.
- There are a number of sub-programmes within the settlement.
- Focusing on the Active Travel and Connected Stations Sub Programmes.

## **Active Travel**

- Programme focused on improving routes to encourage walking and cycling.
- STC pursuing 2 major schemes (NCN14 Cycling & South Shields Town Centre Connectivity)

## **Connected Stations**

- A program focused on upgrading stops and stations to make walking, cycling, and transferring between buses and trains safer and more seamless.
- Perusing 3 schemes – Hebburn, Jarrow, Fellgate Metro Stations

# Financial



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## City Region Sustainable Transport Settlement

- (£147m regionally – 2025/2027)

### Active Travel

- Schemes require 15% match funding contribution
- NCN14 – Total value is £3.5Million
- Match funding has already been secured

### Connected Stations

- No required match funding
- Fellgate Metro – £1.63 Million
- Jarrow Metro – £1.29 Million
- May not get funding for all of these schemes through this round of funding

## Funding Process

- All schemes are subject to a detailed design review and assurance process.
- Process must be completed before funding can be secured.
- Assurance process requires, detail costings, programme, consultation and engagement and Political support



# NCN14



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- National Cycle Network Route 14
- Aim of the scheme is to bring existing route up to current standards, segregate user types and make the route safer and more attractive to use.
- Identified in LCWIP
- Endorsed by North-East MCA at Design Review Panel
- Outline designs are complete
- Next steps to get assurance and enter GFA

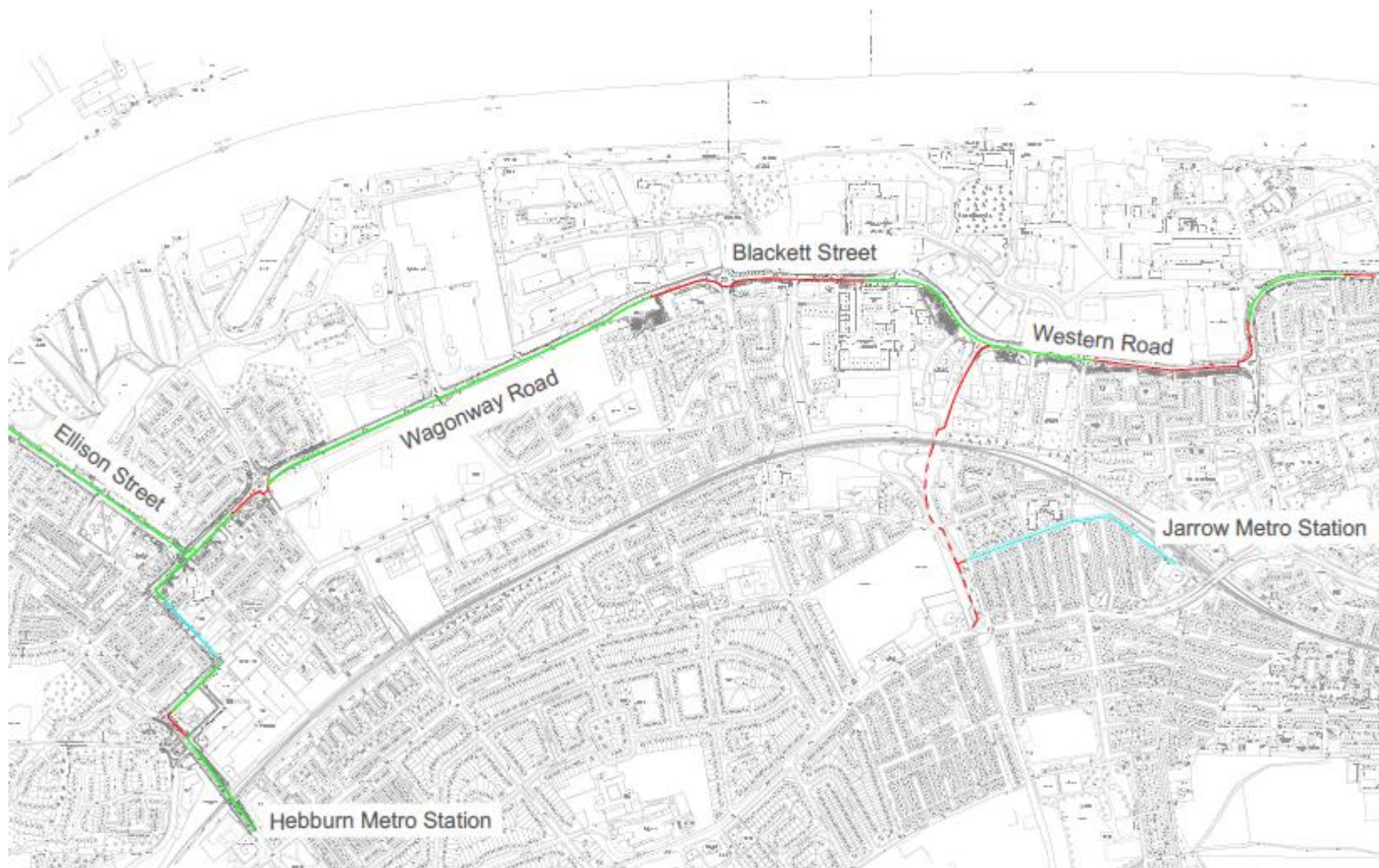


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# Route



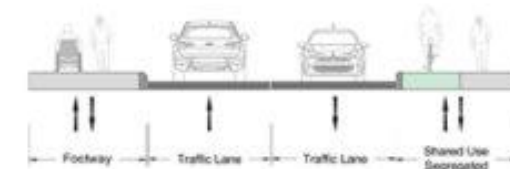
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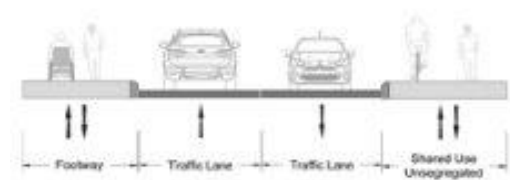
**SEGREGATED BI DIRECTIONAL CYCLE TRACK.**



**SEGREGATED SHARED USE ROUTE (USERS SEPERATED BY A WHITE LINE).**



**UNSEGREGATED SHARED USE ROUTE.**



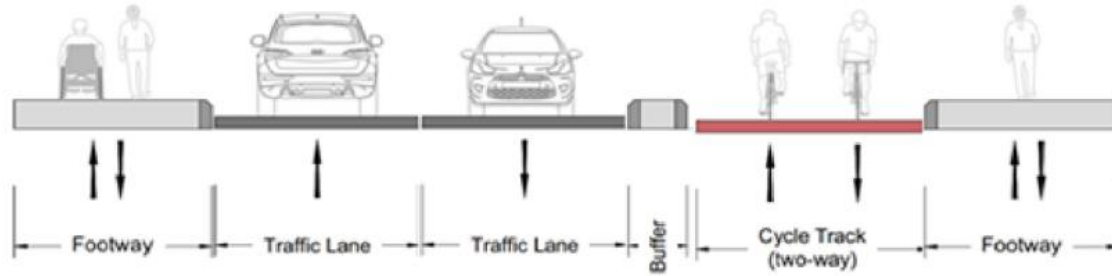
# NCN14 Design



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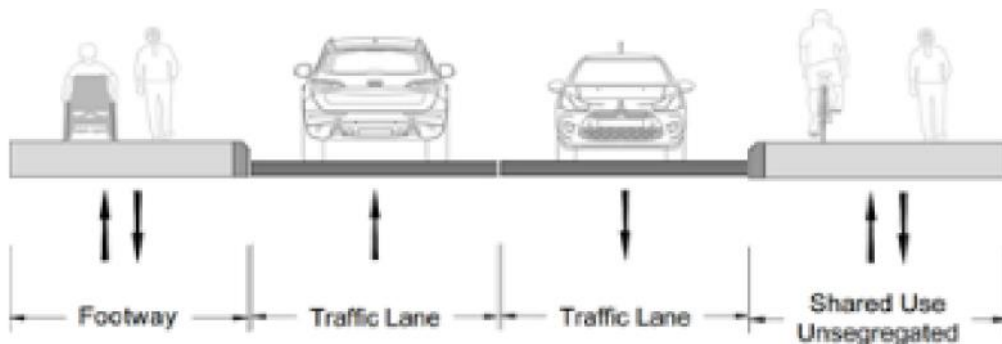
## 2 Main types of provision throughout the route:

- **Bi-directional cycle lane**



A bi-directional cycle lane will be utilised when space allows for comfortable movement for each form of travel to have their own dedicated space.

- **Shared use**



A shared use footway will be used when carriageway space is at a premium, and a reduced width section will be required.

## Scheme Risks and Mitigations

### *Risks*

- ☒ Tree and Vegetation removal
- ☒ Speeds exceed allowance for an adjacent cycle route
- ☒ Tight funding window
- ☒ Development on Ellison St, Hebburn

### *Mitigations*

- ☑ Undergoing Biodiversity Net Gain reports to cover any loss of trees or vegetation, and replace at a 10% net increase, whether on-site or off-site
- ☑ Buffer in between cycle lane and motor traffic, and some traffic calming
- ☑ Aiming for September start on-site to meet funding window
- ☑ Been in constant contact with developers who are aware of our scheme and vice-versa

# Jarrow Metro

- Aim of the scheme is to improve walking and cycling routes to Jarrow Metro Station
- Ties into NCN14 Route
- No Required Match Funding
- Endorsed by North-East MCA at Design Review Panel
- Next steps to get assurance and enter GFA



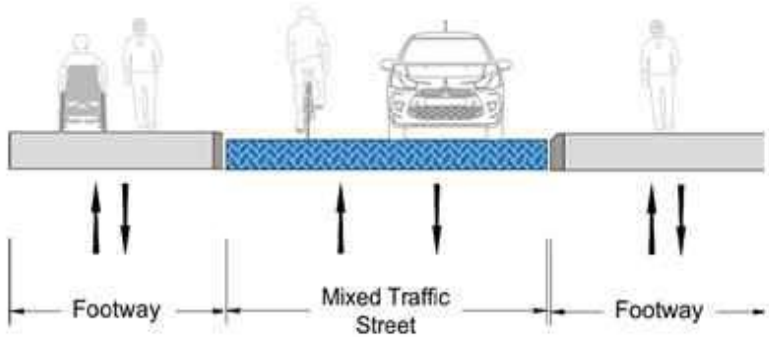
# Connected Stations Design



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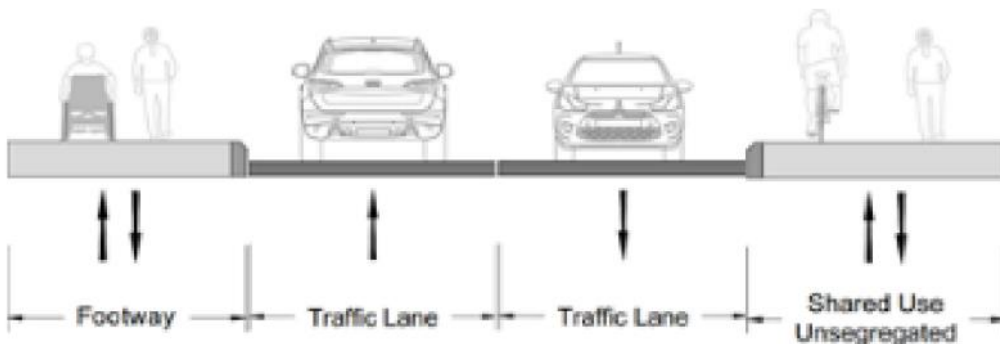
*2 types of footway throughout the route:*

- ***Mixed use / Quiet Street***



A mixed use / quiet street will be utilised when speeds and traffic volumes are low enough for cyclists to be among motor vehicles.

- ***Shared use***



A shared use footway will be used on off-carriageway footpaths, and the small section of Potter Street.

# Jarrow Metro:

## Scheme Risks and Mitigations



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### *Risks*

- ☒ Planning requirement impacting timeframe
- ☒ Tight funding window

### *Mitigations*

- ☑ Consultants have looked at program and incorporated the planning process
- ☑ North East MSA Confirm money will be available as long as STC are in contract by March .27



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# Fellgate Metro



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- Aim of the scheme is to improve walking and cycling routes to Fellgate Metro Station Main
- No Required Match Funding
- Budget Estimate - £1.63Million
- Endorsed by North-East MCA at Design Review Panel
- Next steps to get assurance and enter GFA
- Consultation, Member Support, Price and Programme

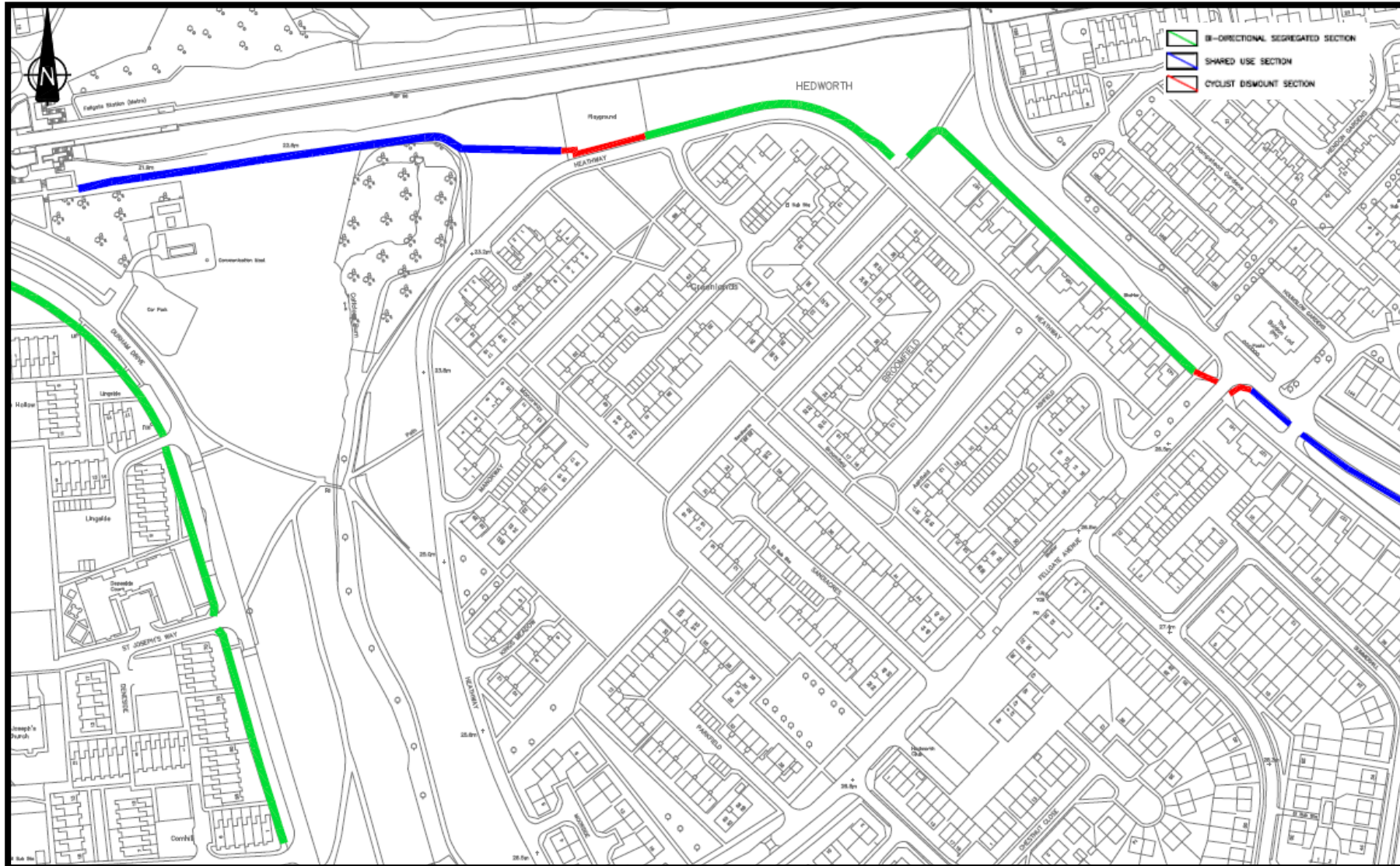


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# Fellgate Metro



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# Fellgate Metro:

## Scheme Risks and Mitigations



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### *Risks*

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- ☒ Tight funding window

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# Consultation and Engagement



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## ***Comprehensive Communications Plan***

A detailed plan will guide effective communication and stakeholder engagement throughout the project lifecycle.

## ***Stakeholder Identification***

Key stakeholders including elected members, community groups and other relevant parties are identified for engagement.

## ***Public Engagement Importance***

Engaging the public promotes transparency and builds community support for project changes.



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# Next Steps:

## *Public Engagement Session*

- Letters to be sent to residents following this meeting
- A public engagement session has been arranged on the evening of 21<sup>st</sup> July 5pm - 8pm.
- Jarrow Town Hall
- Drop in event to allow public to review the plans and discuss with officers.
- Additional event to be arranged for Fellgate – Details to be confirmed

## *Detailed Design*

- Following the public engagement event, feedback from residents and businesses will be collated and used to help shape the detailed design of the scheme.
- Continue to working towards securing the funding.



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# Questions?



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