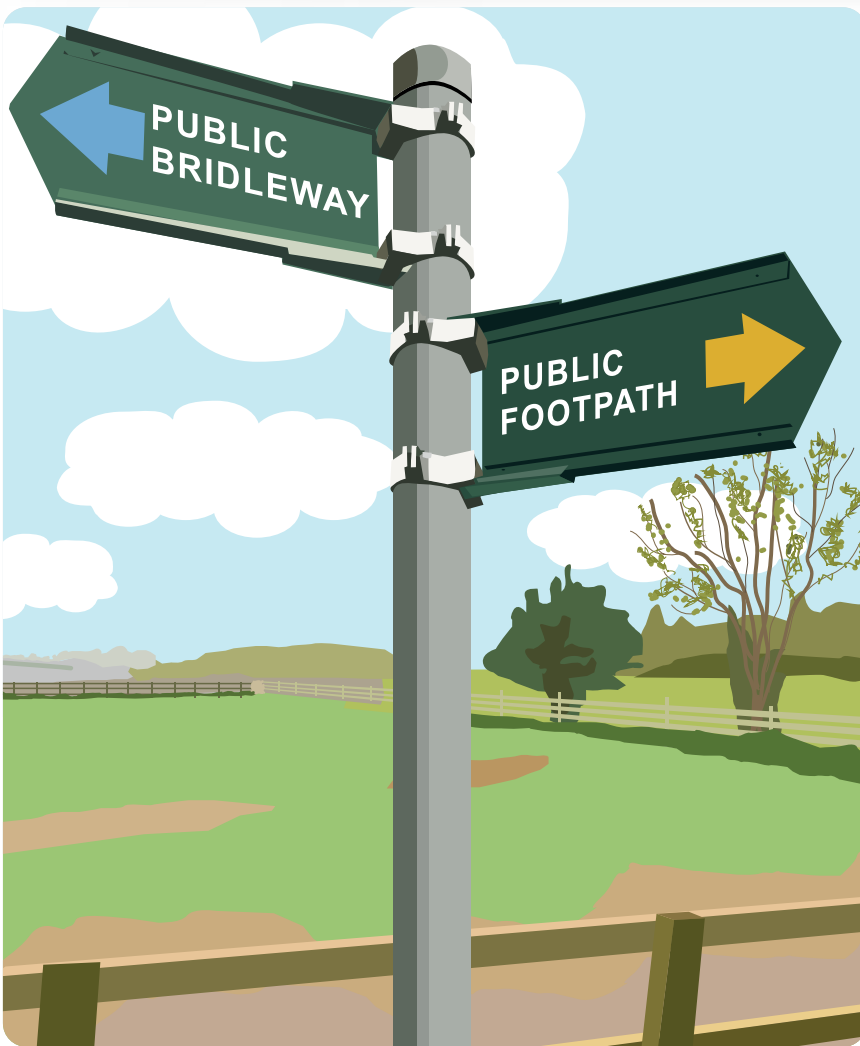


Infrastructure Delivery Plan (2025)



Contents

1. Executive Summary	1
2. Introduction.....	2
How the IDP has been updated from the previous version	2
National Planning Policy Context.....	3
Regional Context.....	4
North East Combined Authority	4
North East Local Enterprise Partnership	4
North East Strategic Economic Plan (2022)	4
North East Transport Plan 2021-2035.....	5
Local Context.....	5
The South Tyneside Vision 2023 – 2043 and Council Strategy 2023 - 2026.....	5
Duty to Cooperate	5
Collaborative Working.....	6
Funding and Delivery	6
Monitoring and Review	7
3. Transport.....	9
Overview	9
Strategic Road Network	10
Current provision.....	10
Planned Provision and Funding	11
Local Road Network	11
Current Provision.....	11
Planned Provision and Funding	12
Public Transport Network – Bus	12
Current Provision.....	12
Planned Provision and Funding	13
Public Transport Network – Metro and Rail Network.....	13
Current Provision.....	13
Planned Provision and Funding	15
Public Transport Network – Shields Ferry	16
Current provision.....	16
Planned Provision and Funding	16
Active Travel	16
Current Provision.....	16

	Planned Provision and Funding	17
4.	Flood Risk Management	18
	Introduction.....	18
	Strategic Context	18
	Partnership Working	19
	New Developments	19
	The Strategic Flood Risk Assessment.....	19
	Priorities for Investment.....	20
5.	Green and Blue Infrastructure (GBI).....	22
	Introduction.....	22
	Sport and Recreation	26
	Playing Pitch and Outdoor Sports Strategy (2024).....	27
	<i>The South Tyneside Local Plan 2023 – 2040</i>	27
	Playing Pitch Improvements and Mitigation	28
6.	Utility Services	29
	Energy Supply.....	29
	Introduction.....	29
	Gas	29
	Electricity	29
	District Heating Networks.....	29
	Telecommunications.....	30
	Broadband.....	30
7.	Water and Resources Management.....	32
	Introduction.....	32
	Assets	32
	Priorities for Investment.....	33
8.	Health.....	34
	Introduction.....	34
	Assets	36
	Meeting Demand for Primary Care Access	37
	Priorities for Investment.....	38
9.	Education	41
	Introduction.....	41
	Policy and Context	41
	Schools in South Tyneside.....	41

Forecasting Future Needs	42
Population Projections	42
Impact of Housing Developments	44
Methodology for assessing pupil yield from housing developments.....	45
Planning Areas	45
Impact of housing developments on primary places	47
Impacts of Housing Developments on Secondary Places.....	50
School Places Review – Mitigation Capacity Summary.....	52
Impacts of Housing Developments on special Educational Needs and Disability (SEND) Places.	52
Impacts of Housing Developments on Early Years School Provision.....	53
Funding additional school places	53
10. Community Facilities – leisure and libraries	55
Strategy.....	55
Priorities for Investment.....	56
11. Appendices.....	57
Appendix 1: infrastructure stakeholders	57
Appendix 2 – Infrastructure Delivery Schedule	58
Appendix 3 – Projects in the Draft NE Transport Plan Pipeline not currently included in the IDP delivery schedule	85
Appendix 4 – Fellgate Sustainable Growth Area delivery requirements	87
Appendix 5 – Housing Site delivery requirements	92
Appendix 6: Active Travel Methodology Statement.....	102
Appendix 7: Draft Local Plan housing allocations and linkages to sustainable travel schemes.	104
Appendix 8: Active travel routes and draft Local Plan housing allocations.....	105
Appendix 9 – Housing yield from developments across the borough.....	106
Appendix 10 – The position by sector and planning area, sub-planning areas and year groups as of October 2024	110
Appendix 11 – School Place Planning Areas	118

1. Executive Summary

- 1.1. The purpose of the Infrastructure Delivery Plan (IDP) is to assess what current infrastructure there is in the borough, what is being planned with committed investment and what will be needed in the future.
- 1.2. The draft South Tyneside Local Plan 2023-2040 sets out the policies and allocations to meet the borough's development needs to 2040. The IDP identifies the infrastructure required to support the delivery of the Local Plan.
- 1.3. The IDP benefits from the contributions made by a wide range of key stakeholders. In addition to supporting the Local Plan it also meets the South Tyneside Vision 2023-2043 and the South Tyneside Council Strategy 2023 -2026.
- 1.4. The IDP will be updated as appropriate to take account of changes to and progress with specific development schemes or projects. It deals primarily with public sector-related infrastructure and / or land under public ownership. All sites, including references, correspond to the emerging Local Plan's site allocations.

2. Introduction

- 2.1 The IDP is a crucial tool for helping to identify funding priorities and gaps by making the best use of what we already have and using available funding for investment within local communities in the most effective way. The IDP is divided into two broad sections:
- **Overview** - This section presents a descriptive overview organised thematically. Each thematic areas sets out existing provision and capacity pressures likely to result or be exacerbated by delivery of the Local Plan and priorities for investment.
 - **Infrastructure Delivery Schedule** - Appendix 2 provides a detailed breakdown of the items of infrastructure needed to deliver the Local Plan including the estimated timeframe for delivery, possible funding sources and whether the item is essential or desirable in the context of the policies and allocations in the Local Plan. The IDP is a 'living' document and will be kept under review and updated when appropriate.
- 2.2 The Local Plan sets out the development strategy for the borough up to 2040 including the scale and distribution of growth proposed for housing and economic development. The IDP shows how the Council is working with stakeholders to ensure that the projected levels of growth can be accommodated. This is particularly relevant in the context of transport planning and planning for school places.

How the IDP has been updated from the previous version

- 2.3 The previous version of the IDP was one of the evidence papers which was made publicly available as part of the consultation on the Publication Draft (Regulation 19) Local Plan that took place between 15th January and 3rd March 2024. The changes both in the main text and the delivery schedule reflect the latest available information. The changes can be summarised as follows (Table 1):

Section	Update
Main Report	Factual updates where new information is available. For example, the Sport and Recreation chapter has been updated to include a section on the 2024 Playing Pitch and Outdoor Sports Strategy (NAT17) and the section summarising the North East Strategic Economic Plan has been updated in relation to the Executive Summary Update.
Main Report - Education	Addition of section showing where there is school places capacity
Appendix 2: Delivery Schedule	Review of how the delivery of schemes is prioritised with the introduction of a 'critical' priority designation.

Appendix 2: Delivery Schedule	Schemes that have either been implemented or are now viewed as no longer required due to the localised modelling undertaken have now been removed.
Appendix 2: Delivery Schedule	The opportunity has also been taken of reviewing the North East Local Transport Plan Delivery Programme (NELTP) schemes (see paragraph 2.12 of the main report regarding the NELTP), with this bringing forward a need to add more schemes to the South Tyneside scheme list, but to also remove some of the schemes.
Appendix 2: Delivery Schedule	The previously separate cycling and walking sections have been combined into a single, combined 'Active Travel' section as it is considered that cycling improvements will be inclusive of the needs for pedestrians, so we have used 'Active Travel' as the overall heading for those improvements, rather than having separate cycling and walking schemes.
New appendix – Appendix 3: Projects in the Draft NE Transport Plan Pipeline not currently included in the IDP delivery schedule	The context for this appendix is explained at paragraph 2.10
New appendix - Appendix 4: Fellgate Sustainable Growth Area Delivery Requirements	The intention behind these appendices is to amplify the link between development allocations in the emerging Local Plan and the infrastructure required to deliver them.
New appendix - Appendix 5: Housing Sites Delivery Requirements	
New appendix - Appendix 6: Active travel methodology statement	This appendix summarises the Active Travel from a strategic transport perspective and explains how active travel schemes have been prioritised in relation to the emerging Local Plan.
New appendix - Appendix 7: Draft Local Plan housing allocations and linkages to sustainable travel schemes	The purpose of this appendix is to amplify the linkages between draft Local Plan housing allocations and the sustainable travel schemes that are identified in this IDP.
New appendix - Appendix 8: Active travel routes and draft Local Plan housing allocations	The purpose of this appendix is to show spatially the active travel routes in combination with the draft Local Plan housing allocations.

National Planning Policy Context

- 2.4 The National Planning Policy Framework (NPPF) states that achieving sustainable development means that the planning system has three overarching objectives - economic, social and environmental. 'Identifying and coordinating the provision of infrastructure' is identified as pursuant to the economic objective (NPPF Paragraph 8). The NPPF makes clear

that infrastructure provision is also essential to the delivery of the social and environmental objectives, for example the provision of community facilities and green infrastructure. The NPPF also states that that ‘strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make provision for: Housing (including affordable housing), employment, retail, leisure and other commercial development;

- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Community facilities (such as health, education and cultural infrastructure); and
- Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaption’ (NPPF Paragraph 20).

Regional Context

North East Combined Authority

2.5 The North East Combined Authority (NEMCA) was formed on 7 May 2024. It is led by an Elected Mayor and Cabinet and covers the administrative boundaries of County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland. It consists of eight members: the directly elected Mayor for the North East and an appointed representative from the seven constituent councils of the combined authority area.

North East Local Enterprise Partnership

2.6 The North East Local Enterprise Partnership (NELEP) is a public, private, and education sector partnership that covers the same geographical area as the North East Combined Authority and the North of Tyne Combined Authority. On 7 May 2024, the role and responsibilities of the North East LEP were merged into the new North East Combined Authority (NECA). The NECA provides the formal accountability arrangements for the NELEP. The NELEP has an important role in promoting local economic development and a strong environment for business growth.

North East Strategic Economic Plan (2022)

2.7 The LEP has worked with its partners to produce the North East Strategic Economic Plan (SEP) (2019), with an Executive Summary Update (linked to an Action Delivery Plan) (EMP6) published in 2022. The Plan identifies five areas of strategic importance, where the assets and capabilities of the North East economy provide strong opportunities for growth. These are listed below:

- Advanced Manufacturing;
- Health and Life Sciences;
- Energy;
- Tech; and
- Business Services.

North East Transport Plan 2021-2035

- 2.8 This is the first region-wide Transport Plan for the seven local authority areas in the North East and sets out the transport priorities up to 2035. The North East Transport Plan vision is: 'Moving to a green, healthy, dynamic and thriving North East'. The objectives of the Transport Plan are:
- Carbon-neutral transport
 - Overcome inequality and grow our economy
 - Healthier North East
 - Appealing sustainable transport choices
 - Safe, secure network.
- 2.9 It sets out a delivery plan to achieve the vision and objectives, which ranges from shovel-ready schemes to those beyond 10 years.
- 2.10 NECA is currently in the process of refreshing the North East Transport Plan to set out the region's transport priorities to 2040. The intention is for the Local Transport Plan for the North East region to be approved at the NECA Cabinet in March 2025 for approval. Appendix 3 identifies projects in the drafted Local Transport Plan Delivery Plan that have not previously been included in the delivery schedule for the South Tyneside Infrastructure Delivery Plan. It is considered clearer to keep these projects separate from the IDP delivery schedule until the final draft of the Local Transport Plan has been considered by the North East Combined Authority. This will then be reviewed.

Local Context

The South Tyneside Vision 2023 – 2043 and Council Strategy 2023 - 2026

- 2.11 The South Tyneside 20-year Vision (2023-2043 [SPV1]) is 'Our South Tyneside – A place where people live healthy, happy, and fulfilled lives'. The Vision is based on five core 'Ambitions.' These are for residents in South Tyneside to be:
- financially secure;
 - healthy and well throughout their lives;
 - connected to jobs, skills, and learning;
 - part of strong communities;
 - targeted support to make things fairer.
- 2.12 For each of the five ambitions, the council have identified clear priorities and detailed action plans to guide delivery over the next three years (The Council Strategy 2023- 2026), working with residents and partners.

Duty to Cooperate

- 2.13 Integral to the process of producing the Local Plan has been regular engagement with neighbouring local authorities and other key partners to ensure a collaborative approach to key strategic planning matters. A separate paper 'The Duty to Co-operate Statement' details

the governance arrangements and how we will continue to work with key partners to address strategic infrastructure delivery issues.

Collaborative Working

2.14 The preparation of the IDP has involved extensive collaborative working, both within South Tyneside Council (STC) and with external stakeholders. STC internal partners have included:

- Highways and Transport
- Strategic Transport
- School Places
- Environmental Protection
- Public Health
- Greenspace and Countryside
- Asset Management

2.15 External stakeholders have included:

- National Highways
- Network Rail
- Nexus
- NHS North East and North Cumbria Integrated Care Board
- Northumbrian Water
- Northern Powergrid
- Northern Gas Networks
- Virgin Media
- City Fibre
- BT Open Reach

Funding and Delivery

2.16 Identifying how infrastructure can be funded and delivered when required is a key part of planning for infrastructure. The collaborative working referred to above, with infrastructure and service providers, has assisted in determining funding available through their investment plans and also understanding the inter-relationship of different projects.

2.17 The IDP is an iterative and 'live' document, and this is particularly relevant in the context of infrastructure funding as different sources and amounts of funding can become available over the plan period and some projects may require a complex mix of funding streams. Some funding streams will only be confirmed at a later date, and some are subject to funding bids. It is important to explore the range of funding opportunities, and this section sets out some of the sources of available funding.

South Tyneside Council's Capital Programme

2.18 The Council's Medium Term Financial Plan 2024-2029 outlines our approach to setting our financial future. It also sets out the Council's budget for 2024/25.

Developer Contributions

- 2.19 A planning obligation made under Section 106 of the Town and Country Planning Act 1990 may require the developer to contribute to infrastructure to mitigate the impacts of a development proposal. This is an existing mechanism to secure contributions towards infrastructure delivery.
- 2.20 A Section 106 agreement is negotiated at the point of the planning application and becomes a legal agreement between the Council and the developer. Contributions are subject to the conditions set out in the legal agreement. Any contribution must meet all of the following statutory tests:
- a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.

Section 278 Agreement

- 2.21 A Section 278 agreement is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the council to make alterations or improvements to a public highway, as part of a planning application. The use of Section 278 agreements will continue to be an important mechanism for the delivery of local highway infrastructure.

Potential sources of external capital funding

- 2.22 Potential sources of capital funding are not static and will vary over time. Key funding streams which the Council are seeking to access include:
- North-East Combined Authority/ North-East Local Enterprise Partnership
 - Levelling Up Fund (South Tyneside Borough) to support regeneration, town centre improvements, transport and culture projects
 - Towns Fund to drive economic and productivity growth
- 2.23 The external capital funding forecast for 2024/25 includes the following sources:
- LEP – Enterprise Zone Business Rate Growth Income
 - Green Heat Network Fund
 - Department for Transport
 - Environment Agency
 - Disabled facilities Grant
 - Office for low emissions
 - DfE School Condition Grant
 - Department for Levelling Up
 - Active Travel England Funding
 - Bus Service Improvement Plan Funding

Monitoring and Review

- 2.24 There are a wide range of factors which influence infrastructure projects and priorities. Monitoring and updating will therefore be necessary. The IDP reflects the plans and

programmes of work of stakeholders and infrastructure providers which will be reviewed and may change over time. New plans and projects are also likely to emerge, which will be relevant for inclusion. In this regard it is considered appropriate to review the IDP routinely to ensure it is up to date.

3. Transport

Overview

- 3.1 Transport is an important part of everyday life that ensures people or goods are moved safely and efficiently. South Tyneside has good transport links to the rest of the North East region, as well as further afield, with access to the strategic road network (A19 and A194M) Strategic Road Network, along with an accessible public transport network through the Metro network (light rail system), Shields Ferry and buses servicing the majority of the Tyne and Wear region. Further to this, South Tyneside has the appropriate sustainable transport links and has access to the National Cycling Network.
- 3.2 The road network within South Tyneside is made up of a hierarchy of routes, with the strategic highway network being maintained by National Highways, and the local highway network being maintained by South Tyneside. In South Tyneside, National Highways is responsible for the A19, A184 and A194(M).
- 3.3 Nexus is the Passenger Transport Executive for Tyne and Wear, which is responsible for coordinating public transport in South Tyneside and the rest of Tyne and Wear region including:
- Operating the Tyne and Wear Metro
 - Coordinating local bus services
 - Operating the Shields Ferry
 - Maintaining bus stops and most bus stations
 - Providing public transport information; and
 - Administrating the English National Concessionary Travel Scheme (ECNTS)
- 3.4 Regionally, the policy direction for transport is outlined by the North East Combined Authority (NECA). The committee has brought together the region's two Combined Authorities (North of Tyne Combined Authority covering Newcastle, North Tyneside and Northumberland), and the (North East Combined Authority covering Durham, Gateshead, Sunderland and South Tyneside) with the Regional Mayor having increased transport powers for the North East region.
- 3.5 The NECA committee took over the functions of the previous North East Joint Transport Committee including the promotion of sustainable transport. Transport is hugely important to the North East and the collaborative working through the Regional Mayor and Transport North East (regional team) will allow for swift decision making, ensuring our local needs and transport priorities are delivered.
- 3.6 The North East Transport Plan (currently being refreshed) sets out the transport priorities up to 2035 in the region. The Plan provides the strategic framework to enable an improved, more seamless, coordinated, and integrated transport system across the region. The

Transport Plan vision is 'Moving to a green, healthy, dynamic and thriving North East' and is supported by the following objectives: -

- Carbon Neutral North East
- Overcome inequality and grow the Economy
- Healthier North East
- Appealing Sustainable Transport Choices
- Safe and Secure Network

- 3.7 This IDP and the accompanying schedule is a working document that will be reviewed during the lifetime of the plan and therefore additional schemes may be added/removed. The defined scheme costs are for indicative purposes and a comprehensive cost estimate will be required during the detailed design process. There is potential that additional mitigation that is not identified at the Local Plan stage will be required.
- 3.8 Also, the indicative phasing for scheme delivery is dependent on the quantum of development within the borough and therefore future applicants will be required to test the development impact on the junctions to identify when the defined infrastructure schemes are required.
- 3.9 National planning and transport policy seeks to maximise public transport and active travel provision and consequently reduce the modal share of private vehicles. The council is supportive of this approach and all development should deliver sustainable transport by ensuring that any vehicular traffic generated by new development, following the implementation of sustainable transport measures, can be safely accommodated on the local network and the Strategic Road Network.

Strategic Road Network

Current provision

- 3.10 The strategic road network within South Tyneside consists of the A19 which connects South and North Tyneside (via the Tyne Tunnel) and with Sunderland. This road is managed by National Highways and is defined as a key strategic economic corridor connecting people to employment including the Port of Tyne and International Advanced Manufacturing Park. The corridor has a number of connections at several key junctions and interchanges which are:
- A19 / A184 Testos Roundabout
 - A19 / A185 - Southern Portal of Tyne Tunnel
 - A19 / A194 – Lindisfarne Junction
 - A19 / A1290 Downhill Lane
- 3.11 The A184 from the White Mare Pool (A184 / A194 / A194M) junction through to the Testo's roundabout is also part of the strategic road network and managed by National Highways. This important link connects the A194 and the A19 and ultimately South Tyneside with Gateshead and Sunderland.

- 3.12 The Council holds regular meetings with National Highways in terms of managing and mitigating the potential impacts of proposed developments and allocations on the strategic road network and its key junctions.

Planned Provision and Funding

- 3.13 National Highways has recently constructed major improvements along the A19 corridor at Testo's (A194 / A184) and Downhill Lane (A19 / A1290) junctions. This investment was part of the Route Investment Strategy and has alleviated congestion, improved air quality, and stimulated economic growth for South Tyneside Council. These improvements have been critical in ensuring a strategic corridor from the Nissan Manufacturing Plant to the Port of Tyne in South Tyneside.
- 3.14 The delivery of these major infrastructure schemes has improved access to the Nissan Manufacturing plant and the associated supply chain, the International Advanced Manufacturing Plant (IAMP) and to the wider North East region.
- 3.15 As part of the Local Plan process, National Highways has modelled the impact of the Local Plan development to 2040 and has established that the highway infrastructure is insufficient to accommodate the anticipated increase in traffic on the strategic road network (SRN). Therefore, the following additional schemes will be required to adequately mitigate the impact of the plan to 2040:
- Southbound A19 Lane Gain / Lane Drop between Southern Portal of Tyne Tunnel and Lindisfarne junctions.
 - Major Scheme Improvements to A194(M) / A184 / White Mare Pool junction.
- 3.16 Strategic road modelling undertaken by National Highways has also identified that interim improvements at the A194(M) / A184 White Mare Pool junction will be required in the short-term, including, for example, improvements to the northbound and westbound approaches.
- 3.17 With respect to the proposed strategic housing allocation: SP8: Fellgate Sustainable Growth Area, the Council, working in partnership with National Highways, is also seeking to encourage modal transfer to active travel and public transport modes in order to minimise trip generation by the private car.
- 3.18 The Council and National Highways are working together to further develop a delivery plan for the implementation of these measures and any further schemes which may be required to mitigate the plan. Details of this will be included in a Statement of Common Ground between the two parties.

Local Road Network

Current Provision

- 3.19 The majority of people within South Tyneside are reliant on access to road networks with the private car the predominant mode of transport. An efficient transport network is crucial to a functioning economy. A well functioned economy is supported through well developed and

maintained transport assets where the performance of road links and junctions on key transport corridors, for both vehicular and pedestrian traffic matches the demand made upon them.

- 3.20 South Tyneside Council as Local Highway Authority is responsible for all associated highway infrastructure in terms of the management and maintenance. South Tyneside's Highway Asset Management Plan 2019-2029 sets out how the Council will maintain its highway assets, including roads, footpaths, bridges and structures. The Network Management Plan, which is intended to be in place by 2025/26 will, set out how the Council will manage the efficient movement of traffic on the network.

Planned Provision and Funding

- 3.21 The Council is working with both internal and external stakeholders to enhance the highway network to accommodate the Local Plan's projected levels of future growth. It is anticipated that funding to deliver these schemes may come from a variety of external funding sources including the National Highways Road Investment Strategy (RIS) allocations, Levelling Up Funding, Transport for the North (TfN), Network North, North East Combined Authority, Local Capital and Developer Contributions.
- 3.22 The Council has identified schemes on the Local Road Network as defined in the Schedule which will assist in reducing the impact on the SRN and redistributing traffic on the Local Road Network. It is important to reference that that any projected costs or phasing of schemes are for indicative purposes and that a proper cost estimate will be required during the detailed design process, with the phasing element dependent on the development.
- 3.23 Due to the significant impact that the Local Plan aspirations will have on the local and Strategic Road Network, an assessment has been carried out in order to assess the traffic impact and indicate the type, scale and nature of the highway improvements which are likely to be required to cater for this impact. This study provides a detailed evidence base demonstrating how the impact of future development on the highway network has been considered and could be addressed.

Public Transport Network – Bus

Current Provision

- 3.24 Buses are the most common forms of public transport within South Tyneside. They provide a substantial network allowing residents to travel throughout the North East, as well as connecting local neighbourhoods to the Town Centre areas. Currently, the two main operators locally are Stagecoach and Go North East (GNE) which offer regular services.
- 3.25 Despite encouraging the use of buses, car ownership is increasing, and bus patronage is falling. Measures such as the North East Enhanced Bus Partnership and Bus Service Improvement Plan are seeking to increase patronage, by improving accessibility, frequency, speed and quality of services, with further bus powers afforded to the North East Regional Mayor which are being investigated through the Bus Reform project.
- 3.26 The extent and frequency of services are at the commercial discretion of the private bus operator concerned. Where routes are deregistered because they are not commercially

viable, Nexus may examine the viability of providing the services on a subsidised basis subject to increasingly difficult budgetary constraints. If the decision is taken to provide a subsidy, the service is tendered and the most appropriate bidder in terms of cost and quality is awarded a contract to operate the service.

- 3.27 The Council regularly communicates with local stakeholders, Nexus and the Commercial Bus Operators (Stagecoach / Go North East) through the Local Bus Board, which is a corporate meeting where issues are raised, and potential network improvements are discussed. This process ensures that local relationships between all local parties are established and cordial. Nevertheless, these relationships are measured against declining patronage in public transport services which must be addressed.
- 3.28 Further to this, the North East Combined Authority has signed up to the North East Enhanced Bus Partnership which is where local transport authorities and bus operators agree a detailed partnership plan (a Bus Service Improvement Plan). It is considered that an enhanced bus network is key to achieving our aim of creating a green, healthy, dynamic and thriving North East.

Planned Provision and Funding

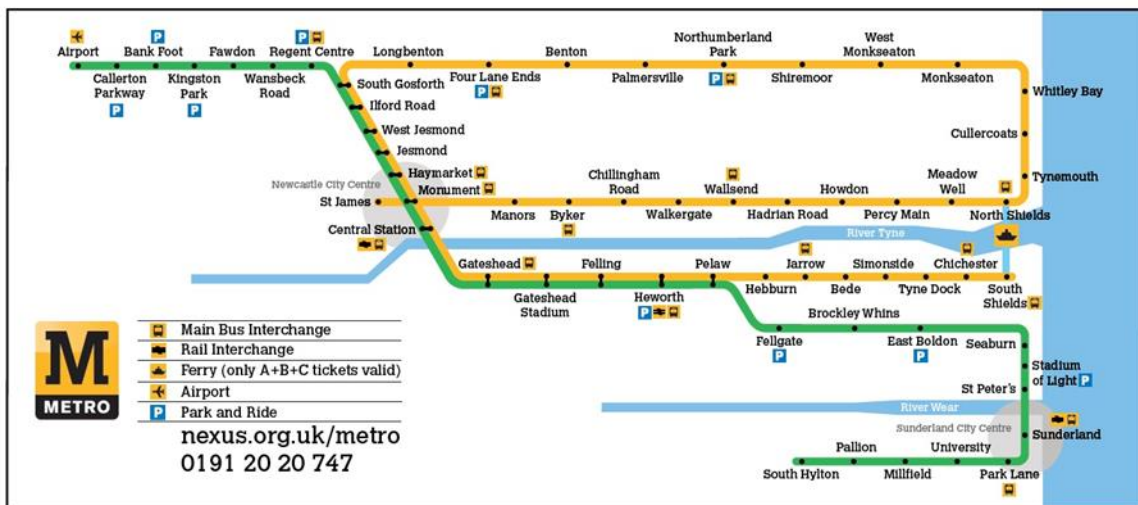
- 3.29 In developing the North East Enhanced Bus Partnership, the Council working collaboratively with the other local authorities, Nexus and the Local Bus Operators has defined a list of proposed infrastructure interventions through the Bus Service Improvement Plan (BSIP) that will improve the punctuality and reliability of local bus services. These can be found in the infrastructure schedule that accompanies this document.
- 3.30 For future developments it may be necessary to either divert existing bus services to serve new developments, or to provide new routes subject to the scale of the development. Developer contributions may be required to fund these additional and expanded services until there is sufficient patronage to provide a commercially viable service.

Public Transport Network – Metro and Rail Network

Current Provision

- 3.31 Network Rail is the owner and infrastructure manager of the National Rail Network in the UK. The local rail network in the North East region is surprisingly sparse in relation to population. This is for two reasons – the predominance of Metro on much of the former British Rail local rail network, and the long-distance, high-speed focus of the East Coast Main Line (ECML).
- 3.32 The Metro is a light rail system servicing passengers across the Tyne and Wear and is operated by Nexus, which originally opened in 1980.

Map 1: The Tyne and Wear Metro Network



- 3.33 There are currently ten Metro Stations located within South Tyneside. These are primarily located on the Yellow Line which provides connections from South Tyneside via Newcastle City Centre and North Tyneside. A further three Metro stations are located on the Green line within the south; this route provides connections to Newcastle Airport and the city of Sunderland.
- 3.34 The expansion, integration and improvement of local rail and Metro services are a key part of regional transport plans both locally and regionally. Demand for these services remains high as a direct result of increased economic activity. To assist this, the Metro system provides unrestricted access to key urban areas.
- 3.35 Nexus is in the process of replacing the vehicle fleet, it is expected that the new fleet will become operational from 2025 onwards. This will ensure that the fleet is future proofed for the next several decades. Asset renewal is also the responsibility of Nexus and continues as and when funds allow.
- 3.36 Nexus have advised that network renewals will be required, and a business case has been approved as part of the North East Combined Authority deal from central government to obtain significant funding for the following key areas: civil engineering works; permanent way; signalling; level crossings; depot equipment; plant; mechanical and electrical; stations; power; capital maintenance; and ticketing and gating.
- 3.37 The borough does not have any heavy rail passenger services; however, this may change in future with the potential development of the Leamside Line through work associated with the Washington Loop investigations. South Tyneside is a member of the North East Rail Management Unit (NEMU). Chaired and held by Transport North East, this group advises and provides input into local heavy rail services across the North East. This group contributes to the Transport for the North Rail strategy (Northern Powerhouse Rail) and plays a significant part in connecting the major northern cities including Newcastle, Sheffield, Leeds and Manchester with improved rail links.

Planned Provision and Funding

- 3.38 The Metro makes a significant contribution towards sustainable mobility across the borough and wider region. Nexus have undertaken significant research to determine what schemes would be appropriate in order to facilitate appropriate levels of growth for the Metro network. The schemes directly associated with the borough are summarised below.

New Metro station between Hebburn and Jarrow

- 3.39 Providing that the single-track operation between Bede and Pelaw is alleviated, the Council aspires for the provision of a new metro station at Mill Lane, Hebburn which will be to the benefit of new and future residents. The area is well situated to serve existing residential developments and future sites identified in the draft local plan.

Leamside Line Reopening

- 3.40 A long-standing aspiration of the North East region is the reopening of the Leamside Line, with development funding confirmed to assess the viability of investment into the Washington Loop which will connect the existing metro network (South Hylton) onto the Leamside Line and would then serve the wider metro network into Newcastle City Centre. It is considered that reopening the line could alleviate capacity issues on the East Coast Mainline and offer improved accessibility locally as part of potential metro expansions. Nevertheless, there are significant associated costs with this scheme and the funding for which has yet to be addressed.
- 3.41 One of the key opportunities to the Leamside Line reopening for South Tyneside and neighbouring authorities would be the chance to extend a metro service from Heworth / Pelaw and link to the IAMP and other neighbouring development opportunities. Connecting these strategic employment sites to both heavy and light rail services would significantly improve the transportation options to these sites.

South Shields to Sunderland Metro Connectivity

- 3.42 South Tyneside is already well served by the Metro network towards Newcastle but direct links between the borough and Sunderland require improvement. The South Shields and Sunderland Metro routes are within 3km of each other in the Tyne Dock and Brockley Whins area. Running between them is a single-track freight branch serving Port of Tyne from Boldon East and West Junctions, east of Brockley Whins. There is potential to use this existing alignment so Metro services can be provided between these locations.
- 3.43 At Boldon East Curve Junction, the Network Rail line towards Sunderland could be used to provide direct connectivity to South Shields, whilst the Boldon West Junction opens up the possibility of direct journeys between South Shields and potentially through any use of the Leamside Line to areas such as Follingsby Park, Washington and Durham Belmont, through the construction of a new spur heading west of Fellgate Metro.
- 3.44 South Tyneside is supportive of network upgrades that would mean improved service and local rail may be diverted onto regional lines, including the Leamside Line. The Council's responses will be coordinated at a regional level with Transport North East and the North

East Joint Transport Committee in particular and will be addressed through the Network North agenda.

Public Transport Network – Shields Ferry

Current provision

- 3.45 The Shields Ferry service is run by Nexus (Tyne and Wear Passenger Transport Executive) operating between South and North Shields. The service currently undergoes 25,000 trips each year carrying approximately 400,000 passengers.
- 3.46 The ferry service is currently operated using two vessels - the 'Pride of Tyne' (303 max passengers) and the 'Spirit of the Tyne' (200 max passengers). The Ferry Landing in South Tyneside is in close proximity to South Shields Town Centre and Public Transport Interchange, with regular bus links and provides an excellent sustainable transport connection. The longevity of the Shields Ferry has been sustained through investment confirmed by the North East Regional Mayor to construct a new ferry landing at North Shields Fish Quay which will replace the existing ferry landing.

Planned Provision and Funding

- 3.47 Nexus have devised a Ferry Strategy to ensure that the operation of the Shields Ferry is secured. This has advised that significant investment is required to continue with the existing operations.
- 3.48 In terms of the North Landing, external investment has been secured to construct a new ferry landing close to the North Shields Fish Quay. Further to this, it is expected that continued investment in the vessels and South Shields Ferry Landing will be required over the plan period.

Active Travel

Current Provision

- 3.49 The Council is responsible for an extensive network of public rights of way and cycle lane provisions. Cycling levels have increased substantively across the borough and wider region. The social, health and environmental benefits are recognised and valued in the emerging Local Plan and Regional Transport Plan. Building upon the existing network of cycle routes, footpaths and bridleways, new provision is planned across the borough.
- 3.50 The Council seeks to deliver appropriate and beneficial network development by exercising consultation in the development of strategic network plans and in project design. Consultations are carried out with Elected Members, statutory consultees for highway changes, national representative bodies such as the British Horse Society (BHS), Cyclists Touring Club (CTC), and Sustrans, as well as the Tyne and Wear Local Access Forum and localised interest groups.
- 3.51 The borough benefits from multiple national network routes including National Cycle Network Route 1 and 72 and Regional Cycle Network 11 and 14, and the England coastal path National Trail. Network development is geared towards growth in cycle trips for work,

education, retail and recreational journeys. The Grade II listed pedestrian and cycle Tyne Tunnel connects both banks of the River Tyne offering a seamless connection between North and South Tyneside.

- 3.52 Walking networks, by comparison are more established within the borough with over 810km of walking routes of all classifications available for use. These are typically managed by the Councils Highways Department through the Highway Asset Management Plan.

Planned Provision and Funding

- 3.53 Due to on-going downward pressure on budgets, it is not possible to set fixed timescales for infrastructure delivery, however network development has continued via external grants, agreements, and use of existing budgets, with delivery of significant new or improved network occurring on an annual basis. The Council hopes to secure network development budgets from external funding offered by central government through the submission of funding bids at the local authority and regional level.
- 3.54 The Local Cycling and Walking Infrastructure Plan (LCWIP) (INV6) for the borough will shape investment across the network within the South Tyneside for the next 15 years. The document also provides a comprehensive and active list of walking and cycling infrastructure improvements at both a local and wider strategic level which will be addressed throughout the life of the Local Plan.
- 3.55 The promotion of walking and cycling is an important aspect throughout the emerging Local Plan. Ensuring that each new development is connected to existing highways infrastructure, which in turn is part of a coherent network, is paramount.
- 3.56 The Council has identified active travel schemes as defined in the Infrastructure Delivery Plan schedule (Appendix 2) which will assist in reducing the amount of vehicle trips emanating from the developments within the drafted Local Plan.
- 3.57 It is important to reference that that any projected costs or phasing of schemes are for indicative purposes and that a proper cost estimate will be required during the detailed design process, with the phasing element of delivery dependent on the scale of development.
- 3.58 Increased emphasis has been placed on Local Authorities over the last decade to promote walking and cycling. By facilitating local trips are made without the private car, the Council will be reducing congestion on both local and to a lesser extent regional highway networks. The effects of this will also include improved individual health and wellbeing.
- 3.59 The Council will continue to assess and prioritise active travel schemes, with the defined active travel improvements that would be required over the local plan period being defined in the infrastructure delivery schedule.

4. Flood Risk Management

Introduction

- 4.1 The 2009 Flood Risk Regulations and the 2010 Flood & Water Management Act set out new responsibilities for the management of flood risk. South Tyneside Council is designated as a Lead Local Flood Authority (LLFA) and is responsible for local flood risk management from surface water, groundwater, ordinary watercourses, and small reservoirs including any interactions they may have with main rivers which are managed by the Environment Agency.
- 4.2 This includes the development and delivery of flood alleviation projects as well as ensuring new developments are protected against flood risk for up to a 1 in 100-year event plus 45% climate change.
- 4.3 South Tyneside Council's highways department are responsible for all drainage associated with the highways – including gullies and road drainage.
- 4.4 Within South Tyneside, we have a number of water bodies both main river and ordinary watercourses. South Tyneside Council hold responsibility for the ordinary watercourses such as the burns and tributaries and the Environment Agency are responsible for the main rivers – in South Tyneside the main rivers are the River Tyne and the River Don.
- 4.5 The River Don flows through the borough and also through the boundaries of Gateshead Council and Sunderland City Council. The impacts on developments around the River Don and any additional surface water being directed into this river must therefore be considered by all local authorities.
- 4.6 Although water management across the borough is coordinated by a number of bodies and authorities, there is an interaction between each aspect and therefore a coordinated approach is required. All parties work in collaboration through the Northumbria Integrated Drainage Partnership (NIDP) and the Tyne and Wear Flood Risk Partnership to ensure a resilient future for the residents of South Tyneside by delivering efficient, innovative, and sustainable improvements for residents.

Strategic Context

- 4.7 South Tyneside Council were required to undertake a Preliminary Flood Risk Assessment (PFRA) under the 2009 Flood Risk Regulations and to produce a Flood Risk Management Strategy under the Flood and Water Management Act 2010. The strategy is informed by flood risk issues and help to align future investment in flood risk management by relevant stakeholders, including developers.
- 4.8 Flood risk assessments require new flood defences, the expansion of existing flood defences, maintaining and improving existing drainage infrastructure (including sewers, drains and rivers), and reducing the amount / intensity of water entering drainage infrastructure during storm events.
- 4.9 A Flood and Coastal Risk Management Strategy (2017) (CLM7) outlines priorities for the Council in terms of protecting the borough and coast from flood risk. This up-to-date

document, along with other flood risk related documents including the Surface Water Management Plan (2014) (NAT11) and Preliminary Flood Risk Assessment (2014) can be found on the Councils website.

Partnership Working

- 4.10 One of the key objectives of the Flood and Coastal Risk Management Strategy is partnership working. It is key in producing and implementing local strategies which will enable expertise and important information to be shared and efficiencies in flood risk and coastal management to be identified, enabling the management of such risks.
- 4.11 As part of developing this partnership working, South Tyneside Council are involved in a several partnership groups including the River Don Catchment Partnership and the Tyne Catchment Partnership as well as liaison groups between the local authorities and Northumbrian Water (Northumbria Integrated Drainage Partnership, also the Tyne Estuary Partnership).

New Developments

- 4.12 For new developments on greenfield or brownfield sites, sufficient evidence must be provided to prove that all surface water disposal routes have been explored in accordance with the surface water disposal hierarchy. The developer must also ensure that the site will not increase flood risk both within the development and elsewhere, and that the surface water disposal hierarchy has been considered in accordance with Building Regulations Approved Document H – Drainage and Waste Disposal.
- 4.13 It is important to note that although infiltration is a preference, there are many areas within South Tyneside where it is not feasible due to ground conditions or mining legacy and associated groundwater issues. It is therefore important for any developer to assess all possible means of surface water disposal thoroughly.
- 4.14 A set of local standards for the seven North East Lead Local Flood Authorities have been produced in order to steer development towards the required and appropriate use of SuDS with the aim of mimicking natural drainage and reducing damage from flooding, improving water quality, protecting, and improving the environment, providing amenity and ensuring the stability and durability of drainage systems.

The Strategic Flood Risk Assessment

- 4.15 In order to initiate the sequential risk-based approach to the allocation of land for development and to identify whether application of the Exception Test is likely to be necessary, South Tyneside Council commissioned a Level 1 Strategic Flood Risk Assessment (SFRA) (NAT8). The SFRA provides evidence about the present and future risk of flooding in South Tyneside from all sources of flooding. The Level 1 SFRA was completed in 2022.
- 4.16 Application of the Sequential Test for flood risk in 2022 based on the Level 1 SFRA 2022 has demonstrated that the proposed development allocations in the South Tyneside Draft Regulation 18 Local Plan pass the Sequential Test, because there are no other suitable locations for development in the borough in areas of lower flood risk for the amount of development proposed in the Plan.

- 4.17 The response of the Environment Agency to the consultation on the Draft Regulation 18 Local Plan stated, 'With respect to the sequential flood test, we agree with the methodology used and welcome references to climate change when undertaking the sequential test.'
- 4.18 The South Tyneside Employment Land Review (March 2023) (EMP1) identified additional plots of land at the Port of Tyne as deliverable for port and river-related economic development and amended the boundary of the existing identified plot.
- 4.19 The Level 1 SFRA Addendum (NAT5) was completed in September 2023. It provides a strategic assessment of the suitability, relative to flood risk, of the sites at the Port of Tyne to be considered for allocation in the Local Plan.
- 4.20 The Sequential Test for flood risk has been updated to factor in the findings of the Level 1 SFRA Addendum. This identified the need for a Level 2 SFRA in relation to the Port of Tyne sites. The South Tyneside Level 2 SFRA was completed in December 2024.

Priorities for Investment

- 4.21 South Tyneside Council is currently working in partnership with Northumbrian Water and the Environment Agency to prioritise sites in terms of surface water flood risk issues and this can influence the investment schedule.
- 4.22 In partnership with The Environment Agency, South Tyneside Council have produced an ongoing investment programme which identifies the most at risk areas in terms of surface water flood risk. This is based on historic incidences of flooding as well as accurate and up to date flood modelling – the latest update of this programme included a number of potential flood alleviation schemes across South Tyneside.
- 4.23 South Tyneside Council worked in partnership with Northumbrian Water in 2015 in Fellgate to deliver a large flood alleviation scheme which reduced the risk of surface water flooding by directing surface water to the nearest watercourse. The Fellgate scheme was an award winning scheme which continues to protect properties.
- 4.24 In 2019, work was completed on the Monkton flood alleviation scheme. The £2.5m project better protected 150 properties around the Monkton area and was part funded by the Environment Agency and South Tyneside Council.

Cleadon Flood Alleviation Scheme

- 4.25 The most recent flood alleviation project carried out in South Tyneside was the Cleadon Flood Alleviation Scheme.
- 4.26 In December 2020, South Tyneside Council completed a flood alleviation scheme to protect 130 properties from the risk of surface water flooding during heavy rainfall. This scheme consists of an embankment and storage area north of the Cleadon Lea estate capturing overland flows from the fields, and the capacity improvement to drainage ditches and newly built ditches in the Sunderland Road area freeing up space within the road's drainage system.

Tyne Dock

- 4.27 An area of Tyne Dock is known to flood on frequent occasions. This includes the strategic road network near Port of Tyne Entrance and properties around Templetown. This affects traffic in both directions into and out of South Shields. Flooding also occurs in a metro tunnel having widespread stoppages across the metro services both within South Tyneside and out of the borough. It is believed that this floods on a frequency in excess of the 1 in 1 year return period. Feasibility work is ongoing with partners Northumbrian Water, Environment Agency and Nexus in order to mitigate the frequency of the flooding impacts.

Coastal Defences

- 4.28 The updated flood defences at Littlehaven provide a vital role in South Tyneside's infrastructure, leisure, and tourism. In 2013, the flood defences at Littlehaven beach were replaced as the existing sea wall was in a state of disrepair. Since its completion in 2014, there has been an increase in tourism as well as an improvement to the facilities in the area and importantly a better protected coastline. This work is alongside improvements made to the sand dunes to increase their stability and increase the defences further down the coast.
- 4.29 The coast and its defences, both natural and man-made are continually under review for new schemes to both improve and protect our coastline.
- 4.30 South Tyneside Council were involved with the production of the Shoreline Management Plan 2010 (CLM7) which provides the policy framework for managing the risks from coastal erosion and sea flooding along the coast in a sustainable manner over the next 100 years. For the South Tyneside coastline, the Shoreline Management Plan contains the following policies:
- Maintain protection to property and infrastructure against erosion and sea flooding.
 - Allow natural process to proceed at specified undefended sections of coastline.

Stronger Shores

- 4.31 More recently in 2021, a South Tyneside Council-led regional partnership secured £6.4m to pilot a scheme to improve the understanding of the benefits of UK marine habitats with regards to coastal erosion, flood risk, climate change and biodiversity management. The 'Stronger Shores' project is one of 25 innovative new projects selected nationwide to trial a wide range of approaches to flood response and will include the restoration of sub-tidal habitats (kelp beds, oyster reefs and sea grass), improvements in water quality and carbon capture and monitoring techniques focusing on the coast from Blyth in Northumberland to Redcar & Cleveland in North Yorkshire.

5. Green and Blue Infrastructure (GBI)

Introduction

5.1 Green infrastructure is defined in the NPPF as:

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

5.2 Green and blue infrastructure (GBI) can help promote healthy lifestyles by providing spaces for formal and informal recreation while improved connectivity can encourage activities such as walking, cycling and horse riding. Outdoor sport facilities provide important opportunities for formal sports and recreation. Well-designed infrastructure can support a wealth of ecological processes and is important for promoting biodiversity.

5.3 Crucially, GBI should form a strategic network of high-quality green spaces and other natural features, which offers quality of life benefits for communities. It should thread through and around the built environment and connect the urban area to its wider rural hinterland.

Green and Blue Infrastructure Strategy (2023)

The Green and Blue Infrastructure Strategy (2023) identifies Green and Blue Infrastructure (GBI) needs and opportunities across the borough and establishes a vision and strategic objectives for GBI across the borough. The GBI strategy then identifies five Action Plans relating to strategic areas within the borough (Map 2) to help deliver these Strategic Objectives.

Map 2. South Tyneside Green and Blue Infrastructure Strategy – Action Plan Areas



Source: South Tyneside Green and Blue Infrastructure Strategy (2023)

5.4 Each Action Plan has a series of identified Strategic Projects identified which form an important foundation for multi-partner working, helping to deliver projects across the borough which deliver multiple GBI functions in the areas of deficit.

5.5 To create the Action Plans, the Borough was split into five broad areas based on the differing GBI character of each area. Table 2 sets out the strategic projects and assets identified in each area:

Action Plan	Assets	Strategic Projects
Coastal Edge	<ul style="list-style-type: none"> • Coastal habitats • Open Space • Recreational assets • England coastal path • Landscape value 	<ul style="list-style-type: none"> • South Tyneside Seascapes • Stronger Shores • NCN1 Green Corridor • Greening Sandhaven
South Shields Urban Area	<ul style="list-style-type: none"> • Major hub • Walking and cycling routes • Green space and access to nature • Regeneration 	<ul style="list-style-type: none"> • South Shields Town centre blue-green corridors • Repurposing existing open spaces including backland sites • Tyneside green corridor (Arbeia – Port of Tyne) • “Grey to green” Port of Tyne
River Don Corridor	<ul style="list-style-type: none"> • River corridor open spaces • Ecological designations • St. Pauls conservation area 	<ul style="list-style-type: none"> • River Don Linear Park • Sustainable Simonside
Hebburn Urban Area	<ul style="list-style-type: none"> • Walking and cycling routes • Ecological designations • Regeneration 	<ul style="list-style-type: none"> • Greening Hebburn – supporting town centre regeneration • Monkton Burn green loop • Tyneside green corridor (Port of Tyne – Riverside Park -neighbouring authorities) • Greener neighbourhoods pilot (around Keelman’s school)
Southern Green Belt Edge	<ul style="list-style-type: none"> • Wildlife network • Areas of high landscape value • Conservation areas 	<ul style="list-style-type: none"> • Southern edge connectivity • Wetland creation • Cleadon Heritage Trail • Greening the southern villages

5.6 Each Strategic Project includes indicative costs, indicative timelines, an outline of Delivery Guidance and potential funding mechanisms.

Open Space Provision

5.7 The Open Space Study 2023 (NAT26) provides the most recent evidence with regard to open space provision in South Tyneside. South Tyneside has 1153.09 ha of open space. Table 3 identifies the amount of provision within the borough by typology:

Typology	Number of Sites	Ha	Ha/1000	Minimum Size (ha)	Maximum Size (ha)	Average Size (ha)
Allotments	35	41.87	0.28	0.07	5.85	1.20
Amenity Green Space (>0.1Ha)	124	112.55	0.74	0.11	9.01	0.94
Parks and Recreation Grounds	32	211.17	1.40	0.44	72.39	6.60
Outdoor Sport (Fixed)	19	5.09	0.03	0.11	0.76	0.27
Play Space (Children)	40	2.97	0.02	0.02	0.36	0.07
Play Space (Youth)	27	2.22	0.01	0.03	0.64	0.08
Accessible Natural Green Space (>0.1Ha)	49	453.78	3.00	0.50	94.48	9.27
Churchyards and Cemeteries	42	60.18	0.40	0.11	17.91	1.43
Education	85	177.2	1.17	0.22	9.79	2.08
Outdoor Sport (Restricted Access)	35	86.06	0.57	0.07	28.16	2.37

Current supply against the standards

5.8 Table 4 below shows the existing supply (in hectares) of open space for each typology for each of the wards, and at the study area level.

Ward	Allotments	Amenity Green Space	Parks and Recreation Grounds (Combined)	Play Space (Children)	Play Space (Youth)	Accessible Natural Green Space
Beacon and Bents	-3.29	9.16	5.18	-0.48	-0.26	-9.41
Bede	-2.24	7.75	-10.57	-0.65	-0.67	19.53
Biddick and All Saints	-1.46	-1.43	-12.73	-0.86	-0.80	7.25
Boldon Colliery	6.19	-2.61	-9.92	-0.75	-0.74	49.88

Cleadon and East Boldon	2.23	-2.06	-1.08	-0.57	-0.79	30.04
Cleadon Park	-2.68	-6.01	50.16	-0.61	-0.67	-7.65
Fellgate and Hedworth	-2.58	-1.84	-10.31	-0.67	-0.69	18.52
Harton	-2.89	-2.28	-11.57	-0.83	-0.83	-8.27
Hebburn North	-0.19	-1.40	12.97	-0.83	-0.79	9.08
Hebburn South	-3.08	3.14	-0.36	-0.75	-0.73	14.56
Horsley Hill	2.64	4.99	-4.68	-0.92	-0.92	86.83
Monkton	-2.68	-3.54	5.01	-0.61	-0.72	20.59
Primrose	2.72	2.00	-2.68	-0.58	-0.55	46.12
Simonside and Rekendyke	-3.25	2.45	-13.02	-0.79	-0.83	-9.30
West Park	3.46	-6.06	2.42	-0.53	-0.61	-7.58
Westoe	-2.84	-4.34	-8.79	-0.71	-0.77	-8.11
Whitburn and Marsden	1.37	-3.46	-1.15	-0.30	-0.74	58.62
Whiteleas	-2.43	-2.81	15.81	-0.73	-0.81	-8.09
Borough wide	-11.03	-2.99	4.67	-12.14	-12.89	302.65

Summary of provision

- 5.9 **Allotments:** There are 35 sites classified as allotments in South Tyneside, equating to over 41 hectares. There are waiting lists for allotments across South Tyneside suggesting that demand for allotments is not currently being met by supply. Waiting list numbers suggest that continuing measures should be made to provide additional plots in the future.
- 5.10 There are some large gaps across several built-up areas of many wards, including Beacon and Bents, Horsley Hill, Harton, Cleadon, Biddick and All Saints, Fellgate and Hedworth, Hebburn South and Hebburn North.
- 5.11 **Amenity Green Space:** There is generally good access across the borough, although there are some relatively large gaps around the border with Harton, Westoe and West Park, and also in Cleadon; and Whitburn and Marsden. However, there is good access to parks and recreation grounds in the areas, with the exception of the north of Whitburn.
- 5.12 **Parks and Recreation Grounds:** Largely good access across the majority of the borough, although there are some significant gaps in the east (Horsely Hill; Harton; and Whitburn and

Marsden) and in the central area (Bede; Fellgate and Hedworth; and Simonside and Rekendyke).

- 5.13 **Play Space (Children):** There are significant gaps across several built-up areas of wards, including Horsley Hill, Harton, Whitburn and Marsden, Cleadon Park, Whiteleas, Cleadon and East Boldon, Simonside and Rekendyke, Fellgate and Hedworth and Hebburn South.
- 5.14 **Play Space (Youth):** There are significant gaps across several built-up areas of wards, including Horsley Hill, Harton, Cleadon, Fellgate and Hedworth, Simonside and Rekendyke, and no access in Whitburn and Marsden.
- 5.15 **Accessible Natural Green Space:** Generally good access across the majority of the borough for a 20 minutes' walk time, although there are significant gaps across built-up in Beacon and Bents and Simonside and Rekendyke.

Other provision (not within the open space typology for the Open Space Study)

- 5.16 **Cemeteries / Churchyards:** Cemeteries and churchyards include areas for quiet contemplation and burial of the dead. Sites can often be linked to the promotion of wildlife conservation and biodiversity. Forty-two sites are classified as cemeteries/churchyards, equating to just over 60 hectares of provision in South Tyneside. The need for additional burial provision is driven by the demand for burials and capacity.
- 5.17 A need has been identified by the Council's Bereavement Services Team for additional cemetery capacity at Jarrow, Boldon and Whitburn Cemeteries. Boldon and Whitburn have capacity for 23 and 29 years while Jarrow has 11 years left.
- 5.18 **Civic Spaces:** There are two civic space sites, equating to more than one hectare of provision, identified in South Tyneside. The only identified forms of civic space provision are the South Shields Market Place and the Sandhaven Amphitheatre. Other forms of provision in the area (e.g. parks and gardens) provide localised opportunities associated with the function of civic space.

Sport and Recreation

- 5.19 South Tyneside has a range of formal outdoor and indoor sports provision across the borough providing opportunities to engage in sporting activities and to support healthy and active lifestyles. Key indoor and outdoor sporting sites include:
- Temple Park, South Shields
 - Haven Point, South Shields
 - Monkton Stadium, Jarrow
 - Hebburn Central, Hebburn
 - Jarrow Focus and Community Pool, Jarrow
- 5.20 The borough also has numerous outdoor grass sports pitches which provide playing pitches for football, rugby, cricket and hockey. These sites include Council-owned playing field sites and privately-owned facilities and clubs.

Playing Pitch and Outdoor Sports Strategy (2024)

5.21 The Playing Pitch and Outdoor Sports Strategy (PPS) (2024) provides the most up to date assessment of playing pitch needs in South Tyneside. (NAT17). The PPS 2024 found that since the previous Playing Pitch Strategy was undertaken (2019):

- Demand for football has increased and further capacity for football (both grass and artificial grass pitches) is needed.
- Capacity for cricket remains constrained and there is a need for additional pitch provision as well as qualitative improvements.
- There are capacity issues at South Shields Westoe Rugby Union Football Club (RUFC) and uncertainty about facilities for South Shields RUFC.
- There is now opportunity for South Shields Hockey Club to relocate their matches play to South Tyneside.
- The quality of facilities for tennis remains a challenge.
- There is a need to maximise participation growth in bowling to ensure the ongoing sustainability of bowling infrastructure.

5.22 The 2024 PPS sets out a strategy for the future delivery of facilities for football, cricket, rugby union, hockey, bowls, tennis and athletics. Whilst the focus of the strategy is protection, it recognises that some playing field sites are included within the draft Local Plan as proposed housing allocations and that parts of these playing fields are likely to be lost. The strategy seeks to ensure that any potential loss of playing fields is mitigated appropriately.

The South Tyneside Local Plan 2023 – 2040

5.23 The South Tyneside Local Plan proposes to allocate 3 sites which are identified as playing field land (Former Brinkburn Comprehensive School, Former Chuter Ede Centre and Land at South Tyneside College, Hebburn Campus) (Table 5). Table 5 shows scenario modelling undertaken for the 2024 PPS has demonstrated how the loss of the sites can be mitigated and adequate provision delivered proactively across South Tyneside.

Site name	Ownership	Pitch area and quality			Proposed mitigation
		Playing Field Site Area (ha)	Pitch provision	Quality	
Former Brinkburn Comprehensive School	South Tyneside Council	5.8	Adult football	Low standard (approaching poor)	Land at Temple Park (football and rugby). There is scope to provide circa 9 pitches through a combination of new and former playing field land
			Youth football	Low standard (approaching poor)	
			9v9	Low standard (approaching poor)	
			Rugby Union overlaid on existing football pitch	Basic rugby pitch	

Former Chute Ede Centre		4.5	Adult football	Poor	
			Adult football	Low standard	
Land at South Tyneside College, Hebburn Campus	Private	5.7	Lapsed Site – last known capacity 3 x adult football	Feasibility of providing playing fields on open space	Land at South Tyneside College, Hebburn Campus

Playing Pitch Improvements and Mitigation

- 5.24 The Council is committed to meeting the sporting needs of the borough and to improving the quality of playing pitch provision in South Tyneside. The Council intends to increase the provision of ‘secure’ pitches, available for community use, together with the creation of additional pitches at existing sites including at those sites identified in Appendix 2.
- 5.25 The Council is considering improving the quality of existing facilities that the Council either operates directly or leases to third part community groups. The Council is working with the Football Foundation and has been accepted as part of the Local Authority Grass Pitch Programme, commencing early 2022. Participation in this scheme will increase the robustness of the pitch improvement process and shorten the delivery time.
- 5.26 The council is working closely with Sport England and sport’s governing bodies in delivering playing field mitigation in response to the South Tyneside College, South Shields Campus planning application. This scheme, which is work-in-progress, will provide a new community sporting hub at the Epinay School site, South Shields. This will predominantly be for new cricket facilities but with some provision for rugby use as well.
- 5.27 With regard to Local Plan allocations, new playing field provision is intended to be provided at the former Temple Park juniors School site, adjacent to Temple Park. It is considered that the delivery of pitches at this site would contribute to replacement playing field land required as part of the proposed allocation of SP6: Former Chuter Ede Education Centre. Further feasibility work is being undertaken to assess the deliverability of new playing field provision on land at Temple Park. When appropriate this will be shared with Sport England. The intention is that the mitigation strategy will be agreed as part of the Local Plan process, with the specifics subject to detailed feasibility work. As stated in the Playing Pitch and Outdoor Sports Strategy (2023) [NAT17] (Para 2.126), should alternative options for mitigation be required to be considered, if insurmountable issues arise at Temple Park, the council will continue to engage with Sport England to agree the most appropriate mitigation option for each scheme.
- 5.28 Outside of Local Plan Housing allocations, there are also plans to provide additional pitches adjacent to Monkton Stadium / former Monkton School should development proposals in this area come forward.

6. Utility Services

Energy Supply

Introduction

- 6.1 The provision of gas and electricity is essential to facilitate the new developments identified in the Local Plan. Discussions with developers will be held on a site-by-site basis to determine the particular requirements for each individual development. This is generally an adequate approach to ensure that supply and capacity issues are addressed. However, it is also important that the utility providers are provided with the opportunity for an early high-level overview of the Local Plan proposals to determine if there are any strategic capacity issues which need to be addressed. Accordingly, meetings have been held with Northern PowerGrid and Northern Gas Networks to encourage them to engage with the consultation on the emerging Local Plan.

Gas

- 6.2 Gas is distributed nationally via the high-pressure National Transmission system to a series of Local Distribution Zones. There are eight Gas Distribution Networks currently owned by four companies, which each cover a separate geographical region in England.
- 6.3 Northern Gas Networks operates, maintains and invests in over 36,000km of pipe across the network and £1bn of other assets that manage the flow of gas to 2.7 million homes and business throughout the North East, northern Cumbria and much of Yorkshire. Northern Gas Networks is the gas transporter that owns and operates the Gas Distribution Zone in South Tyneside. Northern Gas Networks does not supply gas but owns the networks through which it flows. Northern Gas Networks operate under licence from the government, and under the terms of the licence, long term infrastructure investments are funded over 45 years.

Electricity

- 6.4 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. Northern Power Grid owns and operates the electricity distribution network in South Tyneside.

District Heating Networks

- 6.5 The Viking Energy Network, Jarrow (VENJ) is new district energy scheme recently completed. It will initially link 9 Council buildings to a water source heat pump energy centre, drawing heat from the River Tyne at Jarrow Staithes. Much of the electricity to run the system will be provided by a 1MW solar farm, with back up gas boilers, combined heat and power (CHP) and both electrical & thermal storage. The system is designed for expansion to supply 14 buildings and Palmer Hospital in a later phase. The current phase is an £16m development by STC, part financed by the European Regional Development Fund (ERDF), which will reduce carbon emissions by an estimated 1085 tonnes per annum.
- Hebburn Renewable Energy Scheme has recently completed. The scheme uses an air source heat pump to produce low carbon heating for a number of buildings in Hebburn town centre.

- This heat is used by the new energy centre and district heating network and will provide heating to 111 residential flats in Durham Court, Hebburn Central and the new Children's home in Hebburn. Future expansion to the heat network to connect to a further 12 schools is also planned in the near future.
- It is expected to deliver a significant CO2 reduction of 319 tons per annum and lay the foundation for the planned future network development.

6.6 West Holborn Renewable Energy Network (WREN) is a district heating scheme which would provide an opportunity to incorporate the latest, most innovative low carbon renewable technologies into South Shields Town Centre and the surrounding areas. The feasibility stage has been reached and completed.

Telecommunications

6.7 Standard landline and mobile services are available across the borough. However, the Council's economic development aspirations require the achievement of excellence in broadband provision as supported by South Tyneside Council's Digital Infrastructure Strategy which focuses on three core priorities:

- To drive the roll out of future-proofed, gigabit-capable digital connectivity throughout South Tyneside
- To plug mobile coverage gaps, building resilient mobile connectivity, particularly in our town centres and tourist areas
- Create conditions for a connected Borough, where smart solutions can be piloted and embedded, allowing businesses to maximise potential and improve residents access to efficient services.

Broadband

6.8 Fast, resilient and affordable broadband connectivity is vital for our residents, businesses, visitors and investors.

6.9 Better digital connectivity can boost productivity, support digital transformation to help businesses grow and export, allow residents to access training and public services and is a key requirement for visitors and investors. The economic impact of better broadband is considerable (£20 in net economic impact for every £1 of spending according to DCMS as better broadband makes firms and workers more productive).

6.10 Focus from Government, through Building Digital UK (BDUK), an arm of DCMS, over the past decade has been on the rollout of superfast broadband. Whilst superfast broadband coverage is extensive across South Tyneside (97%) and the UK (96%), technology is evolving, as the demand for faster, more robust connectivity increases

6.11 Government is now focussed on the provision of future-proof, gigabit-capable broadband. One gigabit is equal to 1,000 Mbps – for comparison, superfast is 30 Mbps. This means that however technology develops in the future, fast and reliable speeds will be available to support it.

- 6.12 The Government's ambition of 85% of homes having gigabit-capable broadband by 2025 and nationwide gigabit-capable broadband by 2030, resulted in the launch of Project Gigabit (£5bn funding committed) which aims to focus on the hard-to-reach 20% of the UK outside of any commercial plans.
- 6.13 South Tyneside (as of the end of 2022) currently has 83.1% gigabit-coverage (ahead of the national coverage of 70%), but the borough lags behind regionally and nationally when it comes to full fibre or Fibre to the Premise; our rates of full fibre are 11.4% compared to 42% nationally. However, this is a big increase from 1.7% in 2021.
- 6.14 To ensure broadband improvements are delivered in the North East, Durham County Council is leading a project called 'Digital Durham' in partnership with other North East local authorities including South Tyneside Council.
- 6.15 South Tyneside Council has invested significant funds, along with other North East local authorities, to match Broadband UK funding in rolling out superfast broadband across the borough. The Council is now working closely with Digital Durham on the potential for Project Gigabit to cover areas of the borough that are not commercially viable for gigabit rollout as part of a wider North East procurement exercise. It is expected that activity will begin on this in 2024.

7. Water and Resources Management

Introduction

- 7.1 The provision and management of water across the borough is a vital element associated with infrastructure development and delivery. This is managed across South Tyneside by Northumbrian Water, South Tyneside Council and The Environment Agency in its varying aspects.
- 7.2 Across the North East, Northumbrian Water supplies both potable (drinking) and raw water, and collects, treats and disposes of sewerage, serving 2.7 million people which include the residents of South Tyneside. Northumbrian Water is also responsible for the maintenance of the piped sewerage system which carries wastewater away from properties and businesses to be treated at the Wastewater Treatment Works (WwTW).

Assets

- 7.3 Northumbrian Water has a duty to develop and maintain an efficient supply and treatment of water across the North East. South Tyneside's water comes from Northumbrian Water reservoirs located outside of the borough's boundary as well as boreholes which tap into the Magnesian limestone aquifer.
- 7.4 There are no water supply issues identified, and Northumbrian Water has not forecasted a deficit in water resource or supply in the long term. This was confirmed as part of their assessment of future development. In terms of fresh water supply, Northumbrian Water does not envisage the supply of fresh water as a constraint to the proposals in the Local Plan.
- 7.5 South Tyneside's wastewater treatment is also undertaken by Northumbrian Water at Wastewater Treatment Works located in Howdon and Hendon.
- 7.6 Howdon WwTW treats a combination of domestic, trade and surface water discharges from five local authorities: South Tyneside, North Tyneside, Gateshead, Newcastle, and parts of Northumberland.
- 7.7 Due to historic drainage arrangements large parts of South Tyneside is served by combined sewers which transport both foul and surface water flows to the WwTW. The presence of surface water which does not require treatment, limits the ability of the WwTW to accept additional foul flows from new developments. Therefore, a key priority for Northumbrian Water in recent years has been to remove surface water where possible, through new development opportunities and specific investment projects, to direct it away from the WwTW and unnecessary treatment. Wherever feasible new sewerage connections should look to provide separation with surface water either being managed naturally on land or directed to watercourses, or seeking to enter surface water sewers if available, and foul water entering foul only sewers to be taken to WwTW for treatment in accordance with the requirements of the drainage hierarchy as set out in The National Planning Policy Framework.
- 7.8 During 2015-2020 Northumbrian Water delivered a number of agreed Surface Water Separation schemes which were designed to relieve the volume of flows entering Howdon

WwTW and create additional headroom capacity at the works to accommodate new development.

- 7.9 Northumbrian Water acting as the sewerage undertaker operating within the north east of England, have reviewed the development proposals in the emerging South Tyneside Local Plan and are satisfied that there are no capacity issues at either Hendon or Howdon WwTW, which will preclude the proposed development from coming forward. This statement is based on the fact that both of these treatment works are not highlighted as exceeding dry weather flow (DWF) compliance, when the level of growth identified within the plan, is included. Early dialogue is always encouraged with Northumbrian Water in order to fully integrate sustainable drainage and water provision into new development design schemes.

Priorities for Investment

- 7.10 Under the Water Industry Act 1991, Northumbrian Water has a duty to provide fresh water and to take and treat foul water (sewerage) from domestic uses. Northumbrian Water has a statutory duty to prepare and maintain a Water Resources Management Plan (WRMP) which must demonstrate how they can maintain the balance between supply and demand of water over the next 25 years.
- 7.11 Northumbrian Water operates on a five-yearly cycle for funding called “Asset Management Plan” (AMP) periods. The current Asset Management Plan (AMP7) for NW covers the period April 2020 to March 2025 and details projects that are required to maintain and modernise the network. An assessment of supply and demand as a result of new development will be made as part of the business plan submission.
- 7.12 NWL considers a number of different data sources to compile its business case including population projections based on its drainage areas, growth information provided by Local Authorities and the Office for National Statistics and outputs from its drainage area studies.
- 7.13 Northumbrian Water published its first draft Drainage and Waste Water Management Plan (DWMP) in June 2022. The document sets out how Northumbrian Water will plan for the future of drainage, wastewater, and environment water quality, ensuring its drainage and wastewater systems are sustainable, robust and resilient to future pressures such as climate change and population growth.

8. Health

Introduction

- 8.1 The health of residents in South Tyneside is generally worse than the regional and national averages with many residents facing health inequalities across the borough. One of the Council's key ambitions is for residents to be:

'Healthy and Well – Residents will enjoy good mental wellbeing and physical health throughout their lives. They will have the best start in life and be able to live and age well.'

- 8.2 The linkages between health and the built and natural environment have long been established and the role of the environment in shaping the social, economic and environmental circumstances that determine health is increasingly recognised and understood. Features of the built environment that have an impact on health include:

- Location, density, and mix of land use
- Street layout and connectivity
- Physical access to public services, employment and local fresh food
- Safety and security
- Access to open and green space – including provision for play
- Air quality and noise
- Community interaction
- Transport – including walking and cycling

South Tyneside Context

- 8.3 People in older age groups are making up an increasingly large proportion of the total population in South Tyneside. In 2021, there were 31,060 people aged 65+ representing 21% of the borough's population, marking a 15.1% increase over the last 10 years. By 2040, the South Tyneside population is estimated to have 40,508 residents aged over 65 years old and over, which is 25.6% of the total population (158,520). This will bring about a need to change how healthcare is provided to ensure that people can live healthy and happy lives within their community.
- 8.4 The council seeks to take a whole view of health and well-being based on the Dahlgren and Whitehead model in South Tyneside. This model highlights that we need to address the population's social and economic circumstances to improve the health and well-being outcomes. This includes people's living and working conditions, social and community networks as well as health-related behaviours.

- 8.5 South Tyneside’s Health and Well-being Strategy (2022) vision is to “work in partnership to improve the health, well-being, and quality of life for children, adults, and families and reduce health inequalities, to help people live longer and healthier lives.” The Strategy identifies the following outcomes for the population:
- Giving every child and young person the best start in life
 - Financial security to lead healthy, fulfilling lives
 - Good mental health and social networks throughout life
 - Safe and healthy places to live, learn, and work
- 8.6 With two further cross-cutting themes:
- Public Involvement and Citizen Engagement (PICE), and
 - Tackling intervention-generated inequalities
- 8.7 Since the national changes to Public Health in 2013, the Authority continues to have responsibility for:
- Leading investment for improving and protecting the health of the population and reducing health inequalities.
 - Ensuring plans are in place to protect the health of the population and ensuring an appropriate public health response to local incidents, outbreaks, and emergencies; and
 - Providing public health expertise, advice, and analysis to Integrated Care Boards (ICBs).
- 8.8 In line with the NHS Long Term Plan (2019), the structure of the NHS North East and North Cumbria Integrated Care Board (ICB) has changed. There are now three Primary Care Networks (PCNs) in the East, South, and West of the Borough. Essentially PCNs are groups of practices and primary/community care specialists clustered together working on five broad priorities as follows:
- Improving prevention and tackling health inequalities
 - Supporting better patient outcomes in the community through proactive primary care
 - Supporting improved patient access to primary Care services
 - Delivering better outcomes for patients
 - Developing local plans to improve health in partnership with local communities, health, social and voluntary organisations
- 8.9 The COVID-19 pandemic has accelerated the pace of digital change as services have adopted technology to enable the delivery of care through implementing e-consult, video consultations, etc. The aim is to continue to develop a safe, digitally enabled primary care and out-of-hospital care service alongside traditional face-to-face consultations.

Assets

- 8.10 This section outlines health assets across the borough and highlights work that is underway to drive improvements.
- 8.11 South Tyneside and Sunderland NHS Foundation Trust manages both hospital and community health services across South Tyneside.
- 8.12 The aims of the community health services are to help patients stay out of hospital wherever possible and to receive their care within the community or at home. There is a range of specialist services that allows the trust to provide this including community nurses, health visitors and recovery at home. There are over 50 community services across Sunderland and South Tyneside examples include children and young people, health visitors, cardiology, dental, harm reduction, learning disability and mental health.
- 8.13 At present, Primary Care Services in South Tyneside include:
- 21 GP practices in three Primary Care Networks. Seven practices in PCN East, six in PCN South and eight in PCN West.
 - 23 contracted dental practices across 20 sites
 - 16 optometric practices
 - 34 pharmacies
- The 2022 Pharmaceutical Needs Assessment (PNA) [REF] indicated that access to community pharmacies across South Tyneside was well provided with 91% of pharmacies open for more than the core contract hours. There was one '100 hour' pharmacy which provides extended, and out-of-hours cover for pharmaceutical services across the borough. There are 23 pharmacies which provide extend opening hours across weekends.
- 8.14 The PNA also identified that there was a good distribution of and sufficient provision of community pharmacies in or near areas with:
- areas of high population density;
 - the highest levels of deprivation;
 - a high proportion of the population aged 75 and over.
- 8.15 Analysis shows that 76% of South Tyneside residents are within a 10 minutes' walk to a pharmacy and 99% of patients are within 20 minutes' walk. It is considered that analysis in the PNA suggests that the existing pharmacy capacity in South Tyneside is sufficient given the future number of dwellings expected.
- 8.16 Following the results of the 2022 PNA, South Tyneside Health and Wellbeing Board concluded:

1. South Tyneside is adequately served by community pharmacies, and has 22 pharmacies per 100,000 population as compared to 21 for England;
2. Relatively low per capita provision of pharmacies in East Shields and Whitburn locality is mitigated by a provision in neighbouring localities including the 100-hour pharmacy to the North and pharmacies in neighbouring Sunderland local authority.
3. Many pharmacies are open to the idea of providing more services in the future – although in some cases this is dependent on the services being commissioned.
4. The existing 100-hour pharmacies in South Tyneside and surrounding localities, plus the 90-hour pharmacy in Boldon Colliery are essential to meet the needs of patients by extending access outside core hours when other pharmacies are closed;
5. The level of planned development is unlikely to require new pharmacy contracts, due to satisfactory cover from existing pharmacies;

Meeting Demand for Primary Care Access

- 8.17 Across the borough, the ICB estimate that 9 surgeries currently have the expected number of clinical rooms given their patient population. Growth in the population from new house building together with an ageing population (who require more clinical support) will therefore require new investment. The remaining practices are all undersized and lacking the number of rooms needed to undertake the level of activity required. In total there is a shortfall of 75 clinical rooms split across the three PCNs in South Tyneside. This is summarised in Table 6.

PCN	Overall
South Tyneside East	-7
South Tyneside South	-40
South Tyneside West	-28
Total	-75

- 8.18 The scope to create a new GP practice is limited in terms of available sites and may not be viable. Creating small branch surgeries is no longer financially viable for most practices and no longer aligns with the NHS’s desire to provide primary care services at scale within the community. The local authority is working with the ICB regarding how these challenges can be addressed.
- 8.19 The continued expansion of Primary Care Networks (PCNs) has significantly improved the resilience of primary care access. Services are now delivered across a range of buildings giving patients more choice in where and how they access services. PCNs allow the balancing of clinical load across a network of buildings, so the ICB considers that Section 106 contributions should be linked to PCN partner practices, rather than individual practice buildings.
- 8.20 The local authority is responsible for several services that impact health and well-being, including the provision of social care. Whilst not a direct health asset, the importance and interdependency of social care must be acknowledged. Social care services provide support to people with learning disabilities, physical disabilities and illnesses, and mental illnesses. It is

intended to help the people receiving social care to live comfortably. Social care is provided in many different forms, ranging from some extra help around the house and assistance with washing and dressing, to helping with building positive relationships, access to specialist equipment, or full-time residential care.

Priorities for Investment

8.21 North East & North Cumbria Integrated Care Board 'Better health and wellbeing for all: a strategy for the North East and North Cumbria' (2022) has developed a framework to show its vision, goals and enabling actions:

Figure 1: North East & North Cumbria ICB 'Better health and wellbeing for all: a strategy for the North East and North Cumbria' (2022) Vision



8.22 The ICB's vision is of better, fairer, health and wellbeing for everyone. This is intended to be an inclusive vision, capturing the need to improve health and broader wellbeing for everyone across the North East and North Cumbria as well as South Tyneside. There are four goals that show commitment to this vision:

- To reduce the gap between South Tyneside's and the England average in life expectancy and healthy life expectancy at birth, by at least 10% by 2030 so that residents may live longer healthier lives.
- To reduce the inequality in life expectancy and healthy life expectancy at birth between people living in the most deprived 20% of neighbourhoods and the least deprived 20% - by at least 10% by 2030 to ensure fairer health outcomes for all.

- To give South Tyneside’s residents the best start in life by increasing the percentage of children with good school readiness at reception, especially for children from disadvantaged groups.
 - To improve health and care services in South Tyneside by ensuring that the Integrated Care System for the North East and North Cumbria region is rated as good or excellent by the Care Quality Commission (CQC). Inspections will be undertaken of whole system from a broader partnership perspective to help achieve this.
- 8.23 The five enablers shown in the framework diagram (Fig 1) above are cross cutting themes that will enable the delivery of the ICB’s goals for South Tyneside.
- 8.24 The North East and North Cumbria Integrated Care Board (NENC ICB) regional team and Local Delivery Team (LDT) have identified several priority areas of focus for general practice primary care in the Borough of South Tyneside.
- Annually update the ICB commissioned general practice primary care Local Enhanced Services (LES) scheme to enable the improvement of delivery of services from general practice which are above core contract responsibilities. In 2025/26 the services to be commissioned via the LES focus on improving quality of services as well as addressing commissioning gaps identified through GP Collective Action.
 - Implement the Primary Care Access Recovery Plan (PCARP). This work is a local, regional and national priority, which involves several initiatives to support improvement to access in general practice overall including capacity and access improvement plan (CAIP), digital telephony, digital access, support level framework, clinical interface with hospital services, self-referral pathways for musculoskeletal conditions, 'Pharmacy First'.
 - Support GP practices in their training and development to enable a resilient workforce and to support staff retention.
 - Implement prescribing schemes and medicine optimisation strategy to achieve good practice in prescribing.
 - Support local implementation of a regional infrastructure strategy to optimise local use of estates and support shift to increased community-based services (out of hospital).
- 8.25 There is a need to forward a plan for health provision in its broadest sense. In the first instance, the improved connectivity between those responsible for the Infrastructure Delivery Plan, PCNs, and Public Health is very welcome, with an ongoing commitment to develop a local process.
- 8.26 This process needs to ensure that for any new major development (still to be defined) there will be early notification and that these parties are added as additional consultees. Factors to be considered may include:
- Location, density, and mix of land use
 - Street layout and connectivity
 - Physical access to public services, employment, local fresh food

- Safety and security
- Access to open and green space – including provision for play
- Air quality and noise
- Community interaction
- Transport – including walking and cycling

8.27 In line with industry standards, developers will be expected to undertake a Health Impact Assessment (HIA). The threshold for Health Impact Assessments is identified within Policy 1: Promoting Healthy Communities of the Publication draft Local Plan (d) and will be provided in supporting emerging HIA guidance notes.

9. Education

Introduction

9.1 The proposed housing developments in the South Tyneside Local Plan (2023 -2040) will have an impact on demand for school places across the Borough. This section of the IDP provides an assessment of the demand, the impact and the capacity for mitigating the impact.

Policy and Context

9.2 The National Planning Policy Framework (NPPF) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive, and collaborative approach to meeting this requirement.

9.3 In addition, under the Education Act 1996 Section 14(1), a Local Authority has a “duty to secure sufficient primary and secondary schools”.

Schools in South Tyneside

9.4 In total there are 53 schools in South Tyneside. Table 7 below shows the current number and status of schools in the borough. The landscape of schools has changed over a period of years, due mainly to the increase in the number of schools that have converted to academies.

9.5 Academies Voluntary Aided and Trust schools are schools for which the local authority is not the admission authority and therefore have their own admissions policies. However, the Local Authority works closely with all non-maintained schools and academies to fulfil its duty to secure sufficient primary and secondary schools.

School type	Maintained	Academy	Trust	RC VA School	RC VA Academy	CoE VA School	CoE VA Academy	Total
Infant	2	1	0	0	1	0	0	4
Junior	2	1	0	0	1	0	0	4
Primary	23	2	0	3	6	2	1	37
Secondary	3	1	1	0	2	0	1	8
TOTAL	30	5	1	3	10	2	3	53

Table 8 shows the number and profile of additional provisions from the January 2024 census.

School type	Maintained	Academy	Trust	RC VA Academy	CE Academy	Total	Notes
Nursery	4	N/A	N/A	N/A	N/A	4	
Special	3	0	1	N/A	N/A	4	
Sixth Form	1*	1	1*	2	1	6	*Special schools

Forecasting Future Needs

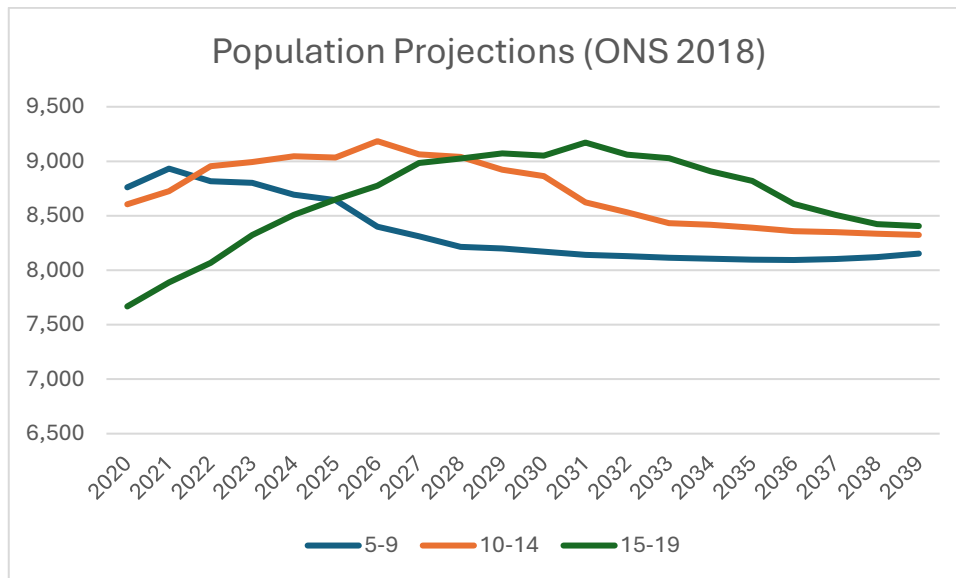
- 9.6 To meet their statutory requirements, local authorities need to develop mechanisms to forecast future pupil numbers at a local level to determine where school places are most likely to be needed as well as how they will be delivered and funded. Forecasting of pupil place requirements is challenging due to changing demographics in local areas; the unpredictable nature of parental preference; varying levels of net migration and the impact of new housing developments.
- 9.7 Future demand for school places is estimated using a number of key sources of information, some of which analyse local data and trends, and others using external estimates of population forecasts, such as those produced by the Office of National Statistics (ONS).
- 9.8 The Department for Education’s annual School Capacity (SCAP) return collects data from Local Authorities on current and projected pupil numbers. The information is used to identify shortfalls in school places across the primary and secondary sectors. The SCAP return for 2021 showed a shortfall in secondary school places from 2023 onwards, for which the Local Authority was awarded basic need funding to support capital works to address the shortfall. Basic need is the number of school places required, excluding an increase in demand as a direct result of new housing developments as there is an expectation that they would be supported from developer contributions.
- 9.9 In projecting where and when demand will increase, the housing developments that have been assessed include existing planning permissions still to build out and allocations in the Local Plan. The housing trajectory included in the plan estimates when sites will build out and is subject to fluctuation therefore the iteration formulated in June 2024, showing 4,096 properties, has been used to assess the demand for school places, as developments progress the demand for school places will be reviewed as necessary, along with the need to seek developer contributions as appropriate.

Population Projections

- 9.10 The Office of National Statistics (ONS) publish forecasts for population changes in the UK. The resident population of the borough was estimated to be 151,936 in 2021 which is based on the 2021 population estimate from the 2018-based ONS population projections. The ONS produces population projections every two years. A principal projection is produced along with variant projections which consider alternative migration assumptions. The latest 2018-based principal ONS population projections report a 2021 population of 151,936 across the borough which is expected to increase by 6,590 (4.3%) to 158,526 by 2039.

9.11 Demographics in South Tyneside are constantly changing as a result of fluctuating birth rates, as well as inward and outward migration.

Figure 2: Population projections for 5-9, 10-14 and 15-19 year age groups in South Tyneside



9.12 Birth data, collected by ONS, underpins all forecasts for the early years and primary sectors. The council also holds data on pupil movement trends from the School Census and examines pupil movement between schools, wards, in and out of the borough, and between educational stages i.e. transferring from primary to secondary school. These trends are combined with birth and housing data to create pupil projections.

9.13 Infant Class size legislation impacts on planning for places in Key Stage 1. The legislation restricts class size in Key Stage 1 to 30 pupils per teacher, except in specified exceptional circumstances. In addition, recent government policy has introduced the entitlement for some parents to access 15 hours free childcare for 2-year-olds and for eligible parents to receive up to 30 hours free childcare for 3-year-olds and 4-year-olds. The impact of this is that a greater age range and number must be considered when identifying the sufficiency of nursery places required to serve any new housing development.

9.14 Table 9 below shows birth data from ONS and actual number of pupils in the relevant year groups.

Birth Year	Year into Reception	Current Year group	Number of births	Actual pupils as at September 2023	Difference	% Difference
18/19	23/24	R	1,497	1,560	63	4.21%
17/18	22/23	1	1,589	1,583	-6	-0.38%
16/17	21/22	2	1,543	1,565	22	1.43%
15/16	20/21	3	1,742	1,775	33	1.89%
14/15	19/20	4	1,571	1,653	82	5.22%
13/14	18/19	5	1,630	1,659	29	1.78%
12/13	17/18	6	1,628	1,700	72	4.42%

- 9.15 The increase in 2015/16 birth year created a ‘bulge’ year and is the cohort of pupils who will move into Year 4 in September 2024. The demand for reception places in 2020/21 for this cohort presented challenges in meeting parental preferences, with an increase in admissions appeals. The additional demand for, and pressure on, secondary places will be in the September 2027 Year 7 intake.
- 9.16 Although the projections based on birth data show that the number of children requiring school places is likely to remain relatively static for the borough overall, there will be some localised pressure on places as birth rates fluctuate across planning areas. In addition, pupils moving into the Borough will increase demand for school places.

Impact of Housing Developments

- 9.17 New housing developments can increase the number of nursery, primary and secondary aged children requiring a school place in the Borough. Increased pupil numbers also increases demand for Special School places. Appendix 9 shows the projections of the yield from the proposed housing developments across the Borough.
- 9.18 Planning for the impact on demand for school places is threefold, the first is the potential impact across all year groups of the effect of families moving into new houses and seeking to transfer their children to neighbouring mainstream schools, the second is the increase in the general school population numbers which will have a consequent increased demand for special school and specialist settings places and the third is the 0-4 age group, with an increase in the number of pupils requiring nursery provision and Reception places in future years.
- 9.19 Each of the six primary planning areas covers a relatively large geographical area. The location of current school provision and the concentration of planned housing developments within a planning area can affect the planning of school places. For example, there may appear to be sufficient school places overall to meet current and projected demand for places in a particular planning area but the distance between the planned development and available school places may exceed the two miles walking distance for primary pupils and three miles for secondary pupils.

9.20 School rolls in South Tyneside’s primary and secondary schools have been relatively static in recent years, with the exception of current Year 3 (as of September 2023), which is a ‘bulge’ year, due to an increase in the birth rate resulting in a Reception year group larger than the general trend. The Year 3 ‘bulge’ year group will transfer to secondary schools in 2027. However, projections indicate that potential housing developments will have a significant impact on demand for primary places across the planning areas and on secondary places beyond the Year 3 ‘bulge’ year.

Methodology for assessing pupil yield from housing developments

9.21 To ensure that the impact of housing developments is adequately mitigated the following are considered:

- DfE pupil yield factors, using DfE average yield multipliers:
 - Primary places - an additional place for every 4 properties
 - Secondary places - an additional place for every 8 properties
 - Nursery places – based on the Childcare sufficiency evidence
 - Special Educational Needs and Disability (SEND) places – based on forecasted demand for places
- The capacity of existing schools that will serve the development, taking account of pupil migration across planning areas and local authority boundaries;
- Available sources of funding to increase capacity where required
- The extent to which developer contributions are required and the degree of certainty that these will be secured at the appropriate time

9.22 As planning applications for developments are received, and the mix and size of the dwellings is defined, the increased demand for school places will be calculated using the following DfE multipliers:

Table 10: The DfE multipliers for calculating the increased demand for school places			
Number of bedrooms	DfE Early Years Yield Multiplier	DfE Primary Yield Multiplier	DfE Secondary Yield Multiplier
2	0.049	0.165	0.062
3	0.1	0.364	0.145
4+	0.042	0.291	0.224
Average	0.064	0.273	0.144

Planning Areas

9.23 To drill down beyond the high-level borough data, to carry out pupil forecasts effectively and ensure there are sufficient places in the right areas, the borough is split into six planning areas for primary forecasting and three for secondary forecasting. Any proposals to change school provision are taken within the context of the planning areas.

- 9.24 Although planning for demand for school places is based on these planning areas and catchment areas, preferences historically expressed by parents/carers for schools in different catchment areas, planning areas, other Local Authority areas or private provision also influences the planning of places.
- 9.25 Appendix 10 shows the position by sector and planning area, sub-planning areas and year groups as of September 2023. Breaking the planning areas into sub-areas demonstrates that an overall surplus of places does not necessarily mean that there are sufficient school places in the right places. Similarly, vacancies by year group also demonstrate that they can be unevenly distributed, with some year groups oversubscribed.
- 9.26 The mechanism used to collect data for projecting demand for school places is the Department for Education's (DfE) annual School Capacity (SCAP) survey. The return was suspended for 2020 due to the pandemic restrictions, the return date for the 2024 return was 31 July 2024. This data is used by DfE to determine funding for Basic Need places. This is separate from funding that would be sought from developers where a development will increase demand for school places. The years covered for projections in the 2023 SCAP are:
- Primary 2024/25 academic year to 2028/29 academic year
 - Secondary – 2024/25 academic year to 2030/31 academic year
- 9.27 The analysis of the impact of proposed housing developments has therefore been done in two parts:
- i. data from the SCAP return which is limited to the short term, i.e. 2023/24 to 2027/28/29 for primary projections and up to 2020/31 for secondary projections.
 - ii. planned housing developments within the Infrastructure Plan for the short term, 2023-2028, medium term 2028 to 2033 and longer term, 2033 to 2040. The potential impact of those developments on secondary places has been partially captured in the 2029/30 and 2030/31 data within the SCAP.

Impact of housing developments on primary places

Table 11 shows the impact on primary school places capacity of the residential development that is allocated in the Local Plan over the period covered by the Local Plan (2023-2040). The number of dwellings includes commitments (planning permissions) that are not under already construction and Local Plan allocations and uses a base date of 31 March 2023.

	Impact of planned housing developments						Commentary	Actions Required
	2023/24 to 2027/28		2028/29 to 2032/33		2033/34 to 2039/40			
	No. of dwellings	Pupil yield	No. of dwellings	Pupil yield	No. of dwellings	Pupil yield		
Area 1 – South Shields North	76	21	113	31	15	4	There is sufficient capacity of primary places within this planning area for the period 2023-2040, therefore the additional demand can be met.	No action required
Area 2 – South Shields East	95	26	177	48	25	7	81 additional primary places will be required. There are limited available school places in this planning area to accommodate the additional places required over the time period for these developments, with no school having vacancies in every year group.	Increase in capacity at one of the schools in, or close to, the planning area, by an additional half form of entry 105 additional places are required.
Area 3 – South Shields West	98	27	221	60	82	23	110 additional primary places will be required. There is limited capacity in most year groups in the schools in this planning area, and very limited capacity in current Year 3. There are very limited available school places for the additional 110 places required	Increase the capacity at one of the schools within the vicinity of the planned developments by an additional half form of entry. 105 additional places are required.

							over the time period for these developments, with no school having vacancies in every year group.	However, depending on future birth rates it may be necessary to increase the capacity at a school by 210 additional places , or alternatively the capacity could be increased at two schools to create 105 additional places at both schools.
Area 4 – Jarrow	8	2	411	113	890	243	358 additional primary places will be required. It is projected that the additional pupils in the north and east could be accommodated within existing schools. However, the 328 additional places needed in the south, from one proposed development site, would require additional places.	A minimum of the equivalent of a one form entry school. i.e. 210 additional places would be needed to supplement the places available in existing schools. This would require a new primary school to be established within the south of this planning area. If the size of the proposed development is increased and/or the number of places available in existing schools reduces, this would require a one and a half form entry school i.e. 315 additional places.
Area 5 – Hebburn	170	46	367	100	165	45	191 additional primary places will be required. There is sufficient capacity to accommodate the developments in the south of the planning area, but it will be necessary to increase the capacity at one of the schools in the north of the planning area.	An additional half form of entry 105 additional places is needed to accommodate the additional demand. The closest school to the larger development is an Infant school, which is the feeder school for the nearby junior school. The capacity at both schools would

								need to be increased by 15 additional places in each year group to accommodate the increase in demand for places, i.e. 45 additional places in the infant school and 60 additional places in the junior school.
Area 6 – The Villages	109	30	665	182	409	112	324 additional primary places will be required. The schools in the Whitburn and Cleadon areas have very little capacity in most year groups. In the Boldons area only one school has spare capacity in most year groups and overall, there is insufficient spare capacity to meet the increased demand for places from planned developments.	Additional places required in the Whitburn and Cleadon areas would require expansion of an additional half form of entry, i.e. 105 additional places to meet the additional demand for places. In the Boldons area, expansion of an additional form of entry, i.e. 210 additional places are required, to give 315 additional places in total in this planning area.

Impacts of Housing Developments on Secondary Places

- 9.28 The Borough previously operated a single planning area for the whole of the secondary sector, which masked shortfalls in particular areas. Following an application to DfE to split the area into three Planning areas for the secondary sector, approval was given on 2 February 2021.
- 9.29 The 2021 SCAP return is the first to be completed using the new planning areas and has helped to focus on projected shortfalls in places in Planning area 7.
- 9.30 Offering diversity of secondary places to parents can be challenging, with three of the eight secondary schools being faith schools. Area 8, which has three secondary schools, is particularly challenging in that the majority of the available places to offer to parents where preferences cannot be met at entry year are in the RC VA school within that planning area.
- 9.31 Table 12 below shows the impact on secondary school places capacity of the residential development that is allocated over the period covered by the Local Plan (2023-2040). The number of dwellings includes commitments (planning permissions) that are not under already construction and Local Plan allocations and uses a base date of 31 March 2023.

	Impact of planned housing developments						Commentary	Actions Required
	2023/24 to 2027/28		2028/29 to 2032/33		2033/34 to 2039/40			
	No. of dwellings	Pupil yield	No. of dwellings	Pupil yield	No. of dwellings	Pupil yield		
Area 7 – North and East	269	39	511	73	122	18	The change to planning areas for secondary schools allowed the pressure for places to be identified in the schools in this planning area. As a result of the new reporting, funding for basic need was awarded and will be used to	The planned expansion of 110 places to Mortimer Community College, phased from 2023, is to alleviate pressure on basic need and in-year applications for places in the future. However, the impact of the housing developments will add further pressure therefore to meet

							<p>expand a secondary school within the planning area by 110 places.</p> <p>In the past, places have been offered at a school within Planning area 9 to relieve the pressure on places in Planning area 7. However, applications for that school are steadily increasing, therefore, alongside significant plans for housing development in the area, that position is not sustainable longer term. Because of the pressure on places in this planning area, with little capacity in most schools, currently and forecasted, it is necessary to plan for the combined pressure of 130 additional places.</p>	<p>the increased demand for school places, due to planned housing developments in this area, 150 additional places i.e. 30 per year group, to an existing school, or schools, would be required.</p>
Area 8 – Hebburn / Jarrow	178	26	788	112	1055	152	<p>Because of the pressure on places in this planning area, with all three schools having no, or little capacity in the lower year groups and all three having limited capacity in most other year groups, it is necessary to plan for the combined pressure of 290 additional places.</p>	<p>Allowing for limited vacancies in the three existing schools currently, an expansion of 300 additional places i.e. 60 per year group, to an existing school, or 150 additional places at two schools would be required to meet the additional demand for places.</p>
Area 9 - South	109	16	665	96	409	59	<p>Because there is little spare capacity in the two schools within this planning area, with the lower year groups having minimal spare capacity available, it is necessary to plan for the combined pressure of 171 additional places.</p>	<p>To ensure increased demand can be met in all year groups, expansion of 175 additional places i.e. 35 per year group, to an existing school, or schools, in this planning area would be required to meet the additional demand for places.</p>

School Places Review – Mitigation Capacity Summary

9.32 The council has conducted a high-level desk-top exercise to assess the capacity of schools to meet the additional need for school places that would arise if the housing allocations in the Local Plan were to come forward. The objective of the exercise has been purely to establish whether there is physical capacity for schools to expand. Therefore, the options below should be regarded as purely indicative. Implementation of any scheme would be subject to further feasibility work and in consultation with schools. Table 13 below shows that there is potential to accommodate the Local Plan impacts.

Table 13 - School Places Review – Mitigation Capacity Summary	
Expansion potential	Potential to accommodate Local Plan impacts
Planning Area 1 – South Shields North	
No impact identified	N/A
Planning Area 2 – South Shields East	
Initial feasibility work found that there are two primary schools with the potential to accommodate residential development in the area	Yes
Planning Area 3 – South Shields West	
Initial feasibility work found that there are two primary schools with the potential to accommodate residential development in the area	Yes
Planning Area 4 – Jarrow	
A new 1FE / 1.5FE Primary School to be located in the southern part of the planning area (Policy SP8).	Yes
Planning Area 5 – Hebburn	
Initial feasibility work found that there is one primary school and one junior school with the potential to accommodate residential development in the area	Yes
Planning Area 6 – The Villages	
Initial feasibility work found that there are two primary schools with the potential to accommodate residential development in the area	Yes
Planning Area 7 – North & East	
Initial feasibility work found that there is one secondary school with the potential to accommodate residential development in the area	Yes
Planning Area 8 – Hebburn and Jarrow	
Initial feasibility work found that there are two secondary schools with the potential to accommodate residential development in the area	Yes
Planning Area 9 – South	
Initial feasibility work found that there is one secondary school with the potential to accommodate residential development in the area	Yes

Impacts of Housing Developments on special Educational Needs and Disability (SEND) Places

9.33 The local authority has a duty to secure sufficient education and training provision for young people with an Education, Health and Care (EHC) plan, up to the age of 25.

- 9.34 The local authority would seek developer contributions for SEND provision in direct proportion to the needs arising from planned housing developments, applying the same principle to SEND provision as to mainstream. As there is no standard capacity assessment applicable to special schools and other types of non-mainstream education, as their ability to accommodate pupils depends on the specific needs of each child. However, an increase in housing will lead to an increase in SEND, and we would seek developer contributions for all special school/SEN places generated by a development, where there is a need for additional SEND provision. Identifying whether a housing development would lead to an increase in demand for SEND places, whether in a special school or other provisions, will be assessed as planning applications are received.

Impacts of Housing Developments on Early Years School Provision

- 9.35 While many early years settings fall within the private, voluntary and independent (PVI) sector, the Childcare Acts 2006 and 2016 places a duty on the local authority to ensure sufficient early years childcare provision. The DfE has scaled up state-funded early years places since 2010, including the introduction of funding for eligible 2 year olds and the 30 hours funded childcare offer for 3-4 year olds. Paragraph 8.5 above sets out additional responsibilities placed on Local Authorities from April 2024. In addition, all new primary schools are now expected to include a nursery.
- 9.36 Developer contributions have a role to play in helping to fund additional nursery places required as a result of housing growth, however they may be provided, where these are proposed as part of school expansions or new schools. Projecting sufficiency of early years places is challenging in that the PVI sector is able to increase or decrease provision to suit their business plans and it is therefore beyond local authority control. The local authority conducts regular audits of early years provision to ensure sufficiency of places across the Borough and the impact of housing developments is considered as planning permissions are sought for housing developments.

Funding additional school places

- 9.37 The two main mechanisms for funding additional school places are:
1. Basic Need Funding (Calculated and distributed by DfE)
 2. Contributions from housing developers where proposed developments increase the demand for school places and there is a need to establish additional places.

Basic Need Funding

- 9.38 Basic need allocations are made to local authorities (LAs) to support the capital requirement for providing new pupil places by expanding existing maintained schools, free schools, or academies, and by establishing new schools. This is non-ringfenced capital funding that is not time-bound, so that local authorities can make the best decisions for their local area. The basic need allocations are based principally on data collected from LAs in the School Capacity Survey (SCAP), referred to above. This survey collects information on the capacities of schools in each planning area of each LA, and LAs' forecasts of pupil numbers for several years ahead.
- 9.39 Basic need funding is allocated on the basis of a comparison of school capacity against forecast mainstream pupil numbers from reception year to year 11, uplifted to provide a 2 per cent operating margin. The 2 per cent uplift in pupil forecasts is designed to provide an operating margin for local authorities. This helps to support parental choice, pupil population

movement, and general manageability of the system. Where pupil forecasts exceed available capacity, this is considered to be a 'shortfall'. Conversely any surplus in capacity beyond those uplifted forecasts is counted as 'zero', meaning spare places are not used to offset shortfalls elsewhere (such as in another planning area or another year group). Shortfalls are aggregated for each year group, in each planning area, to give an overall total of additional places needed. This produces a 'raw shortfall', a total figure that measures the gap in places between the assessment of capacity based on SCAP, and forecasts of pupil numbers.

10. Community Facilities – leisure and libraries

- 10.1 In recent years, there has been significant investment in the Council's leisure and library stock. Forming an integral part of the Council's master Regeneration Plan, the investment has been directed towards providing unique, vibrant, high quality, affordable and accessible facilities.
- 10.2 The facilities are viewed not only as safe social spaces and areas where individuals can improve their health and fitness, but they are also seen as key gateways to our foreshore, towns and transport links; driving tourism and the wider economy.

Assets

- 10.3 South Tyneside has a wide range of community assets which support our local communities. There is a mix of council owned facilities and community facilities across the borough.

Libraries

- 10.4 There are 9 libraries across the borough. The council owns and operates four libraries: The Word, Hebburn Central, Jarrow Focus and Cleadon Park libraries. Community libraries are run by volunteers and not South Tyneside Council. Community libraries include; Boldon and Cleadon, Boldon Lane, Perth Green and Whitburn libraries.

Leisure facilities

- 10.5 There are six key indoor leisure facilities in South Tyneside providing sport and activity opportunities for residents, they are:
- Haven Point, South Shields,
 - Hebburn Central, Hebburn
 - Temple Park, South Shields,
 - Jarrow Focus, Jarrow
 - Monkton Stadium, Jarrow
 - Jarrow Community Pool, Jarrow

Community Associations

- 10.6 South Tyneside also has a strong network of community associations throughout the borough which offer a wide range of activities and access to facilities to local people, which complement the council-run facilities in South Tyneside.

Strategy

- 10.7 South Tyneside Council's strategic approach has been one of downsizing underutilised stock through community asset transfer, whilst creating a core group of high- quality facilities in geographically balanced locations.
- 10.8 In terms of asset development, some of our major improvement projects in recent years include:
- 2013 – Opening of Haven Point (new build leisure complex, South Shields).

- 2015 – Opening of Hebburn Central (new build community hub, Hebburn).
- 2016 – Opening of The Word (new build national centre for the written word, South Shields).
- 2019 – Opening of Jarrow Focus (refurbished community hub, Jarrow).

10.9 Wherever possible the space within the above buildings has been used to support shared services, touch down zones and the provision of private sector business opportunities.

Priorities for Investment

10.10 South Tyneside has good leisure and library offer for which the priority is now ensuring maintenance maintain to a high standard. It is not anticipated that there will be a requirement to expand it over and above the current footprint and as such planning/development needs are minimal at this time. Moving forward there are no current plans for development in terms of more, or extended facilities. Any increase in customer demand will be met at existing sites through the provision of refreshed programmes and upgraded equipment.

10.11 The South Tyneside Local Plan allocates two sites for housing development which effect existing community facilities - SP5: Former Brinkburn Comprehensive School and Policy SP6: Former Chuter Ede Education Centre. Both policies require the provision of community facilities as part of any future development proposal. It is anticipated that the detail of these schemes will be determined at the planning application stage.

11. Appendices

Appendix 1: infrastructure stakeholders

In addition to the Council’s Transport, Ecology, Asset Management, Environmental Protection, School Places Planning and Public Health teams, other external organisations have also contributed information in the development of the IDP and key contacts are listed below.

Organisation	Role
Nexus	Head of Corporate Planning
Nexus	Business Development Manager
Nexus	Business Development Officer
Network Rail	Senior Strategic Planner
National Highways	Regional Spatial Planning Manager
National Highways	Planning & Development
Northern Powergrid	General Manager
Northern Powergrid	Customer Services Manager
Northern Powergrid	Programme Manager
Northern Powergrid	Local System Planning Engineer
Northumbrian Water	Planning Team Leader
Northumbrian Water	Developer Services (Planning and Wastewater) Manager
Openreach	Streetworks Consultant - North East
City Fibre	Lead Build Assurance Engineer
City Fibre	Regional Partnership Director
NHS North East and North Cumbria Integrated Care Board	Strategic Head of Primary Care – South Tyneside and Sunderland Delivery Team
NHS North East and North Cumbria Integrated Care Board	Estates & Premises
Turner & Townsend	Principal Consultant

Appendix 2 – Infrastructure Delivery Schedule

The appended schedule detail infrastructure programmes, projects and initiatives according to their respective category. They are prioritised according to the following criteria:

- Critical - Projects which are critical to mitigating the delivery of development proposed in the Local Plan
- Essential - Projects which are key to facilitating overall development including development proposed in the Local Plan but over which there may be some flexibility, for example it may be possible to deliver an early phase of a development prior to delivery of the project.
- Desirable - Projects which are of value in meeting the needs of the community.

Details are provided in respect of the timescale for delivery, broad cost estimate, potential delivery lead/development partners and potential funding source(s).

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
Strategic Road Network Improvements										
Jarrow	Policy 51	A19 Southbound Lane Gain / Lane Drop - A185 through to A194	Identified in the Strategic Road Network Forecast Report (2023) (INV2) as required to enable satisfactory operation of the network. Identified in the Regional Transport Plan Delivery Programme	£10,000,000	External Funding	National Highways / STC	2035	N	Critical	Conceptual

¹ It should be noted that this cost is for indicative use only and a more detailed cost will be required during a formal design stage.

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
Fellgate	Policy 51 / SP8	A194(M)/A194/A184(T) White Mare Pool Junction enhancement /realignment	Identified in the Strategic Road Network Forecast Report (2023) (INV2) as required to enable satisfactory operation of the network Identified in the Regional Transport Plan Delivery Programme.	£40,000,000	S106 / External Funding	STC / National Highways	TBC	Y	Critical	Conceptual
Fellgate	Policy 51 / SP8	A194(M)/A194/A184(T) White Mare Pool Junction Interim Improvements	Potential interim improvements to mitigate traffic on the SRN. Identified in the Regional Transport Plan Delivery Programme.	TBC	S106 / External Funding	STC / National Highways	Before 2030	Y	Desirable	Conceptual
Strategic Corridor Improvements										
South Shields / Jarrow	Policy 51	A185 Dualling (The Arches to Southern Portal)	Identified in the Regional Transport Plan Delivery Programme	£25,000,000	External Funding	STC / Port of Tyne	2040	N	Desirable	Conceptual
Local Road Network Junction Improvements										
Hebburn	Policy 51	A185 Victoria Road West / Station Road Junction Improvements	Identified in the Local Road Network – Traffic Capacity Assessment	£750,000	S106 / External Funding	STC	2030	N	Critical	Conceptual

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			(2023) (INV5) as mitigation required (Junction 6) Identified in the Regional Transport Plan as A185 Strategic Transport Corridor							
Hebburn	Policy 51	A185 Victoria Road West/B1306 Mill Lane junction improvements, Hebburn	Identified in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as mitigation required (Junction 5) Identified in the Regional Transport Plan Delivery Programme as A185 Strategic Transport Corridor	£500,000	S106 / External Funding	STC	2030	Y	Critical	Conceptual
East Boldon	Policy 51	B1298 New Road/Boker Lane junction improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as mitigation required (Junction 32) Identified in the Regional Transport Plan Delivery	£300,000	S106 / External Funding	STC	2030	N	Critical	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			Programme as A184 Strategic Transport Corridor							
East Boldon	Policy 51	A184 Front Street/Sunderland Road/B1299 Station Road junction improvements, East Boldon	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as mitigation required (Junction 22) Identified in the Regional Transport Plan Delivery Programme as A184 Strategic Transport Corridor	£250,000	S106 / External Funding	STC	2030	Y	Critical	Conceptual
East Boldon	Policy 51	A184 Front Street / Boker Lane Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as mitigation required (Junction 21) Identified in the Regional Transport Plan Delivery Programme as A184 Strategic Transport Corridor	£500,000	S106 / External Funding	STC	2030	N	Critical	Conceptual

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
West Boldon	Policy 51	A184 / Hylton Road (Bank Top Garage) Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as mitigation required (Junction 20) Identified in the Regional Transport Plan as A184 Strategic Transport Corridor	£750,000	S106 / External Funding	STC	2030	Y	Critical	Conceptual
Boldon Colliery	Policy 51	New Road / Hubert Street / North Road / Cotswold Lane Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as mitigation required (Junctions 16 and 17) Identified for NECA City Regional Sustainable Transport Funding	£3,500,000	S106 / External Funding	STC	2030	N	Critical	Feasibility Study Required
Follingsby	Policy 51	A184 / Downhill Lane Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as mitigation required (Junction 19) Identified in the Regional Transport	£750,000	S106 / External Funding	STC / Regional Traffic Signals	2030	Y	Critical	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			Plan Delivery Programme as A184 Strategic Transport Corridor							
Fellgate	Policy 51	A194 / Mill Lane Roundabout Improvements	Identified in Regional Transport Plan Delivery Programme as A194 Strategic Transport Corridor	£1,000,000	S106 / External Funding	STC	2030	N	Essential	Conceptual
South Shields	Policy 51	A194 Western Approach/West Way junction improvement	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 2) Identified as part of the Regional Transport Plan Delivery Plan as A194 / West Way Junction Improvements	£500,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual
South Shields	Policy 51	A194 / Port of Tyne Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 3)	£500,000	S106 / External Funding	STC / Regional Traffic Signals	2035	N	Desirable	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			Junction identified in the Regional Transport Plan Delivery Programme							
South Shields	Policy 51	A1018 King George Road/A1300 John Reid Road/Prince Edward Road roundabout improvements	Links to North East Corridor Bus Study scheme Scheme prioritised for NECA City Regional Sustainable Transport Funding	£5,000,000	S106 / External Funding	STC / Regional Traffic Signals	2030	N	Desirable	Conceptual
South Shields	Policy 51	A1300 John Reid Road/B1298 Boldon Lane/Whiteleas Way junction improvements	Junction 13 – A1300 / B1298 / Whiteleas Way Roundabout Identified in Regional Transport Plan Delivery Programme as Localised Junction Improvements	£250,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual
South Shields	Policy 51	Whiteleas Way / Galsworthy Road junction improvements	Junction 31 – Whiteleas Way / Galsworthy Road Avenue Roundabout Junction – Identified in Regional Transport Plan Delivery Programme as	£250,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			Localised Junction Improvements							
South Shields	Policy 51	Galsworthy Road / Benton Road Traffic Signalised Junction	Junction 30 – Galsworthy Road / Benton Road Signalised Junction Identified as part of Regional Transport Plan Delivery Programme as Traffic Signal Junction Improvements	£250,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual
Jarrow	Policy 51	A185 / Church Bank / Priory Road Junction Improvements (Duelling scheme)	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 12) Identified as part of the Regional Transport Plan Delivery Plan as A185 Dualling Scheme	£500,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual
Jarrow	Policy 51	A185 / Park Road / Hill Street Signalised Junction – Completed	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its	£250,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			theoretical capacity (Junction 8) Identified as part of Regional Transport Plan Delivery Programme as Traffic Signal Junction Upgrades							
Jarrow	Policy 51	A185 / B1297 Ellison Street Junction	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 9)	£250,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual
Hebburn	Policy 51	A185 Victoria Road West / Campbell Park Road Junction Improvements	Junction not tested as part of Localised Modelling Identified in the Regional Transport Plan Delivery Programme as A185 Strategic Transport Corridor	£500,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual
Jarrow	Policy 51	A185 / Monkton Terrace Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment	£250,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			(2023) (INV5) as working within its theoretical capacity (Junction 10) Scheme identified in the Regional Transport Plan as A185 Strategic Transport Corridor							
Jarrow	Policy 51	B1297 Ellison Street / Western Road, Jarrow Junction Improvements (NCN14)	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 11) Scheme identified in the Regional Transport Plan as improvements to NCN14 improvements	£500,000	S106 / External Funding	STC	2035	N	Desirable	Conceptual
Boldon Colliery	Policy 51	B1298 Abingdon Way improvements (between A184 Newcastle Road and Henley Way), Boldon Colliery	Scheme identified in the Regional Transport Plan Delivery Programme as Abingdon Way Corridor Improvements	£250,000	S106 / External Funding	STC	2035	N	Desirable	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
Cleadon	Policy 51	A1018 King George Road/Shields Road/Sunderland Road improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 29) Scheme identified in the Regional Transport Plan Delivery Programme as A1018 Strategic Corridor Improvements	£250,000	S106 / External Funding	STC	2035	N	Desirable	Feasibility Study Required
Cleadon	Policy 51	A1018 King George Road/Sunderland Road improvements (Nook Corridor LTP)	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 28) Identified in the Regional Transport Plan Delivery Programme as A1300 Strategic Corridor Improvements	£500,000	S106 / External Funding	STC	2035	N	Desirable	Feasibility Study Required
Cleadon	Policy 51	A1018 / Shields Road Junction Improvements	Scheme identified in the Regional Transport Plan Delivery	£250,000	S106 / External Funding	STC	2035	N	Desirable	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			Programme as A1018 Strategic Corridor Improvements							
Cleadow	Policy 51	A1018 / B1298 (Cleadow Village) Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 23) Scheme identified in the Regional Transport Plan Delivery Programme as A1018 Strategic Corridor Improvements	£1,000,000	S106 / External Funding	STC	2035	N	Desirable	Feasibility Study Required
Cleadow	Policy 51	A1018 / Whitburn Road Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 24) Scheme identified in the Regional Transport Plan Delivery Programme as A1018 Strategic Corridor Improvements	£250,000	S106 / External Funding	STC	2035	N	Desirable	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
Cleadon	Policy 51	A1018 / Moor Lane Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 25) Scheme identified in the Regional Transport Plan Delivery Programme as A1018 Strategic Corridor Improvements	£250,000	S106 / External Funding	STC	2035	N	Desirable	Feasibility Study Required
Whitburn	Policy 51	A183 / North Guards / Front Street, Whitburn Junction Improvements	Assessed in the Local Road Network – Traffic Capacity Assessment (2023) (INV5) as working within its theoretical capacity (Junction 27) Identified in the Regional Transport Plan Delivery Programme as Traffic Signalised Junction Upgrades.	£500,000	S106 / External Funding	STC	2035	Y	Desirable	Feasibility Study Required
Fellgate	Policy 51	Abingdon Way / Fellgate Avenue Traffic Signal Upgrade	Identified in the Regional Transport Plan Delivery	£250,000	S106 / External Funding	STC	2030	N	Desirable	Conceptual

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			Programme as Traffic Signalised Junction Upgrades							
Public Transport										
Various	Policy 52 / Light Rail & Metro Strategy	Metro Station Enhancements across the Network	Identified in the Regional Transport Plan Delivery Programme as Metro Station Enhancements	£5,000,000	External Funding	Nexus / STC	2035	Y	Essential	Feasibility Study Required
South Shields	Policy SP26 / Bus Service Improvement Plan	The Nook Bus Corridor - Junction upgrades, with UTMC benefits for PT services	<p>Delivery of strategic junction improvements to benefit public transport and active travel users, at a key congested junction.</p> <p>This scheme is also included in the schedule of Local Road Network Junction Improvements. The indicative cost refers to the combined cost for road and public transport improvements.</p>	£5,000,000	External Funding	STC / Bus Operators	2030	N	Essential	Feasibility Study Required
Hebburn	Policy 52 / Light Rail & Metro Strategy	Metro Station (new) - Mill Lane	This scheme, subject to design will provide a new Metro Station at Mill Lane.	£25,00,000	External Funding	Nexus / STC	2040	Y	Desirable	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			Identified as part of Regional Transport Plan Delivery Programme							
South Shields	Policy 52 / Light Rail & Metro Strategy	South Shields to Sunderland Metro Extension using Boldon East Curve	Considered to be regionally significant and identified through the Regional Transport Plan	£50,000,000	External Funding	Network Rail / STC / Nexus	2045	Y	Desirable	Feasibility Study Required
Follingsby	Policy 52 / Light Rail & Metro Strategy	Washington Loop as part of Leamside Line.	Considered to be regionally significant and identified through the Regional Transport Plan	£500,000,000	External Funding	Network Rail / STC / Nexus	2040	Y	Desirable	Feasibility Study Required
Fellgate	Policy SP8 / Light Rail & Metro Strategy	Car Parking Extension at Fellgate Metro Station	Identified as part of the Regional Transport Plan Delivery Programme as Metro Station Car Park Expansions	£1,000,000	External Funding	Nexus / STC	2035	N	Desirable	Feasibility Study Required
South Shields	Policy 52 / Light Rail & Metro Strategy	Car Parking Extension at Tyne Dock Metro Station	Identified as part of the Regional Transport Plan Delivery Programme as Metro Station Car Park Expansions	£500,000	External Funding	Nexus / STC	2035	N	Desirable	Feasibility Study Required
East Boldon	Policy 52	Car Parking Extension at East Boldon Metro Station	Identified as part of the Regional Transport Plan Delivery Programme as Metro	£1,000,000	External Funding	Nexus / STC	2035	N	Desirable	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			Station Car Park Expansions							
Jarrow	Policy SP26 / Bus Service Improvement Plan	Jarrow Bus Station Improvements		£5,000,000	External Funding	Nexus / STC	2035	N	Desirable	Feasibility Study Required
Active Travel (Walking and Cycling)										
South Shields to Whitemare Pool	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	A194 Cycle Route	Identified in the Local Cycling and Walking Infrastructure Plan 2021-2035 (LCWIP) (INV6) (Cycling Route Improvements project No 1) / Linked to White Mare Pool Improvements	£2,500,000	S106 / External Funding	STC	2030	Y	Essential	Conceptual
South Shields to Gateshead via Jarrow and Hebburn	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	A185 Cycle Route	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 2)	£1,500,000	S106 / External Funding	STC	2030	Y	Essential	Conceptual
From Testo's to Whitemare Pool	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	A184 Cycle Route	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 3)	£2,000,000	S106 / External Funding	STC / National Highways	2030	Y	Essential	Conceptual
NCN14 near between A19 Lindisfarne and South Shields	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	National Cycling Network - Route 14 Improvements	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 4). This scheme will complete the upgrade	£3,500,000	S106 / External Funding	STC	20230	Y	Essential	Conceptual

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			of NCN14 from South Shields to Gateshead. Focussing specifically on a section through Hebburn and Jarrow. We will upgrade to LTN1/20 standard a route to allow seamless, long distance and cross boundary travel.							
Full route improvements	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	NCN 1 Improvements between South Shields and Sunderland	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 5)	£2,500,000	S106 / External Funding	STC	2030	Y	Essential	Conceptual
South Tyneside - Cross authority route	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	River Don Route Improvements	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 7)	£500,000	S106 / External Funding	STC	2030	N	Desirable	Feasibility Study Required
Various	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Village Enhancements	Identified as part of LCWIP (INV6)	£1,000,000	S106 / External Funding	STC	2030	N	Desirable	Feasibility Study Required
Boldon to Gateshead	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Follingsby Lane Improvements	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 10)	£250,000	S106 / External Funding	STC	2030	Y	Desirable	Conceptual

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
South Shields	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Erskine Road/A194 Scheme	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 11)	£250,000	S106 / External Funding	STC	2030	N	Desirable	Feasibility Study Required
South Shields	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Ocean Road Improvements	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 12)	£500,000	S106 / External Funding	STC	2030	N	Desirable	Feasibility Study Required
South Shields	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Church Way/Keppel Street Improvements	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 13)	£2,500,000	S106 / External Funding	STC	2030	N	Desirable	Feasibility Study Required
South Shields	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Boldon Lane Improvements	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 14)	£250,000	S106 / External Funding	STC	2030	N	Desirable	Feasibility Study Required
Various	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	A1018 to Nevinson Avenue Improvements	Identified in LCWIP (INV6) (Cycling Route Improvements project No 15)	£500,000	S106 / External Funding	STC	2030	N	Desirable	Feasibility Study Required
Hebburn	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Mill Lane/Monkton Lane improvements	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 16)	£250,000	S106 / External Funding	STC	2030	N	Desirable	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
Tyne Dock	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Stanley Street- Tyne Dock route	Identified in the LCWIP (INV6) (Cycling Route Improvements project No 17)	£250,000	S106 / External Funding	STC	2030	N	Desirable	Conceptual
Jarrow	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Links to Tyne Pedestrian Tunnel / Jarrow Town centre	Improved connections on both the South and North side of the Tyne Pedestrian Tunnel	£2,000,000	S106 / External Funding	STC	2035	Y	Desirable	Feasibility Study Required
Various	Policy 53 / Local Cycling and Walking Infrastructure Plan (LCWIP)	Safe Routes to School (Borough Wide)	Delivery of a range of transport initiatives to support children going back to school with a particular focus on reducing car trips and improving the environment	£750,000	S106 / External Funding	STC	2025	N	Desirable	Design Stage
Surface Water Schemes										
Hedworth West	Policy 9	Stage 1 viability study	Scope of project to be confirmed	£500k	Local levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2028		Desirable	Feasibility Study Required
Hedworth East	Policy 9	Stage 1 viability study	Scope of project to be confirmed	£220k	Local levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2024		Desirable	Feasibility Study Required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
Walsh Avenue, Hebburn	Policy 9	Stage 1 viability study	Scope of project to be confirmed	£230k	Local levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2025		Desirable	Feasibility Study Required
Mortimer Road, South Shields	Policy 9	Stage 1 viability study	Scope of project to be confirmed	£310k	Local levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2028		Desirable	Feasibility Study Required
South Lane, East Boldon	Policy 9	Stage 1 viability study	Scope of project to be confirmed	£140k	Local levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2025		Desirable	Funding secured
Harton Grove, South Shields	Policy 9	Stage 1 viability study	Scope of project to be confirmed	£100k	Local levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2028		Desirable	Feasibility Study Required
Flood Alleviation Study	Policy 9	Tyne Dock Flood Alleviation Study	The aim of the project is to identify appropriate mitigations to resolve the flooding issue at Tyne Dock working with partners at NWL	£60k secured	Local Levy, Flood Defence Grant in Aid, potential funding partners in	STC	Study ongoing		Desirable	Feasibility Study required

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			and NEXUS. Will require appraisal, business case, detailed design and delivery. Exact timescales TBC.		NWL, NEXUS.					
River Tyne Management										
Water framework / riverside improvements / carbon reduction	Policy 11	Tyne Estuary	The Tyne Estuary Partnership, led by Groundwork North East, have delivered 2 saltmarsh creation/enhancement projects on council land along the River Tyne at Hebburn (Riverside Park in 2022 & off Prince Consort Rd in 2020), delivering benefits for biodiversity and carbon capture.	£100k	To be determined	STC	Completed		Desirable	Funding secured
Coastal Management										
Innovative flood and coastal resilience programme	Policy 12	Stronger Shores	The aim of the project is to improve the understanding of the benefits of UK marine habitats with regards to coastal erosion, flood risk, climate change and	£6.5m	Environment Agency funding	STC	Currently ongoing until March 2027		Desirable	Funding application approved

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			biodiversity management.							
Sport										
South Shields	Policy SP23	Temple Park Junior School - Pitch improvements	Pitch improvements during 2025-27, with STC capital funding to new pitches.	TBC	STC capital / Football Foundation / Home Advantage Programme	STC	2025-2027		Desirable	Feasibility study underway
South Shields	Policy SP23	Temple Park (main site) Creation of new pitches	Feasibility underway in relation to both creation of new pitches (likely football/rugby focussed) to northern areas of the site 2027 – 2032, and bringing areas to south of site that have previously been used for football pitches back into active use during 2026 – 2029.	TBC	STC capital	STC	2027 – 2032 / 2026 - 2029		Desirable	Feasibility study underway
South Shields	Policy SP23	Epinay School – improvements to sporting facilities	Creation of cricket squares and outfields, together with ancillary training/play area for youth rugby during 2025-27, via STC	£1m	STC capital / mixture of grant funding and STC capital		2025 - 2027		Critical	Feasibility Study Completed

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			capital funding. Additionally, provision of new modular changing/club house facilities via mixture of grant funding and STC capital							Order placed for modular facility Bids received for cricket square / outfield works
Cleadon	Policy SP23	Oakleigh Gardens, Cleadon - Changing facilities improvements	Intention to undertake works to improve pitches/facilities to increase Match Equivalent Sessions (MES) to support mitigation to development sites elsewhere in the borough be confirmed. Discussions now ongoing with site users to identify potential multi- user outcome to improvement of sporting and community facilities. Fields in Trust Status secured in respect of the playing pitches in November 2022.	TBC - out with consultants. Work delayed while discussions on going	STC capital / Football Foundation / Durham FA	STC	2025-2028		Desirable	Feasibility study underway- Due June 2025

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
South Shields	Policy SP23	The Dragon/Bents Park, South Shields - Changing facilities improvements		TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026		Desirable	Feasibility study underway- Due June 2026
Jarrow	Policy SP23	King George V, Jarrow - Changing facilities improvements	Intention to undertake works to improve pitches/facilities to increase Match Equivalent Sessions (MES) to support mitigation to development sites elsewhere in the borough be confirmed.	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026		Desirable	Feasibility study underway- Due June 2026
South Shields	Policy SP23	Cleadon Park, South Shields - Changing facilities improvements	Intention to undertake works to improve pitches/facilities to increase Match Equivalent Sessions (MES) to support mitigation to development sites elsewhere in the borough be confirmed.	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026		Desirable	Feasibility study underway- Due June 2026
Hebburn	Policy SP23	The Clock, Hebburn - new facilities, potential additional pitch	Intention to undertake works to improve pitches/facilities to increase Match Equivalent Sessions (MES) to support	TBC - Awaiting formal pitch inspection training and then carryout	STC capital / Football Foundation/ Durham FA	STC	2025-2028		Desirable	Feasibility study underway- Due June 2025

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			mitigation to development sites elsewhere in the borough be confirmed.	full assessments.						
South Tyneside	Policy SP23	Improvements (drainage/maintenance/facilities etc) to all grass pitches within South Tyneside to eventually include football, rugby, cricket.	Intention to undertake works to improve pitches/facilities to increase Match Equivalent Sessions (MES) to support mitigation to development sites elsewhere in the borough be confirmed.	£11.5m	STC capital / Football Foundation/ Durham FA	STC	2022-2026		Desirable	Surveys ongoing year on year to check on maintenance requirements and progress
District Heating Networks										
Jarrow	Policy 6	Viking Energy Network Jarrow (VENJ);	River Source heat pump with 1MW PV farm linking 9 council buildings, scope for 14	£16m	ERDF (£4.5m) & capital borrowing	STC	2023		Desirable	Complete
Hebburn	Policy 6	Hebburn Minewater	Minewater heat pump & air source feeding Durham Court & Hebburn central	£11.8	ERDF & capital borrowing	STC	2023		Desirable	Complete
South Shields	Policy 6	Holborn renewable energy network	Combination of Minewater & river heat pump sourced as well as waste wood gasification plant producing syngas and green hydrogen to feed a network feeding a	£30-40m	BEIS (Green Heat Network Fund)	STC	TBC		Desirable	Feasibility complete

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			number of buildings within South Shields							
West Harton	Policy 6	West Harton district heating feasibility	Minewater & river heat pump sourced feeding various buildings	£1m	BEIS (Green Heat Network Fund)	STC	TBC		Desirable	Pre-concept
Hebburn	Policy 6	Hebburn Minewater - Phase 2	Extension of Minewater heat District Heating system to cover a number of schools and other public/private buildings in Hebburn	£3m - £5m	BEIS (Green Heat Network Fund)	STC	TBC		Desirable	Feasibility
Jarrow	Policy 6	Viking Energy Network Jarrow (VENJ) - Phase 2	Extension of the VENJ scheme with network reaching out further into Jarrow lining a number of schools and other public buildings	£4m - £6m	BEIS (Green Heat Network Fund)	STC	TBC		Desirable	Conceptual
Building Decarbonisation										
South Shields	Policy 5	Harton Primary School; 250kW PV system & 4 no. GSHP & extensive heating repairs	Largely complete. Some new pipework scheduled July/August 22	£560K	SALIX PSDF ²	STC	2021/2		Desirable	Completed
South Shields	Policy 5	Forest View Primary School; 120kW PV system & 3 no. GSHP	Complete; some minor snagging	£395K	SALIX PSDF	STC	2021/2		Desirable	Completed
South Shields	Policy 5	Middlefields storage battery 650kWh	Intended to load shift output from Wind	£530K	SALIX PSDF	STC	2022		Desirable	Completed

² SALIX Decarbonisation Fund

Area	Policy Link	Project	Commentary	Indicative cost ¹	Potential funding	Lead organisation	Indicative phasing	Cross boundary (Y/N)	Priority i.e. critical, essential or desirable	Design stage
			turbine for greater £ & CO2 savings							
Jarrow	Policy 5	Jarrow Pool heat pump vent plant & PV	Complete	£380K	SALIX PSDF	STC	2022		Desirable	Completed
Wind Turbine development										
–South Shields	Policy 6	Installation of 900kW EWT DW54 wind turbine as per 2016 feasibility and 2018 contract. To supply 125 to 150% Middlefields load	Revised scheme to be considered	£1.4m	STC - MTFP ³	STC	TBC		Desirable	Pre-planning
Jarrow	Policy 6	Installation of 900kW EWT DW54 wind turbine to supplement VENJ winter heat production	Planning process requires starting	estimated £1.6m	STC - MTFP	STC	2025		Desirable	Pre-planning
South Shields	Policy 6	Installation of 900kW EWT DW54 wind turbine to enable carbon neutral heat source for TPLC	Planning process requires starting	estimated £1.6m.	TBC	STC	TBC		Desirable	Conceptual
Streetlighting LED upgrades										
South Tyneside	Policy 48	Replacement of c. 3000 sodium streetlights with LED equivalents	Broadly, £1m packages each year 2015-22, saving ~65% electricity, 6 or 7 yr payback	Estimated £1m per annum	STC - MTFP	STC	2025		Desirable	Work progressing

³ South Tyneside Council – Medium Term Financial Plan

Appendix 3 – Projects in the Draft NE Transport Plan Pipeline not currently included in the IDP delivery schedule

North East Combined Authority			NE Transport Pipeline in South Tyneside			
New Scheme No	Scheme name	Promotor	Scheme description	Total cost	Delivery Year	Scheme Type
ST02	Highway Maintenance Resurfacing Backlog	South Tyneside Council	The council's Highway Asset Plan indicates a backlog of over £80m, in order to improve this position and to reduce the backlog further investment is required	£5,000,000	2025	Maintenance
ST03	Commercial Road multi-Modal Corridor Improvements	South Tyneside Council	Strategic transport improvements throughout Commercial Road to facilitate development at Holborn Riverside	£2,500,000	2025	Road
ST06	A185 / Howard Street Multi Modal Corridor Improvements	South Tyneside Council	Consideration to strategic junction improvements at the Howard Street / Tunnel Portal to improve traffic movements	£25,000,000	2025	Road
ST09	Strategic Corridor Improvements between Testo's and Boldon Asda junctions	South Tyneside Council	Scheme will involve the significant remodelling of the junction and some of the wider area in order to prioritise bus movements and journey times. Additional effects will include improved road safety and general journey time optimisation.	£3,500,000	2025	Road
ST10	Abingdon Way / Hedworth Lane Multi Modal corridor improvements	South Tyneside Council	Abingdon Way / Fellgate Avenue / Hedworth Lane Junction Improvements	£1,000,000	2025	Road
ST11	A194 Multi-Modal Corridor Improvements	South Tyneside Council	The A194 is the major access road to South Shields Town Centre. The purpose of this scheme will be multi-modal improvements along the A194 between the junction with West Way and Crossgate, South Shields to deliver improvements to all modes.	£3,500,000	2025	Road
ST12	A1018 Multi-Modal Corridor Improvements	South Tyneside Council	This scheme will focus on the A1018 between South Shields and Sunderland. It will involve a corridor approach in order to deliver multimodal improvements with a view to improving accessibility for sustainable transport.	£5,000,000	2026	Active Travel
ST15	Micro Mobility Hub	South Tyneside Council	Delivery at South Shields Interchange of a 16 bay automated bike hire machine, something like a Brompton dock, that is purchased by the Council and managed by the private sector.	£300,000	2025	Active Travel
ST16	Major Highway Structural Maintenance Improvements	South Tyneside Council	Significant capital investment is required to ensure that the Bridge Asset are maintained to the expected requirements	£15,000,000	2025	Maintenance

	(Heugh Street, Newcastle Road, Jarrow Slake)					
ST19	Traffic Signal Improvements in South Tyneside along Strategic Corridors	South Tyneside Council	Traffic Signal Improvements in South Tyneside along Strategic Corridors Locations include the following - A185 / Jarrow Slake / Port of Tyne - Jarrow, A185 - Station Road - Hebburn, Station Road / Glen Street - Hebburn,	£1,000,000	2025	Maintenance
ST20	South Shields Town Centre Active Travel Route	South Tyneside Council	The proposed route would provide a direct and dedicated route over 1.4km between the Ferry Landing to the South Shields Foreshore along King Street providing seamless access to South Shields Town Centre, Public Transport Interchange and Ferry Terminal. This is in addition to providing access for the proposed South Tyneside college relocation into the Town Centre.	£2,989,471	2027	Active Travel

Appendix 4 – Fellgate Sustainable Growth Area delivery requirements

Requirement	Description	Priority	Phasing Considerations	Delivery Mechanisms	Delivery Responsibility	Comments
Education						
Primary School	1 x 1FE school or 1.5FE school	Critical	Housing trajectory shows that 350 units would be delivered by 2032/33. This would trigger the need for the school to be provided.	S.106	STC/developer	Based on current and projected vacancies, a minimum of the equivalent of a one form entry school. i.e. 210 additional places would be needed to supplement the places available in existing schools. If the size of the proposed development is increased and/or the number of places available in existing schools reduces, this would require a one and a half form entry school i.e. 315 additional places.
Community Facilities						
Local Centre	The local centre shall include opportunities for health care provision and local retail facilities	Critical	Required at a relatively early stage to address needs of new residents	S.106	STC / developer	The Local centre is to be located to coincide with accessible transport routes, accessibility to the existing Fellgate estate and the green infrastructure network.
Transport – Strategic Road Network Improvements						
Major capacity improvements at the A194(M) / A184 White Mare Pool junction	Different options have been identified but the preferred option has yet to be determined.	Critical	Modelling has identified that the scheme is required by 2030 to enable satisfactory operation of the network.	s.106 / external	STC / National Highways	Identified in the South Tyneside Local Plan- SRN Forecast Report.
A194(M)/A194/A184(T) White Mare Pool Junction Interim Improvements	Details to be determined	Desirable	Before 2030	s.106 / external	STC / National Highways	
Transport – on site highways and access						

Requirement	Description	Priority	Phasing Considerations	Delivery Mechanisms	Delivery Responsibility	Comments
New highway network	Construction of internal link road to form a connection between A194 and Durham Drive access. Construction of internal road network to link to development parcels.	Critical	Development based on phasing of the build out of each parcel	Construction costs	Developer	To include new on site primary and secondary roads, providing accesses to development plots as well as landscaping and street furniture.
A194 (Leam Lane) and Mill Lane (B1306) roundabout improvements	Upgrading the roundabout	Critical	Delivered at an early stage to provide satisfactory access to the site.	s.106 / s.278	Developer	The Sustainable Accessibility Review (2021) recommended that western road access to the site is achieved from the A194 / Mill Lane junction and northern road access from Durham Drive. The Mill Lane roundabout upgrade is also complimentary to the White Mare Pool Junction intervention, in terms of managing traffic queues at the junction.
A junction onto Durham Drive	The junction will provide northern access to the site.	Critical	Delivered at an early stage to provide satisfactory access to the site.	s.106 / s.278	Developer	
Transport – local road network						
Mitigation of increased traffic on the local network	The scope of the mitigation is still to be determined	Essential	To be determined based on phasing of build out and associated trigger points	s.106 / s.278	Developer	The Local Road Network – Traffic Capacity Assessment (2023) (INV4) identified 7 junctions on the local road network to which this site would be one of the top 5 contributors of trips during peak periods
Public Transport - Metro						
Mill Lane Metro Station	This scheme, subject to design, will provide a new Metro Station at Mill Lane.	Essential	Delivered at an early stage due to the benefits in terms of reducing the number of car trips using White Mare Pool junction	External	STC / Nexus	The proposed new Metro Station has been identified in the Delivery Programme for the Draft North East Transport Plan
Car Parking Extension at Fellgate Metro Station	The scheme will enhance car parking	Essential	Delivered at an early stage due to the	External	STC / Nexus	Fellgate Metro Station is a key asset in terms of supporting and encouraging

Requirement	Description	Priority	Phasing Considerations	Delivery Mechanisms	Delivery Responsibility	Comments
	capacity at Fellgate Metro Station		benefits in terms of reducing the number of car trips.			public transport use for the Fellgate Sustainable Growth Area.
Public Transport – Bus Services						
Bus stop improvements	Upgrades to existing bus stops to ensure they have shelters, seating and real-time timetable information.	Essential	Delivered at an early stage due to the benefits in terms of reducing the number of car trips.	s.106	STC / Nexus	The Sustainable Accessibility Review stated 'there is a lack of waiting facilities at the bus stops on the A194 with the stops having only a pole, flag and timetable information. Such facilities are mirrored at the stops along the A184. The stops on Durham Drive have brick shelters, but no seating'.
Bus services	Bus penetration of the development	Desirable	Delivered at an early stage due to the benefits in terms of reducing the number of car trips.	s.106	STC / Nexus	Currently bus operations circumvent Durham Drive. Ideally bus operations would be served from a spine road and with accessible bus stops i.e. no more than 400m from homes.
Active Travel						
New Walking and Cycling Routes within development	New footways and cycleways within the development.	Essential	Delivered based on phasing of the buildout of each parcel.	Development costs	Developer	The location will be informed by the Masterplan.
Upgrades to the surrounding pedestrian network	A substantial pedestrian upgrade	Essential	Delivered at an early stage due to the benefits in terms of reducing the number of car trips.	s.106	STC / Nexus	The Sustainable Accessibility Review states 'Substantial pedestrian upgrades would be required to embed the development into the surrounding network. Good, high quality pedestrian infrastructure throughout the development will be required to ensure that connectivity to the external network can be achieved. This would

Requirement	Description	Priority	Phasing Considerations	Delivery Mechanisms	Delivery Responsibility	Comments
						include to the north, south ⁴ and west of the development. Existing pedestrian routes exist in those areas but due to the undeveloped nature of the land allocation, they are often on the opposing side of the carriageway or of a poor standard in terms of widths, crossings, signage etc. A prospective applicant of the land allocation should be required to investigate measures to connect a development to existing pedestrian networks’.
Enhancing access and facilities for pedestrians and cyclists to Fellgate Metro Station	Upgrading Durham Drive to cycle infrastructure design standard LTN 1/20	Essential	Delivered at an early stage due to the benefits in terms of reducing the number of car trips.	s.106	STC / Nexus	The distance from the north of the site to the Metro Station is approximately 800m. Durham Drive provides a surfaced link with street lighting, a 20mph speed restriction making it suitable for both cyclists and pedestrians. Upgrading it to cycle infrastructure design LTN 1/20 standard will enhance its suitability and accessibility to the Metro Station.
Extension to A194 Cycle Route	The route is South Shields to Whitemare Pool	Desirable	Delivered at an early stage due to the benefits in terms of reducing the number of car trips.	s.106	STC / Nexus	Identified in the Local Cycling and Walking Infrastructure Delivery Plan
Extension to A184 Cycle Route	The route is from Testo’s to White Mare Pool	Desirable	Delivered at an early stage due to the benefits in terms of reducing the number of car trips.	s.106	STC / Nexus	Identified in the Local Cycling and Walking Infrastructure Delivery Plan
Green Infrastructure						

⁴ To include pedestrian and cycleway links to the A184 to enable access to Testos and the Boldons.

Requirement	Description	Priority	Phasing Considerations	Delivery Mechanisms	Delivery Responsibility	Comments
Designated Play Areas	To be defined through master planning	Essential	To be determined based on phasing of build out	Development costs / s.106	Developer	Policy SP8 (5) (vii) states 'Delivering a well-connected network of good quality green and blue infrastructure provision, including walking and cycling infrastructure recreational open space and play provision within the development site boundary and within the remaining Green Belt where compatible with the purposes of Green Belt'.
Recreational Open Space	To be defined through master planning	Essential	To be determined based on phasing of build out	Development costs / s.106	Developer	
Sustainable drainage systems	Install surface water drainage	Essential	To be determined based on phasing of build out	Development costs	Developer	
Environmental Management						
Ecology habitats	Protection and enhancement of local ecological habitats (to support and contribute towards BNG)	Essential	To be determined based on phasing of build out	Development costs / s.106	Developer	Policy SP8 (5) (viii) states 'Avoid and mitigate the impact of the development on biodiversity, wildlife corridors and ecological designations and where possible enhance through ecological mitigation, compensation and biodiversity net gain delivery in accordance with Local Plan policies 33, 34, 35 and 36'.
Utilities						
Electricity supply	Provision of new low-voltage substations	Essential	To be determined based on phasing of build out	Development costs	Developer	Each sub-stion will serve 300-400 properties
Electricity supply	Linking of the new sub stations to the National Power Grid	Essential	To be determined based on phasing of build out	Development costs	Developer / external	

Appendix 5 – Housing Site delivery requirements

No infrastructure needs have been identified for sites of less than 10 dwellings. Therefore, they have not been included in the schedule. This does not forestall the possibility that needs may subsequently be identified.

Housing sites in the urban area

Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
H.1	Land at Chatsworth Court	Contribution required towards the need identified in Area 3 for 105 or 210 additional primary school places	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2033/34 to 2034/35
H.2	Land at Salem Street	Potential contribution	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2028/29
H.3	Land at Queen Street	Potential contribution	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2028/29

Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
H.4	Land to the rear of Fowler Street	Potential contribution	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2028/29 to 2029/30
H.8	Land at Associated Creameries		Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2023/24 to 2024/25
H.9	Former Temple Park Infant School	Contribution required towards the need identified in Area 3 for 105 or 210 additional primary school places	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Contribution towards Galsworthy Road/Nevison Avenue Active Travel Scheme	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2028/29
H.13	Land behind Ryedale Court	Contribution required towards the need identified in Area 3 for 105 or 210 additional primary school places	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2033/34
H.15	Land at Cheviot Road	Contribution required	Contribution required	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2033/34

Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
		towards the need identified in Area 2 for 105 additional primary school places	towards the need identified in Area 7 for 150 additional secondary school places							
H.16	Land at Bonsall Court	Contribution required towards the need identified in Area 3 for 105 or 210 additional primary school places	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2036/37
H.18	Land at Dean Road	Not applicable	Not applicable	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2025/26
H.21	Land at previously Martin Hall, Prince Consort Road	Contribution required towards the need identified in Area 4 for 210 or 315 additional primary school places	Contribution required towards the need identified in Area 8 for 300 additional secondary school places	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2028/29
H.22	Lands at Falmouth Drive	Contribution required towards the need identified in Area 4 for 210 or 315 additional primary school places	Contribution required towards the need identified in Area 8 for 300 additional secondary school places	Potential contribution to Smart and Healthy Station improvements	Potential contribution	Potential contribution	Potential contribution	Potential contribution	Potential contribution	2033/34 to 2034/35

Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
H.24	Hebburn New Town	Contribution required towards the need identified in Area 4 for 210 or 315 additional primary school places	Contribution required towards the need identified in Area 8 for 300 additional secondary school places	Potential contribution	Potential contribution to Mill Lane Metro Station	The Local Road Network - Traffic Capacity Assessment, identified this site as one of the top 5 contributors to impacts at the following junctions that would require mitigation: -Junction 5 – A185 / Mill Lane Signalised Junction - Junction 6 – A185 / Hall Road / B1297 Signalised Junction - Junction 8 – A185 / Park Road / Hill Street Signalised Junction	Potential contribution	Potential contribution	Potential contribution	2028/29
H.25	Land south-west of Prince Consort Road	Contribution required towards the need identified in Area 5 for 105 additional primary school places	Contribution required towards the need identified in Area 8 for 300 additional secondary school places	Potential contribution	Potential contribution to Mill Lane Metro Station	Network - Traffic Capacity Assessment, identified this site as one of the top 5 contributors to impacts at the following junctions that would require mitigation: -Junction 5 – A185 / Mill Lane Signalised Junction	Potential contribution	Potential contribution	Potential contribution	2033/34 to 2034/35

Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
						- Junction 6 – A185 / Hall Road / B1297 Signalised Junction - Junction 8 – A185 / Park Road / Hill Street Signalised Junction				
SP5	Former Brinkburn Comprehensive School	Contribution required towards the need identified in Area 3 for 105 or 210 additional primary school places	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution	Potential contribution	The Local Road Network - Traffic Capacity Assessment, identified this site as one of the top 5 contributors to impacts at the following junctions that would require mitigation: -Junction 3 – A194 / B1302 / Port of Tyne Roundabout	Potential contribution	Potential contribution	Potential contribution	2030/31 to 2034/35
SP6	Land at former Chuter Ede Education Centre	Contribution required towards the need identified in Area 3 for 105 or 210 additional primary school places	Contribution required towards the need identified in Area 7 for 150 additional secondary school places	Potential contribution to Galsworthy Road/Nevison Avenue Active Travel Scheme	Potential contribution	Assessment, identified this site as one of the top 5 contributors to impacts at the following junctions that would require mitigation: - Junction 17 – Hubert Street / North Road Signalised Junction - Junction 32 – New Road / Boker	Potential contribution	Potential contribution	Potential contribution	2028/29 to 2029/30

Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
						Lane Signalised Junction				

Urban and Village Sustainable Growth Areas

Site Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
GA1	Land at South Tyneside College, Hebburn Campus	Contribution required towards the need identified in Area 5 for 105 additional primary school places.	Contribution required towards the need identified in Area 8 for 300 additional secondary school places.	Provide access to the National Cycle Route. Ensure connectivity to the proposed new Metro Station at Mill Lane (Policy 52).	Potential contribution	The Local Road Network - Traffic Capacity Assessment, identified this site as one of the top 5 contributors to impacts at the following junctions that would require mitigation: -Junction 5 – A185 / Mill Lane Signalised Junction -Junction 6 – A185 / Hall Road / B1297 Signalised Junction -Junction 8 – A185 / Park Road / Hill Street Signalised Junction - Junction 19 – A184 / Downhill Lane Priority Junction	Potential contribution	Potential contribution	Provide improved access to Hebburn Quarry Pond Local Nature Reserve and associated green corridor	2028/29 to 2033/34
GA2	Land at North Farm	Contribution required towards the need identified	Contribution required towards the need identified	Enhance the surrounding PROW network	Potential contribution to East Boldon Metro Station	The Local Road Network - Traffic Capacity Assessment,	Potential contribution	Potential contribution	Potential contribution	2028/29 to 2036/37

Site Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
		in Area 6 for 315 additional primary school places.	in Area 9 for 175 additional secondary school places.		access improvements.	identified this site as one of the top 5 contributors to impacts at the following junctions that would require mitigation: - Junction 3 – A194 / B1302 / Port of Tyne Roundabout - Junction 16 – New Road / ASDA Roundabout - Junction 17 – Hubert Street / North Road Signalised Junction - Junction 21 – A184 / Boker Lane Signalised Junction - Junction 22 – A184 / Whitburn Road / Whitburn Terrace Signalised Junction - Junction 32 – New Road / Boker Lane Signalised Junction				
GA3	Land to North of Town End Farm	Contribution required towards the need identified in Area 6 for 315 additional primary school places.	Contribution required towards the need identified in Area 9 for 175 additional secondary school places.	Enhance the existing bridleway and create active travel routes throughout the site. Introduce connectivity	Potential contribution	The Local Road Network - Traffic Capacity Assessment, identified this site as one of the top 5 contributors to impacts at the following junctions	Potential contribution	Potential contribution	Potential contribution	2028/29 to 2038/39

Site Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
				between the site and the established settlement of Town End Farm. Potential contribution to improvements to local Rights of Way to improve A19 access.		that would require mitigation: - Junction 16 – New Road / ASDA - Junction 19 – A184 / Downhill Lane Priority Junction - Junction 20 – A184 / Hylton Lane Signalised Junction - Junction 22 – A184 / Whitburn Road / Whitburn Terrace Signalised Junction				
GA4	Land at West Hall Farm	Contribution required towards the need identified in Area 6 for 315 additional primary school places.	Contribution required towards the need identified in Area 9 for 175 additional secondary school places.	Potential contribution to Moor Lane cycling improvements and A1018 cycle upgrades.	Potential contribution	Explore opportunities for improving the existing staggered junction between the site and Sunderland Road. The Local Road Network - Traffic Capacity Assessment, identified this site as one of the top 5 contributors to impacts at the following junctions that would require mitigation: - Junction 19 – A184 / Downhill Lane Priority Junction	Potential contribution	Potential contribution	Potential contribution	2028/29 to 2034/35

Site Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
						<ul style="list-style-type: none"> - Junction 20 – A184 / Hylton Lane Signalised Junction - Junction 21 – A184 / Boker Lane Signalised Junction - Junction 22 – A184 / Whitburn Road / Whitburn Terrace Signalised Junction - Junction 23 – A1018 / Cleadon Lane Priority Junction 				
GA5	Land at Whitburn Lodge	Contribution required towards the need identified in Area 6 for 315 additional primary school places.	Contribution required towards the need identified in Area 9 for 175 additional secondary school places.	Potential contribution	Potential contribution	<p>The Local Road Network - Traffic Capacity Assessment, identified this site as one of the top 5 contributors to impacts at the following junctions that would require mitigation:</p> <ul style="list-style-type: none"> - Junction 23 – A1018 / Cleadon Lane Priority Junction - Junction 32 – New Road / Boker Lane Signalised Junction 	Potential contribution	Potential contribution	Potential contribution	2028/29 to 2029/30
GA6	Land to North of Shearwater	Contribution required towards the need identified in Area 6 for	Contribution required towards the need identified in Area 9 for	Potential contribution	Potential contribution	<p>The Local Road Network - Traffic Capacity Assessment, identified this site</p>	Potential contribution	Potential contribution	Potential contribution	2028/29 to 2029/30

Site Ref	Site name	Primary Schools	Secondary Schools	Transport: Active Travel	Transport: Public Transport	Transport: Highways	Primary Healthcare	Green Infrastructure	Environmental management	Phasing
		315 additional primary school places.	175 additional secondary school places.			as one of the top 5 contributors to impacts at the following junctions that would require mitigation: - Junction 16 – New Road / ASDA roundabout - Junction 17 – Hubert Street / North Road Signalised Junction - Junction 23 – A1018 / Cleadon Lane Priority Junction - Junction 32 – New Road / Boker Lane Signalised Junction				

Appendix 6: Active Travel Methodology Statement

Active Travel Methodology Statement

This exercise summarises the Active Travel from a strategic transport perspective and explains how active travel schemes have been prioritised in relation to the emerging Local Plan. It is derived from a breadth of evidence and ongoing research from within South Tyneside Council.

The Council has spent a significant amount of time and finance developing an evidence base with the assistance of key stakeholders, including members of the public to develop is considered to be a robust series of routes. The summary of what the evidence base and how it's developed over several years is as follows.

Initially all statutory consultees were contacted in line with the process for the development of a rights of way improvement plan, this also included additional consultees specifically associated with cycling, including local and national representatives. This was important, as an initial creator of a Local Cycling and Walking Infrastructure Plan (LCWIP), especially within the North East of England during 2019-2020 very little in the way of a defined methodology for their creation existed from which to draw upon.

External tools were also utilised, including the Department for Transport's Propensity to Cycle (P2C) Tool and GPS data compiled via sports and mapping company STRAVA.

Simultaneously, a series of online consultations occurred using the commonplace platform. Using these members of the public were invited to provide specific and direct comment concerning specific points on the highway network. Over consultation period lasting several month which was reinforced through attendance in person at various community centres and Community Forums a substantial evidence base was collected which identified a clear series of internal and cross boundary walking and cycling routes throughout the Borough.

Following this process and internal sifting exercise sought to prioritise these publicly and internally identified routes against a neutral series of criteria which included;

- Road Safety
- Route/Area Classification
- National or regional significance
- Connectivity to public transport, areas of employment etc.

All of these led to an eventual score and ranked output for both Walking and Cycling schemes. Given the different requirements and characteristics of both pedestrians versus cyclists these were naturally assessed, scored and ranked separately from each other.

The LCWIP is a live document, and more routes and areas may be included at an Officers discretion in the fullness of time - subject to an internal politically neutral assessment.

Further to this additional validation was undertaken using an externally procured and commissioned accessibility tool. This compiled census data, in addition to the Councils defined routes and national best practice with regards to accessibility to create a viable tool to deliver the following;

- Validate all routes within the LCWIP, and;
- Identify new routes to serve development, especially within the context of the emerging Local Plan.

With this robust evidence base the Local Plan along with its identified housing sites were reviewed together to identify what proposed schemes would be vital and require a proportional contribution form housing sites which are likely to be developed over the life of the Plan.

For the purposes of the Local Plan and respective housing sites, each of the development sites were reviewed against their respective geographic locations in line with CIHT best practice and their relative proximity to proposed schemes. The high-level costs for each scheme which were established during 2021. These costs are likely to require refinement when sites are likely to be developed and the price of commodities, or labour are required.

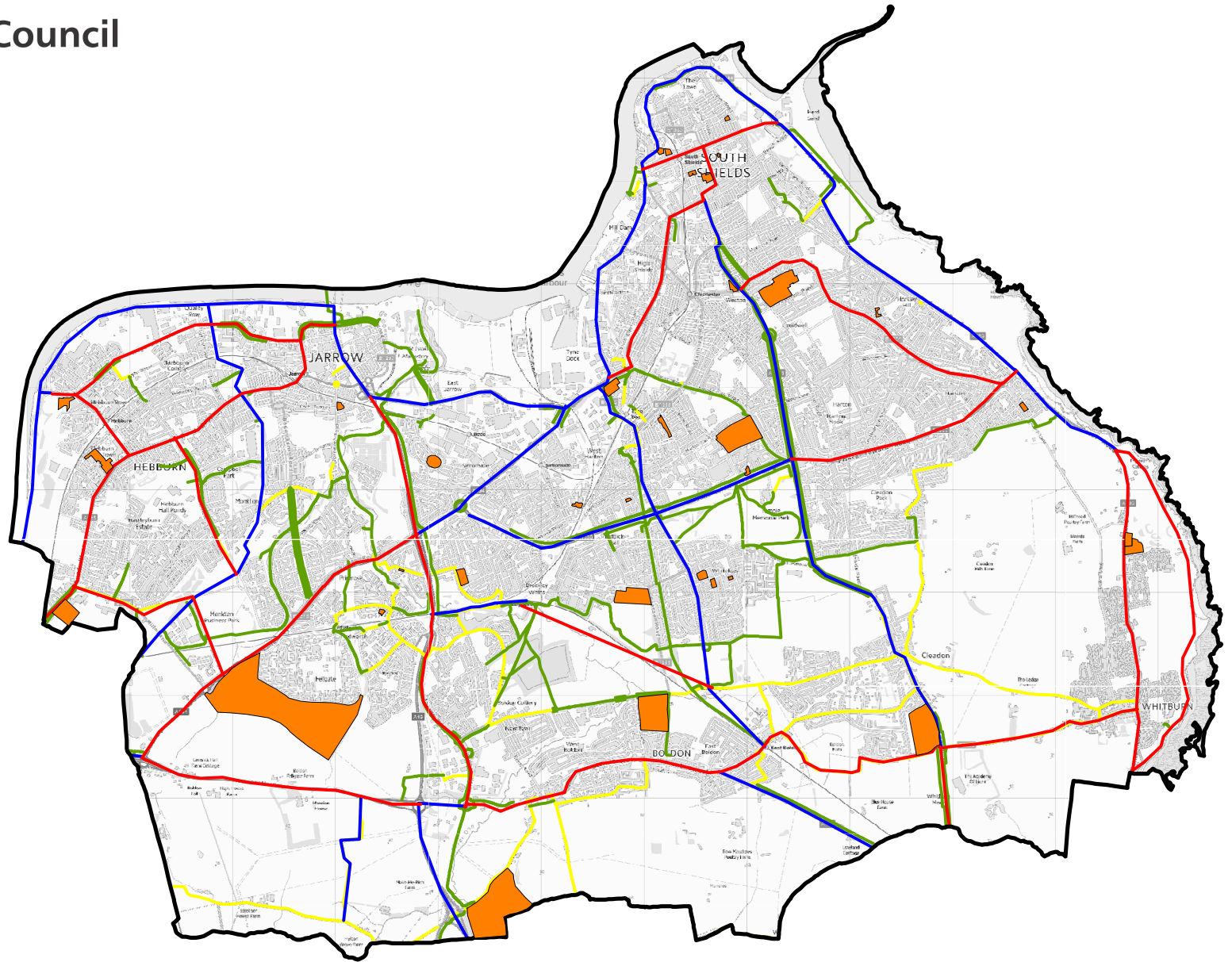
Further, at this present time the bus stops and other associated infrastructure are also not included to any significant extent.






Appendix 7: Draft Local Plan housing allocations and linkages to sustainable travel schemes

Housing Site Allocation Ref.	What	Where	IDP Reference	Scheme Cost £m	Cycling Route Improvements Number (LCWIP)	Walking Route Improvements Number (LCWIP)
GA4	Moor Lane Cycling Improvements	Cleadon / Whitburn	A1018 Cycle Lane Improvements	0.5	8	14
	A1018 Cycle Lane Upgrades	South Shields / Cleadon		0.5	8	14
GA5	NCN1- Whitburn-Sunderland	South Shields / Whitburn	NCN1 Coast Road	1	5	n/a
GA6				1	5	n/a
SP5	A1300 John Reid Road Improvements	Jarrow / South Shields	A1300 John Reid Road Improvements	0.5	24	18
H16				0.5	24	18
SP6	Galsworthy Road/Nevison Avenue Active Travel Scheme	South Shields	Nevinson Avenue / Galsworthy Road Improvements	1	18	18
H9				1		18
GA2	East Boldon Metro Station Access Improvements	East Boldon	Links to metro stations	1	29	17
GA3	Improvements to local Rights of Way to improve A19 access	Boldon Colliery	A19 Access Improvements	0.25	5	19
SP8	A194 Cycle Scheme	Hebburn / Jarrow / South Shields	A194 Cycle Scheme	1.5	1	N/A
	A184 Cycle Scheme	Boldon Colliery / Fellgate	A184 Cycle Scheme	1.5	3	N/A
H22	Smart and Healthy Station improvements	Various	Links to metro stations	1	29	17
H24	Mill Lane Metro Station	Hebburn	Mill Lane Metro Station	25	29	20
H25						



South Tyneside Council



-  Draft Local Plan Housing Allocations
-  Proposed Active Travel Routes
-  Existing Active Travel Routes
-  On Road Cycling Routes
-  Advisory On/Off Road Routes (Cycling)

Appendix 9 – Housing yield from developments across the borough

All Areas

PRIMARY	Houses Short Term (2023/24-2027/28)	Primary yield	Primary yield per year group	Houses Medium Term (2028/29-2032/33)	Primary yield	Primary yield per year group	Houses Long Term (2033/34-2039/40)	Primary yield	Primary yield per year group	Total Houses (2023-2040)	Total Primary yield (2023-2040)	Primary yield per year group
Area 1 - SSN	76	21	3	113	31	4	15	4	1	204	56	8
Area 2 - SSE	95	26	4	177	48	7	25	7	1	297	81	12
Area 3 - SSW	98	27	4	221	60	9	82	22	3	401	110	16
Area 4 - Jarrow	8	2	0	411	112	16	890	243	35	1309	358	51
Area 5 - Hebburn	170	46	7	367	100	14	165	45	6	702	192	27
Area 6 - The Villages	109	30	4	665	182	26	409	112	16	1183	323	46
TOTAL ALL PRIMARY AREAS	556	152	22	1954	534	76	1586	434	62	4096	1120	160

SECONDARY	Houses Short Term (2023/24-2027/28)	Primary yield	Primary yield per year group	Houses Medium Term (2028/29-2032/33)	Primary yield	Primary yield per year group	Houses Long Term (2033/34-2039/40)	Primary yield	Primary yield per year group	Total Houses (2023-2040)	Total Primary yield (2023-2040)	Secondary yield per year group
Area 7 - Secondary North	269	39	8	511	73	15	122	18	4	902	130	26
Area 8 - Hebburn/Jarrow	178	26	5	778	112	22	1055	152	30	2011	289	58
Area 9 - Secondary South	109	16	3	665	96	19	409	59	12	1183	170	34
TOTAL ALL SECONDARY AREAS	556	80	16	1954	281	56	1586	228	46	4096	588	118

	Houses Short Term (2023/24-2027/28)	Primary yield	Primary yield per year group	Houses Medium Term (2028/29-2032/33)	Primary yield	Primary yield per year group	Houses Long Term (2033/34-2039/40)	Primary yield	Primary yield per year group	Total Houses (2023-2040)	Total Primary yield (2023-2040)	Primary yield per year group
Area 1 - SSN												
West - Hadrian, Marine Park, St Bede's RC, Laygate, Westoe Crown	76	21	3	113	31	4	15	4	1	204	56	8
TOTAL Area 1	76	21	3	113	31	4	15	4	1	204	56	8

	Houses Short Term (2023/24-2027/28)	Primary yield	Primary yield per year group	Houses Medium Term (2028/29-2032/33)	Primary yield	Primary yield per year group	Houses Long Term (2033/34-2039/40)	Primary yield	Primary yield per year group	Total Houses (2023-2040)	Total Primary yield (2023-2040)	Primary yield per year group
Area 2 - SSE:												
North - Mortimer, Sea View, St Gregory's	95	26	4	165	45	6	0	0	0	260	71	10
South - Harton, Ridgeway	0	0	0	12	3	0	25	7	1	37	10	1
TOTAL Area 2	95	26	4	177	48	7	25	7	1	297	81	12

	Houses Short Term (2023/24-2027/28)	Primary yield	Primary yield per year group	Houses Medium Term (2028/29-2032/33)	Primary yield	Primary yield per year group	Houses Long Term (2033/34-2039/40)	Primary yield	Primary yield per year group	Total Houses (2023-2040)	Total Primary yield (2023-2040)	Primary yield per year group
Area 3 - SSW:												
North - Stanhope, Ashley, St Peter & Paul's	50	14	2	159	43	6	57	16	2	266	73	10
South - Lord Blyton, Monkton Inf & Jun, Holy Trinity, Biddick Hall Inf & Jun, St Oswald's RC, Forest View	48	13	2	62	17	2	25	7	1	135	37	5
TOTAL Area 3	98	27	4	221	60	9	82	22	3	401	110	16

	Houses Short Term (2023/24-2027/28)	Primary yield	Primary yield per year group	Houses Medium Term (2028/29-2032/33)	Primary yield	Primary yield per year group	Houses Long Term (2033/34-2039/40)	Primary yield	Primary yield per year group	Total Houses (2023-2040)	Total Primary yield (2023-2040)	Primary yield per year group
Area 4 - Jarrow:												
North - Dunn St, St Bede's RC, Jarrow Cross	0	0	0	15	4	1	0	0	0	15	4	1
East - Simonside, St Mary's	0	0	0	46	13	2	40	11	2	86	24	3
West - Bede Burn, Valley View, St Matthew's	0	0	0	0	0	0	0	0	0	0	0	0
South - St Joseph's RC, Fellgate, Hedworthfield	8	2	0	350	96	14	850	232	33	1208	330	47
TOTAL Area 4	8	2	0	411	112	16	890	243	35	1309	358	51

	Houses Short Term (2023/24-2027/28)	Primary yield	Primary yield per year group	Houses Medium Term (2028/29-2032/33)	Primary yield	Primary yield per year group	Houses Long Term (2033/34-2039/40)	Primary yield	Primary yield per year group	Total Houses (2023-2040)	Total Primary yield (2023-2040)	Primary yield per year group
Area 5 - Hebburn:												
North - St Aloysius Inf & Jun, St Oswald's, Hebburn Lakes	70	19	3	250	68	10	140	38.3	5	460	126	18
South - St Jame's RC, Toner Avenue	100	27	4	117	32	5	25	7	1	242	66	9
TOTAL Area 5	170	46	7	367	100	14	165	45	6	702	192	27

	Houses Short Term (2023/24-2027/28)	Primary yield	Primary yield per year group	Houses Medium Term (2028/29-2032/33)	Primary yield	Primary yield per year group	Houses Long Term (2033/34-2039/40)	Primary yield	Primary yield per year group	Total Houses (2023-2040)	Total Primary yield (2023-2040)	Primary yield per year group
Area 6 - The Villages:												

Whitburn & Cleadon - Marsden, Whitburn Village, Cleadon Village CoE	0	0	0	251	69	10	79	22	3	330	90	13
Boldons - West Boldon, East Boldon Inf & Jun, Hedworth Lane	109	30	4	414	113	16	330	90	13	853	233	33
TOTAL Area 6	109	30	4	665	182	26	409	112	16	1183	323	46

	Houses Short Term (2023/24-2027/28)	Secondary yield	Secondary yield per year group	Houses Medium Term (2028/29-2032/33)	Secondary yield	Secondary yield per year group	Houses Long Term (2033/34-2039/40)	Secondary yield	Secondary yield per year group	Total Houses (2023-2040)	Total Secondary yield (2023-2040)	Secondary yield per year group
Area 7 - North:												
Mortimer, Harton, St. Wilfrid's	269	39	8	511	73	15	122	18	4	902	130	26

	Houses Short Term (2023/24-2027/28)	Secondary yield	Secondary yield per year group	Houses Medium Term (2028/29-2032/33)	Secondary yield	Secondary yield per year group	Houses Long Term (2033/34-2039/40)	Secondary yield	Secondary yield per year group	Total Houses (2023-2040)	Total Secondary yield (2023-2040)	Secondary yield per year group
Area 8 - Hebburn/Jarrow:												
Hebburn, Jarrow, St. Joseph's	178	26	5	778	112	22	1055	152	30	2011	289	58

	Houses Short Term (2023/24-2027/28)	Secondary yield	Secondary yield per year group	Houses Medium Term (2028/29-2032/33)	Secondary yield	Secondary yield per year group	Houses Long Term (2033/34-2039/40)	Secondary yield	Secondary yield per year group	Total Houses (2023-2040)	Total Secondary yield (2023-2040)	Secondary yield per year group
Area 9 - South:												
Whitburn, Boldon	109	16	3	665	96	19	409	59	12	1183	170	34

Appendix 10 – The position by sector and planning area, sub-planning areas and year groups as of October 2024

Numbers as at 1 October 2024

AREA 1 - South Shields North																		
	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
Hadrian Primary	40	280	33	7	31	9	35	5	32	8	40	0	27	13	41	-1	239	42
Laygate Community School	30	210	27	3	29	1	28	2	30	0	31	-1	30	0	33	-3	208	6
Marine Park Primary	30	210	23	7	24	6	20	10	19	11	30	0	29	1	31	-1	176	35
St Bedes RC Primary, S/S	30	210	30	0	28	2	27	3	30	0	30	0	30	0	31	-1	206	5
Westoe Crown Primary	90	630	70	20	88	2	86	4	77	13	90	0	90	0	90	0	591	39
TOTAL AREA 1 - South Shields North	220	1540	183	37	200	20	196	24	188	32	221	0	206	14	226	0	1420	127

AREA 2 - South Shields East																		
	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
Area 2 - North																		
Mortimer Primary	81	567	77	4	77	4	81	0	80	1	83	-2	81	0	82	-1	561	9
Sea View Primary	60	420	42	18	53	7	52	8	54	6	64	-4	52	8	60	0	377	47
St Gregorys RC Primary	30	210	27	3	26	4	27	3	24	6	30	0	30	0	30	0	194	16

Area 2 North Vacancies	171	1197	146	25	156	15	160	11	158	13	177	0	163	8	172	0	1132	72
-------------------------------	------------	-------------	------------	-----------	------------	-----------	------------	-----------	------------	-----------	------------	----------	------------	----------	------------	----------	-------------	-----------

AREA 2 - South	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
Harton Primary	90	630	88	2	85	5	89	1	87	3	91	-1	89	1	88	2	617	14
Ridgeway Academy	60	420	60	0	55	5	58	2	57	3	60	0	59	1	61	-1	410	11
Area 2 South Vacancies	150	1050	148	2	140	10	147	3	144	6	151	0	148	2	149	2	1027	25

TOTAL AREA 2 - South Shields East	321	2247	294	27	296	25	307	14	302	19	328	0	311	10	321	2	2159	97
--	------------	-------------	------------	-----------	------------	-----------	------------	-----------	------------	-----------	------------	----------	------------	-----------	------------	----------	-------------	-----------

AREA 3 - South Shields West

AREA 3 - North	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
Ashley Academy	60	420	41	19	47	13	44	16	60	0	60	0	60	0	58	2	370	50
Stanhope Primary	30	210	29	1	30	0	29	1	30	0	31	-1	30	0	30	0	209	2
SS Peter & Paul RC Primary	30	210	30	0	27	3	28	2	30	0	32	-2	30	0	30	0	207	5
Area 3 North Vacancies	120	840	100	20	104	16	101	19	120	0	123	0	120	0	118	2	786	57

AREA 3 - South	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
Biddick Hall Infants	60	180	60	0	56	4	51	9									167	13

Biddick Hall Juniors	60	240							60	0	60	0	54	6	60	0	234	6
Forest View Primary	45	315	21	24	32	13	30	15	31	14	45	0	31	14	35	10	225	90
Holy Trinity Church of England Academy	30	210	30	0	30	0	30	0	30	0	31	-1	29	1	29	1	210	2
Lord Blyton Primary	30	210	19	11	30	0	21	9	24	6	29	1	30	0	27	3	180	30
Monkton Infants	60	180	32	28	37	23	31	29									100	80
Monkton Juniors	60	240							36	24	60	0	48	12	44	16	188	52
St Oswalds Catholic Primary, South Shields	30	210	28	2	30	0	26	4	29	1	30	0	30	0	28	2	201	9
Area 3 South Vacancies	375	1785	190	65	215	40	189	66	210	45	255	1	222	33	223	32	1505	282

TOTAL AREA 3 - South Shields West	495	2625	290	85	319	56	290	85	330	45	378	1	342	33	341	34	2291	339
--	------------	-------------	------------	-----------	------------	-----------	------------	-----------	------------	-----------	------------	----------	------------	-----------	------------	-----------	-------------	------------

AREA 4 - Jarrow																		
	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 4 - North																		
Dunn Street Primary	21	147	13	8	13	8	20	1	19	2	16	5	17	4	19	2	117	30
Jarrow Cross C of E Primary	45	315	37	8	45	0	44	1	42	3	45	0	42	3	45	0	300	15
St Bedes RC Primary, Jarrow	30	210	10	20	24	6	18	12	26	4	27	3	30	0	28	2	163	47
Area 4 North Vacancies	96	672	60	36	82	14	82	14	87	9	88	8	89	7	92	4	580	92

	PAN	Capacity	R	Rvacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 4 - East																		
Simonside Primary	60	420	26	34	28	32	23	37	35	25	49	11	39	21	38	22	238	182
St Mary's RC Primary	30	210	31	-1	29	1	30	0	30	0	32	-2	35	-5	23	7	210	8
Area 4 East Vacancies	90	630	57	34	57	33	53	37	65	25	81	11	74	21	61	29	448	190

	PAN	Capacity	R	Rvacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 4 - West																		
Bede Burn Primary	30	210	21	9	30	0	30	0	30	0	30	0	29	1	28	2	198	12
St Matthews Catholic Primary	30	210	33	-3	30	0	29	1	30	0	30	0	26	4	30	0	208	5
Valley View Primary	30	210	30	0	30	0	30	0	30	0	30	0	30	0	30	0	210	0
Area 4 West Vacancies	90	630	84	9	90	0	89	1	90	0	90	0	85	5	88	2	616	17

	PAN	Capacity	R	Rvacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 4 - South																		
Fellgate Primary School	30	210	11	19	6	24	9	21	9	21	20	10	17	13	20	10	92	118
Hedworthfield Primary	30	210	26	4	27	3	22	8	19	11	27	3	23	7	29	1	173	37
St Josephs Catholic Primary	30	210	26	4	30	0	31	-1	27	3	30	0	27	3	30	0	201	10

Area 4 South Vacancies	90	630	63	27	63	27	62	29	55	35	77	13	67	23	79	11	466	165
TOTAL AREA 4 - Jarrow	366	2562	264	106	292	74	286	81	297	69	336	32	315	56	320	46	2110	464

AREA 5 - Hebburn																		
	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 5 - North																		
Hebburn Lakes Primary	60	420	60	0	60	0	60	0	60	0	60	0	60	0	60	0	420	0
St Aloysius Infants	60	180	60	0	59	1	59	1									178	2
St Aloysius Juniors	60	240							59	1	60	0	61	-1	62	-2	242	1
St Oswalds C of E Primary	30	210	23	7	26	4	25	5	30	0	30	0	29	1	29	1	192	18
Area 5 North Vacancies	210	1050	143	7	145	5	144	6	149	1	150	0	150	1	151	1	1032	21
	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 5 - South																		
St James RC Primary	30	210	18	12	26	4	29	1	18	12	31	-1	15	15	30	0	167	44
Toner Avenue Primary	90	630	69	21	68	22	61	29	39	51	76	14	72	18	59	31	444	186
Area 5 South Vacancies	120	840	87	33	94	26	90	30	57	63	107	14	87	33	89	31	611	230
TOTAL AREA 5 - Hebburn	330	1890	230	40	239	31	234	36	206	64	257	14	237	34	240	32	1643	251

AREA 6 - The Villages																		
	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 6 - Whitburn																		
Marsden Primary	30	210	24	6	21	9	30	0	23	7	30	0	30	0	30	0	188	22
Whitburn Village Primary	30	210	29	1	28	2	31	-1	30	0	32	-2	28	2	26	4	204	9
Area 6 Whitburn Vacancies	60	420	53	7	49	11	61	0	53	7	62	0	58	2	56	4	392	31
	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 6 - Cleadon																		
Cleadon Church of England Academy	60	420	60	0	60	0	60	0	60	0	63	-3	60	0	56	4	419	4
Area 6 Cleadon Vacancies	60	420	60	0	60	0	60	0	60	0	63	0	60	0	56	4	419	4
	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
AREA 6 - Boldons																		
East Boldon Infants	60	180	43	17	55	5	59	1									157	23
East Boldon Juniors	60	240							60	0	60	0	59	1	56	4	235	5
Hedworth Lane Primary	45	315	42	3	34	11	47	-2	43	2	42	3	40	5	37	8	287	32
West Boldon Primary	45	315	29	16	31	14	41	4	35	10	52	-7	38	7	30	15	263	66

Area 6 Boldons Vacancies	210	1050	114	36	120	30	147	5	138	12	154	3	137	13	123	27	942	126
TOTAL AREA 6 - The Villages	330	1890	227	43	229	41	268	5	251	19	279	3	255	15	235	35	1753	161

TOTAL ALL PLANNING AREAS	2062	12754	1488	338	1575	247	1581	245	1574	248	1799	50	1666	162	1683	149	11376	1439
---------------------------------	-------------	--------------	-------------	------------	-------------	------------	-------------	------------	-------------	------------	-------------	-----------	-------------	------------	-------------	------------	--------------	-------------

SECONDARY numbers as a 1 October 2024

AREA 7 - North & East	PAN	Capacity	Y7	Y7 vacs	Y8	Y8 vacs	Y9	Y9 vacs	Y10	Y10 vacs	Y11	Y11 vacs	TOTAL	Total vacs	
Harton Academy	271	1355	291	4	271	0	272	-1	272	-1	270	1	1376	5	Additional 25 pupils admitted to Y7
Mortimer Community College	218	1134	240	0	238	2	218	0	215	3	214	4	1125	9	Year 7 & 8 PAN is 240 Year 9-11 is 218
St Wilfrids RC College	250	1220	245	5	250	0	250	0	247	3	236	-16	1228	8	Year 7-10 PAN is 250 Year 11 is 220
TOTAL AREA 7	739	3709	776	9	759	2	740	0	734	6	720	5	3729	22	

AREA 8 - West	PAN	Capacity	Y7	Y7 vacs	Y8	Y8 vacs	Y9	Y9 vacs	Y10	Y10 vacs	Y11	Y11 vacs	TOTAL	Total vacs				
Hebburn Comprehensive	200	1000	159	41	197	3	187	13	178	22	195	5	916	84				
Jarrow School	167	829	167	0	167	0	167	0	164	0	160	4	825	4	Year 7 – 9 PAN is 167 Year 10 -11 is 164			
St Joseph's Catholic Academy	250	1250	261	-11	263	-13	257	-7	220	30	210	40	1211	70				
TOTAL AREA 8	617	3079	587	41	627	3	611	13	562	52	565	49	2952	158				
AREA 9 - South	PAN	Capacity	Y7	Y7 vacs	Y8	Y8 vacs	Y9	Y9 vacs	Y10	Y10 vacs	Y11	Y11 vacs	TOTAL	Total vacs				
Boldon School	221	1105	221	0	221	0	211	10	209	12	208	13	1070	35				
Whitburn C of E Academy	205	1025	210	-5	203	2	205	0	200	5	202	3	1020	10				
TOTAL AREA 9	426	2130	431	0	424	2	416	10	409	17	410	16	2090	45				
TOTALS	1782	8918	1794	50	1810	7	1767	23	1705	75	1695	70	8771	225				

Appendix 11 – School Place Planning Areas

