

Title: City Region Sustainable Transport Settlement (CRSTS) - Killingworth Lake
Portfolio: Transport
Responsible Director: Tobyn Hughes, Director of Transport
Report Author: Andrew Dorrian, Principal Transport Planner

Purpose of the report

The purpose of this report is to approve and agree to enter into Grant Funding Agreement following the recommendation at Finance and Investment Board in September 2026 for the following City Region Sustainable Transport Settlement (CRSTS) capital scheme: Killingworth Lake: £1,406,357

Recommendations

The Chief Executive is recommended to approve and agree to enter into the necessary grant funding agreements with North Tyneside Council, for the following scheme:

CRSTS – Killingworth Lake (North Tyneside Council) which has a total CRSTS Capital funding allocation of £1,406,357.

Executive Summary

This report seeks approval to enter into a Grant Funding Agreement with North Tyneside Council for the Killingworth Lake active travel scheme. The proposal would provide £1.406 million of City Region Sustainable Transport Settlement funding, alongside £1.4 million of council match funding, creating a total investment of £2.806 million.

The investment will deliver around 750 metres of upgraded walking, wheeling, and cycling routes through Killingworth Lakeside Park, supported by CCTV, wayfinding, cycle parking, seating, and landscaping. The scheme will improve accessibility, connectivity, and perceptions of safety, encourage more active travel and support the wider regeneration of the park.

The scheme supports the Mayor's Local Transport Plan and manifesto commitment to create a greener, safer, and better-connected transport network. Scheme-level assurance, consultation, design review, and local approvals have been completed, with the independent appraisal providing an overall Green rating. Approval is now required to allow delivery to begin in November 2026, with practical completion planned for July 2027.

A. Context

1. Outline

The City Region Sustainable Transport Settlement programme was approved by the Mayor and Cabinet on 30 July 2024. Subsequently, at its meeting on 18 March 2025, Cabinet approved £106.498 million for the CRSTS Active Travel Programme and delegated onward approval of individual schemes to the Chief Executive, following consideration through the Authority's assurance process.

The scheme was reviewed at Finance and Investment Board (FIB) on the 7 September 2026 following scheme level assurance processes with the recommendation to approve the investment. This decision would therefore implement the previous Cabinet decision C75/03/25 and the FIB recommendation to approve the funding and authorise the completion of the GFA with North Tyneside Council for the Killingworth Lake Project. The decision would be taken by the Chief Executive under the Officer Scheme of Delegation at Part 2.7 of the Constitution, following consultation with the appropriate statutory officers, the Mayor and Cabinet Member.

2. The Scheme

North Tyneside Council has developed the Killingworth Lake scheme within the approved programme and completed the required consultation, design review, local approvals, and independent scheme-level assurance. The Finance and Investment Board considered the proposal on 7 September 2026 and recommended that the Chief Executive approve £1,406,357 of CRSTS funding and authorise completion of a Grant Funding Agreement. The scheme has an overall value of £2,806,357, including £1.4 million of match funding from North Tyneside Council, and has been assessed as offering high value for money, with no fundamental issues affecting its viability or deliverability.

Entering into the Contract is recommended because it will enable delivery of approximately 750 metres of improved walking, wheeling, and cycling routes through Killingworth Lakeside Park, together with CCTV, wayfinding, cycle parking, seating, and landscaping. The investment will support the Mayor's ambition for a greener, safer, and better-connected transport network by improving accessibility, personal safety and links between local communities, the park, and the wider active travel network.

Subject to approval, the Grant Funding Agreement will be sealed with North Tyneside Council, and the funding conditions will be incorporated into the agreement. Procurement is expected to conclude in autumn 2026 by North Tyneside, followed by mobilisation in winter 2026 and the start of construction in January 2027. Construction is expected to complete in June 2027, with the scheme opening in July 2027 and financial completion by September 2027. Delivery, expenditure, risks, and benefits will be monitored through the CRSTS programme arrangements, with post-implementation evaluation continuing into summer 2028.

B. Impact on North East Mayoral Strategic Authority Objectives

Proposals outlined within this report will support the strategic aims of the North East MSA, including delivery of the Mayor's Local Transport Plan and the Mayor's Manifesto, by providing safer and more accessible walking, wheeling, and cycling infrastructure at Killingworth Lakeside Park. The scheme will strengthen connections between local communities and the wider active travel network, improve personal safety through enhanced infrastructure and CCTV provision, and support the regeneration of a key community asset. The investment contributes to the Mayor's ambition for a greener, safer, and better-connected transport network and supports the North East MSA mission 'A North East we are proud to call home.'

C. Key risks

The key risks associated with this proposal relate to maintaining programme delivery within the

available construction window, managing environmental and ecological constraints, and ensuring costs remain within the approved funding allocation. Approval and agreement of the proposals outlined within this report will aid in the delivery of the interventions within the required timescales and controls have been placed on the delivery of the improvements balancing ecological matters, with appropriate contingency built in to deal with any cost pressures.

D. Corporate Implications

D1. Financial and other resources implications

The current estimated financial profile for schemes seeking approval is included below:

Funding	Forecast Annual Spending (£)			Total Funding allocation (£)
	2026/27	2027/28	2028/29	
CRSTS Capital	247,000	1,159,357	-	1,406,357
NTC Match	700,000	700,000	-	1,400,000
Total				2,806,357

Status of match funding:

Match funding at a programme level has been supplied by North Tyneside Council in accordance with the required match funding needed.

Funding availability:

The funding which has been identified in this report is fully allocated to the schemes seeking approval via the Finance and Investment Board decision in September 2026.

D2. Legal implications

The comments of the monitoring officer are included in this report.

D3. Equalities implications

The North East MSA follows the Public Sector Equality duty, and this report has due regard to the need to achieve the objectives set out under s149 of the Equality Act 2010. An updated Equalities Impact Assessment has been produced as part of the Assurance Statement and will be monitored.

D4. Consultation and engagement

Extensive consultation and engagement were undertaken in the development and agreement of the Mayor's Local Transport Plan and the CRSTS programme, as such the scheme included within this report has been consulted on and considered by Heads of Transport of the LA7 constituent authorities, Transport Advisory Board and at the North East MSA Cabinet.

North Tyneside Council has undertaken scheme-specific consultation and stakeholder engagement as part of the development of the Killingworth Lake scheme. This has included engagement through the North West Village Plans process, public consultation events, surveys, park-based engagement activities, and online consultation, together with discussions with local Members, user groups, local schools, community organisations, Northumbrian Water, and other stakeholders. Specific engagement has been undertaken with groups that use Killingworth Lakeside Park, including the Friends Group, Kayak Club, Model Boating Club and Angling Club. Feedback received through these activities has informed the final design, with particular emphasis placed on accessibility, safety, environmental quality, park facilities, and integration with wider active travel improvements in the area.

The consultation and engagement undertaken has been evidenced through the scheme assurance process.

E. Appendices

None

F. Background papers

[North East Combined Authority Cabinet Meeting July 2024](#)
[North East Combined Authority Cabinet Meeting March 2025](#).

G. Contact officers.

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H. Glossary

North East CA: North East Combined Authority
CRSTS: City Region Sustainable Transport Settlement
FIB- Finance and Investment Board
DfT: Department for Transport
GFA: Grant Funding Agreement