



## **REPORT TO CABINET**

**25 May 2021**

**TITLE OF REPORT:**           **Local Transport Plan: Capital Programme Year End Report (April 2021)**

**REPORT OF:**               **Peter Udall, Strategic Director, Economy, Innovation and Growth**

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### **Purpose of the Report**

1. This report is an update on the Local Transport Plan Capital Programme. It provides a summary of the progress that has been made in the 2020/21 financial year, as well as confirming programmes for integrated transport and maintenance schemes scheduled for 2021/22.

### **Background**

2. LTP funding is allocated by government and provides a source of funding for integrated transport schemes and maintenance of highways and structures. It is supplemented wherever possible by prudential borrowing, or external sources such as developer contributions and bids for government funding.
3. Integrated transport improvements cover a range of works including bus priority, new and improved cycleways, better and safer environments for pedestrians, traffic calming and road safety improvements. Maintenance funding covers road maintenance works as well as maintenance of structures relating to the highway such as bridges.
4. Indicative programmes for the current financial year were approved by Cabinet in January 2021. Although the financial year 2020/21 was the final year of the LTP3 funding allocations, this has now been extended into 2021/22.
5. In 2021/22, a similar amount of integrated transport funding has been received from Government (£1197k this year compared to £1199k last year). For maintenance funding the position is more complicated, with funding often coming through a number of different channels. For 2021/22, needs and incentive maintenance funding will be received along with an allocation of Pothole funding. It is proposed that the reduction in Gateshead's allocation of

needs funding from Government is made up using funding from the Pothole Fund, in order to avoid a cut to the planned maintenance programme for 2021/22.

6. Implementation of the programme in 2020/21 was made much more difficult as a result of the Covid-19 outbreak. Most construction work stopped for two months from March 2020, while since that time some resources have had to be diverted to work on the social distancing schemes in local centres, as well as the walking and cycling schemes in Gateshead town centre. This has resulted in significant spend being redirected to the social distancing schemes, with several other schemes in the 2020/21 programme then being put back into the 2021/22 financial year for completion.
7. The indicative programme for 2021/22 included a number of schemes to be funded via the Government's Transforming Cities Fund. These proposals are under development with a view to seeking approval from the North East Joint Transport Committee to secure the funding later this year. The timing of any such approvals will influence the level of spend it is possible to achieve in this financial year.

## **Proposal**

8. The transport capital programme is managed flexibly and includes an element of overprogramming to ensure that the LTP grant and other funding sources are fully utilised. Some changes to the programme have occurred throughout the year, particularly in terms of slippage of schemes. These changes are set out in appendix 1 and in more detail in the appended programmes.

## **Recommendations**

9. It is recommended that Cabinet:
  - (i) Approves the proposed programme for 2021/22 as set out in appendices D and E, noting that there may be a need to review these as the year progresses in line with available resources.
  - (ii) Authorises the Service Director, Highways and Waste, to award the relevant works under the terms of the Highways, Drainage and Street Lighting Maintenance Contract.
  - (iii) Authorises the Service Director, Planning Policy, Climate Change and Strategic Transport to make changes to the approved programme following consultation with the Cabinet Member for Environment and Transport, as and when the need arises.

For the following reason:

To enable the design and implementation of transport schemes in support of the North East Transport Plan and the Council's policy objectives.

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### Policy Context

1. The programmes support the pledges within Gateshead Council's 'Thrive Agenda'. They also support the Core Strategy and Urban Core Plan, the aims and objectives of the North East Transport Plan (which was approved in March 2021), and the Gateshead Highway Asset Management Plan. The programmes will be aligned with the Council's initiatives to tackle the climate emergency. Furthermore, the indicative programme utilises funding received through specific government grants as well as the proposed use of Council resources.

### Background

2. LTP funding is allocated by government and provides a source of funding for integrated transport schemes and maintenance of highways and structures. The integrated transport funding comes via the North East Combined Authority and covers a range of works including bus priority, new and improved cycleways, better pedestrian facilities and road safety improvements. Investment in highways infrastructure is guided by the principles set out in the Highways Asset Management Plan.
3. LTP funding is supplemented where appropriate by prudential borrowing or external funding sources including developer contributions and other capital grants. A breakdown of the funding that was used in the financial year 2020/21 by funding source can be found at appendix C. A similar breakdown showing expected funding sources for the current financial year 2021/22 can be found at appendix F.
4. The financial year 2020/21 was the final year of the LTP3 funding allocations, although this has been extended into 2021/22. For integrated transport, the funding to be received from Government is very similar to last year - £1.197m in 2021/22 compared to £1.199m in 2020/21, with an additional £34.2k public transport grant. For maintenance funding the position is more complicated, with funding often coming through a number of different channels. There has been a reduction of around a third in Gateshead's needs based funding allocation, however it is proposed that this is made up using funding from the Pothole Fund, in order to avoid a cut to the planned maintenance programme for 2021/22 (in spite of its name Pothole Funding can be used for any kind of capital highway maintenance activity). Currently £3.420m Government funding is available to fund maintenance schemes, supplemented by £2.678 million of prudential borrowing. The current programme includes a buffer of £250k which is yet to be allocated to any specific schemes.

5. Implementation of the programme in 2020/21 was made much more difficult as a result of the Covid-19 outbreak. Most construction work stopped for two months from March, while since that time some resources have had to be diverted to work on the social distancing schemes in local centres, as well as the walking and cycling schemes in Gateshead town centre. This has resulted in significant spend being redirected to the social distancing schemes in local centres (introduced in response to Covid 19), with several other schemes in the 2020/21 programme then being put back into the 2021/22 financial year for completion.

### **LTP Integrated Transport (IT) programme**

6. In 2020/21, £1.233 million of LTP funding was received for integrated transport, supplemented by £1.58 million from other funding sources and £0.37 million of LTP funding carried forward from the previous financial year.
7. Appendix B sets out the integrated transport programme for 2020/21 at year end, noting any changes from the programme submitted at the beginning of the year, which schemes have completed, and which have slipped into the current financial year.
8. At year end, the 2020/21 integrated transport LTP programme came in at £15.2k over budget. This slight overspend will be met using a small amount of maintenance LTP (on which there was an underspend).
9. For 2021/22, £1.197 million has been allocated to integrated transport. An additional £34k public transport grant is expected to be available through the regional transport team which would bring the total available funding for integrated transport to £1.231 million. This will be supplemented by £20.0 million from other funding sources.
10. External funding sources include a large amount of Transforming Cities Tranche 2 funding (£4.62 million). Transforming Cities funding is expected to be accessed and received in 2021/22 upon submission and approval of a full business case for each scheme. Other sources of funding include large amounts of funding from Homes England (for the Askew Road junction scheme), NPIF (for the Sunderland Road Link scheme), and the North East LEP's Getting Building Fund (for the Baltic Quarter Link Road), as well as Early Measures funding and developer contributions (S106). Funding from Tranche 2 of the Active Travel Fund is also expected to be received this financial year.
11. The proposed programme for 2021/22 integrated transport schemes is included as appendix E. This contains several schemes which have slipped from the 2020/21 financial year. The schemes within this are subject to change as the year progresses and this will be set out in future updates to Cabinet.

12. Currently the programme is predicted to be over budget by £475.1k, however it is expected that slippage of schemes in the programme will bring the total expected spend in line with the budget.

### **LTP Maintenance programme**

13. The LTP Maintenance funding allocation for Gateshead in 2020/21 was £2.663 million. Additional funding from government of £1.996 million was subsequently added to this in May 2020. Other funding sources included £15.5k carried over from the previous financial year, £2.412 million of prudential borrowing, (allocated to traffic signal improvements, street lighting column replacement, and strategic maintenance schemes), and a separate £0.5 million of prudential borrowing set aside for the microasphalt programme. Appendix A sets out the maintenance programme for 2020/21 as it stands at year end.
14. At year end, the 2020/21 maintenance LTP programme came in at £117.5k under budget. £15.2k of this underspend will be used to offset the overspend on the integrated transport programme. The remaining £102.3k will be carried forward into the 2021/22 financial year.
15. For 2021/22, the maintenance allocation from Government includes £1.52 million needs allocation, £0.38 million incentive funding, and £1.52 million Pothole funding. This equates to a reduction of around a third in Gateshead's needs based allocation, the shortfall from which will be met using funding from the Pothole Fund. In total, £3.420m is available to fund maintenance schemes, including a buffer of £250k which is yet to be allocated to any specific schemes.
16. A proposed programme for 2021/22 maintenance schemes is included as appendix D. The schemes within are subject to change as the year progresses and this will be set out in future updates to Cabinet.
17. Currently the programme is predicted to be under budget by a significant amount, however the programmes for bridge maintenance and flood alleviation are yet to be finalised and will add to the expected spend.

### **Transforming Cities Fund**

18. The North East Joint Transport Committee (JTC) secured £103 million from Tranche 2 of the Transforming Cities Fund in 2019. Five Gateshead schemes have been identified as priorities for this funding as follows:
- GA01 West Tyneside Cycle Route – a set of relatively small-scale measures to upgrade cycle routes along the main A1 (Team Valley-Metro Centre-Blaydon) corridor;

- GA05 Metro Green – a package of measures to improve sustainable access and support development in the Metro Green area;
- GA08 Hills Street/Gateshead Quays sustainable access – measures to improve pedestrian and cycle connectivity to Gateshead Quays, especially pedestrian routes from Gateshead town centre;
- GA09 Birtley to Eighton Lodge cycle route improvements - the next step in improving our major commuter cycle route from Durham/Chester le Street;
- GA16 Gateshead Interchange bus lane - part of the town centre improvements and related to GA08 above.

19. Funding for these schemes will be confirmed following approval of a full business case for each scheme by the JTC. Outline business cases are due to be submitted in the first half of 2021 with the final full business cases expected to be submitted over the summer.

20. A match funding contribution from Gateshead Council towards each scheme is required in order to access the external funding. Details of the costs and funding sources for each of Gateshead's Transforming Cities schemes for 2021/22 are set out in appendices B and E as part of the Integrated Transport programme. Costs have been derived from initial estimates as design work is currently ongoing to determine a more accurate set of costs, therefore costs in this programme are subject to change as the schemes develop.

21. Any expenditure from the 2020/21 financial year has been drawn from LTP as part of the Council's match funding contribution. Match contributions for future years will need to be sourced separately from the LTP allocation in order to balance the need to complete the Transforming Cities schemes with the other priorities of the LTP programme.

22. Consultation on individual elements of the schemes will be undertaken in the normal way as the detailed design of these develop.

23. A regionally based scheme from the Transforming Cities Fund is also under development to improve the operation of traffic signals along the major bus corridors. It is expected that any local contribution towards this scheme will be met from the traffic signal improvement element of the maintenance programme.

### **Covid 19 related schemes**

24. In response to the Covid-19 outbreak a number of additional temporary schemes were implemented in 2020/21. These included:

- Works to enable social distancing in seven local centres across Gateshead as well as Jackson Street in Gateshead town centre;

- Schemes to improve walking and cycling provision in Gateshead town centre, including the closure of Askew Road.

25. Maintenance of the social distancing schemes will be ongoing until it is appropriate to remove these from our towns and local centres. The cost of this is not included in the 2021/22 programme below as it is still unclear when this will happen and what the associated costs are likely to be.

26. Some funding for these schemes in 2020/21 was made available through Tranche 1 of the Government's Emergency Active Travel Fund. Capital funding received amounted to £87.4k; this was supplemented by £284.9k revenue funding, leaving £315.1k of the total cost to be funded by LTP.

### **Future funding bids**

27. Funding for the North East has been secured from the government's Getting Building Fund, including two projects for Gateshead relating to development at the Baltic Quarter site. A business case has been approved by the North East LEP to access £5 million of this funding, to contribute to the new Quays North/South Link Road. Construction is expected to begin in the first half of the financial year 2021/22. The second project will be the construction of a new multi storey car park in the area.

28. The North East Joint Transport Committee has been awarded £9.049m of funding from Tranche 2 of the Government's Emergency Active Travel Fund. It is expected that Gateshead will receive up to £451k of this for works to be implemented in 2021/22. The nature of these works will be determined following consideration of the outcomes from consultation and monitoring of the experimental changes introduced in the Askew Road/Hills Street area in July 2020.

29. In the March 2020 budget it was noted that the North East could be eligible for a new Intracity Transport Fund. The Department for Transport has recently commenced discussions with the combined authority to determine how the region could make use of the funding. The North East is now positioned with what could be considered as an emerging pipeline of transport schemes, coordinated by the combined authority. The Council will continue to collaborate with the combined authority in developing suitable schemes for the fund in the coming months.

30. The Levelling Up Fund was announced in the 2020 Government Spending Review and comprises a £4.8 billion national fund for infrastructure projects with the themes of transport investment, regeneration and town centre investment, and cultural investment. Local authorities have been categorised in terms of priority, based on the need for economic recovery and growth, the need for

improved transport connectivity, and the need for regeneration. Gateshead has been placed in the highest priority category. The North East Joint Transport Committee is also able to support a transport related bid to this fund, and options for this are currently being considered.

31. As part of this year's maintenance settlement, the DfT announced a £15 million allocation specifically to the upgrade and maintenance of traffic signals and associated equipment. This will be awarded to between 20 and 30 local authorities to spend across a period of 24 months, and aims to address a backlog in traffic signals maintenance and to start to prepare technology used on local roads to support sustainable transport, carbon reduction, and for upcoming challenges such as connected and autonomous vehicles. Gateshead's application for between £300k and £500k was submitted on 7<sup>th</sup> May 2021.

## **Consultation**

32. Extensive consultation across the North East was carried out during the preparation of the North East Transport Plan. This included an eight week public consultation involving regional authorities, the business community, individuals, and community organisations. Virtual consultation events were held (equivalent to local meetings in town and village halls), as well as additional forums with businesses and other interest groups. The outcome from the consultation has helped shape the direction of transport strategy in the region.
33. Individual schemes within the programme have and will continue to be subject to local and stakeholder consultation as appropriate.
34. The Leader, Deputy Leader and Cabinet Member for Environment and Transport have been consulted on this report.

## **Alternative Options**

35. No alternative has been considered due to the transport capital programme and the allocations outlined within it being the only deliverable option to meet regional policy objectives while supporting more local priorities.

## **Implications of Recommended Option**

### **36. Resources:**

- a) **Financial Implications** – The Strategic Director, Resources and Digital confirms that there is sufficient allocation within the capital programme to fund the programmes within appendices D and E to the report.

- b) Human Resources Implications** – There are no human resources implications.
- c) Property Implications** - No property implications have been identified.

**37. Risk Management Implication** - The main risk associated with the programme is that any significant underspend or failure to deliver schemes that have external funding linked to them may lead to a loss of that funding, and jeopardise the potential to secure additional funding in future years. The development of the programmes takes into account risks relating to safety, delay and longer-term issues such as growth, pollution and health in determining priorities.

**38. Equality and Diversity Implications** - Implementation of the transport capital programme will assist in reducing social exclusion by improving access for the young, elderly, unemployed/low waged and people with disabilities.

**39. Crime and Disorder Implications** – Proposals within the integrated transport programme will assist in improving safety and security for the travelling public.

**40. Health Implications** – The transport capital programme is vital in reducing levels of casualties in road accidents and also in achieving an Active and Healthy Gateshead (which aims to make sustainable travel including walking and cycling more attractive to the residents of Gateshead by improving streets, reducing traffic, providing training to schools and travel planning). This will also benefit health by improving air quality.

**41. Climate Emergency and Sustainability Implications** - The transport capital programme is an important element in providing the basis for a sustainable transport system capable of supporting Gateshead's environmental, social and economic objectives. It seeks to reduce car dependence and increase active travel, thereby contributing to the reduction of carbon emissions.

**42. Human Rights Implications** - The construction of transport and traffic facilities can impact the amenities of some residents. Consultation on specific proposals will be held with residents, ward members and relevant stakeholders.

**43. Ward Implications** - All wards will be affected.

## **Background Information**

**44.** Further background information is contained in:

- Report to Cabinet dated December 2020 – LTP Capital Programme Mid-Year Update
- Report to Environment and Transport Portfolio dated 14<sup>th</sup> July 2020 – Capital Programme 20/21

Appendix A – 2020/21 Capital maintenance programme (end of year)

<b>Scheme</b>	<b>Original Budget (Apr 20)</b>	<b>Outturn</b>	<b>LTP</b>	<b>Match Funding</b>	<b>Prudential Borrowing</b>	<b>Comment / source of match funding</b>
Principal roads total	361.0	662.0	662.0			
Other roads total	734.0	560.9	560.9			
Residential roads total	458.0	663.0	663.0			
Back Lanes/surface dressing/microasphalt total	430.0	1221.7	811.1		410.6	Microasphalt funding pot from prudential borrowing
Technical fees/development and monitoring	90.0	220.4	220.4			Additional funding from DfT (£40k)
<b>Road Maintenance Total</b>	<b>2073.0</b>	<b>3328.0</b>	<b>2917.4</b>		<b>410.6</b>	
Bridge Maint Principal Roads Total	551.7	44.9	44.9			
Bridge Maint Other Roads Total	240.0	495.7	495.7			
<b>Bridge Maintenance Total</b>	<b>791.7</b>	<b>540.6</b>	<b>540.6</b>			
Traffic Signal improvements	500.0	212.0			212.0	
Street lighting column replacement	750.0	829.3	125.0		724.3	
High speed roads	150.0	96.3	96.3			
<b>Other maintenance schemes Total</b>	<b>1400.0</b>	<b>1137.6</b>	<b>221.3</b>		<b>916.3</b>	
<b>Road marking renewal/ped guardrail</b>	<b>225.0</b>	230.1	100.0		130.1	Additional funding from DfT (£100k)

<b>Vehicle Restraint System renewal</b>	<b>175.0</b>	230.1	50.0		180.1	Strategic maintenance funding reallocated. Additional maintenance funding (£50k)
<b>Highway drainage works</b>	<b>125.0</b>	7.5	7.5			
<b>Structural patching</b>	<b>250</b>	186.6	186.6			
<b>Strategic Patching</b>	<b>400.0</b>	402.5	200.0		202.5	Additional funding from DfT (£200k)
<b>Street lighting</b>	<b>100.0</b>	111.0			111.0	
<b>Footways</b>	<b>400.0</b>	21.9	21.9			Strategic maintenance funding reallocated (£200k)
<b>Flagged footways</b>	<b>330.0</b>	330.0			330.0	
<b>Traffic sign replacement</b>	<b>131.3</b>	131.3			131.3	
<b>Jet-patch pot-hole rural repairs</b>	<b>50.0</b>	50.0	50.0			Additional funding from DfT (£50k)
<b>Strategic Maintenance Total</b>	<b>2166.3</b>	<b>1701.0</b>	<b>616.0</b>		<b>1085.0</b>	
<b>Flood alleviation total</b>	<b>338.0</b>	<b>268.8</b>	<b>261.7</b>	<b>7.0</b>		<b>Flood alleviation funding from DEFRA</b>

<b>Maintenance total</b>	<b>6451.0</b>	<b>6976.0</b>	<b>4557.0</b>	<b>7.0</b>	<b>2411.8</b>	
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Appendix B – 2020/21 Integrated transport capital programme (end of year)

**2020/21**

<b>Ongoing commitments</b>							
<b>Scheme</b>	<b>Original Budget (Apr 20)</b>	<b>Outturn</b>	<b>Other match fund</b>	<b>S106</b>	<b>PB</b>	<b>LTP</b>	<b>Comment</b>
Traffic Management	250.0	276.5				276.5	
PRoW	80.0	120.1				120.1	
Car park improvements	10.0	10.0				10.0	
Modelling and investigation	40.0						
<b>Total</b>	<b>370.0</b>	<b>396.6</b>				<b>396.6</b>	

<b>Scheme development</b>	<b>Original Budget (Apr 20)</b>	<b>Outturn</b>	<b>Other match fund</b>	<b>S106</b>	<b>PB</b>	<b>LTP</b>	<b>Comment</b>
S of Team Valley bridge	15	2.3				2.3	To be completed 2021/22
Stargate Lane roundabout	10						To be completed 2021/22
Blaydon-Newburn Bridge	15	3.1				3.1	To be completed 2021/22
Keelmans Way improvements	2						To be completed 2021/22
<b>Total</b>	<b>42</b>	<b>5.4</b>				<b>5.4</b>	

<b>Economic development and regeneration</b>							
<b>Scheme</b>	<b>Original Budget (Apr 20)</b>	<b>Outturn</b>	<b>Other match fund</b>	<b>S106</b>	<b>PB</b>	<b>LTP</b>	<b>Comment</b>
Coatsworth Road	5.0						To be completed 2021/22
VMS town centre	26.72	2.5		2.5			To be completed 2021/22
Beweshill Lane	734.0	488.6		488.6			To be completed 2021/22
Baltic Business Quarter link road / junction	50.0	259.7	259.7				Accelerated due to funding becoming available from the Getting Building Fund. Construction expected to begin summer 2021.
Durham Road Ph 5,6,7	15.0	32.4				32.4	To be completed 2021/22
Pinchpoint - Bensham Road	15.0						Removed from programme and pushed back to 22/23.
Askew Road junction/bridge (Homes England)	2500.0	33.9	33.9				Homes England funding. To be completed 2021/22
<b>Total</b>	<b>3345.72</b>	<b>817.1</b>	<b>293.6</b>	<b>491.1</b>		<b>32.4</b>	

<b>Safe and sustainable communities</b>							
<b>Scheme</b>	<b>Original Budget (Apr 20)</b>	<b>Outturn</b>	<b>Other match fund</b>	<b>S106</b>	<b>PB</b>	<b>LTP</b>	<b>Comment</b>
20mph Zones							
Dunston 20mph Zone	150.0	29.7				29.7	To be completed 2021/22
Winlaton 20mph	200.0	215.2				215.2	Complete
Watermill area 20mph	55.0	43.0				43.0	Complete
Heworth/Leam Lane	6.0	24.1				24.1	Complete
Rowlands Gill	15.0	4.6				4.6	To be completed 2021/22

Lyndhurst	15.0						Development related. To be completed 2021/22
Pinewoods 40mph zone	15.0						Part developer funded. To be completed 2021/22
Village entry treatments	25.0						To be completed 2021/22
Covid 19 - walking/cycling/social distancing	50.0	687.5	372.4			315.1	LTP contribution supplemented by Emergency Active Travel funding (87.4 capital, 284.9 revenue)
<i>Total</i>	531.0	1004.1	372.4			631.7	

<b>Climate Change</b>							
<b>Scheme</b>	<b>Original Budget (Apr 20)</b>	<b>Outturn</b>	<b>Other match fund</b>	<b>S106</b>	<b>PB</b>	<b>LTP</b>	<b>Comment</b>
NCN725 Phase 3 Camborne Place	31.7	3.7	3.7				Carry over of Early Measures funded scheme from 2019/20. To be completed 2021/22
Wardley cycle improvements	5.0	6.3				6.3	Complete
A195 Lingey Lane cycleway	123.6	70.1	70.1				Carry over of scheme from 2019/20. TCF Tranche 1 funding. To be completed 2021/22
Sunderland Road link	1719.1	339.6	239.6	100.0			Carry over of scheme from 2019/20. S106 and NPIF used for spend this year. To be completed 2021/22 using remaining NPIF and LTP
Saltmeadows Road (bus stop)	9.7						Developer funded scheme. To be completed 2021/22
Bus shelter improvements	10.0						
Blaydon bus shelter	4.7						Accrued from 2019/20. Payment has now been settled.
Felling and Deckham pedestrian/cycle improvements- LCWIP	200.0						Detailed development of schemes delayed due to Covid-19 and priority being given to work on local centre schemes. To be completed 2021/22
OLEV Taxi Programme - change TRO	2.0						Complements external funding for new charging infrastructure for EV taxis. To be completed 2021/22

A195 bus lane (design)	20.0	29.1				29.1	Complete
Pennyfine Road - lighting	20.0						Developer funded scheme. To be completed 2021/22
Pennyfine Road - upgrades	3.6						Developer funded scheme. To be completed 2021/22
Wrekenton Town Centre junction	60.0	9.8		9.8			To be completed 2021/22
Civic Centre Gatehouse	0.5	0.5				0.5	Complete
Wellington Street Cycle Improvements	1.2	1.2				1.2	Complete
Town centre AQ works	50.0	33.7				33.7	
Total	2261.1	494.0	313.4	109.8		70.8	

TCF schemes							
Scheme	Original Budget (Apr 20)	Outturn	Other match fund	S106	PB	LTP	Comment
West Tyneside Cycle route	660.0	14.5				14.5	.
Metro Green	100.0	62.0				62.0	
NCN725 Phase 5	500.0	162.3				162.3	
Gateshead Quays Sustainable access	3454.0	16.8				16.8	
Gateshead Interchange bus lane	432.5	212.7				212.7	
Total	5146.5	468.2				468.2	TCF funding will be confirmed and received on submission of a full business case. Any expenditure this year has been counted as part of the Council's match contribution.

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Top Slice	14.8	14.8				14.8	
<b>Total</b>	<b>11711.1</b>	<b>3200.2</b>	<b>979.4</b>	<b>600.8</b>	<b>0</b>	<b>1620.0</b>	

Appendix C - 2020/21 funding sources (end of year)

Resources	000's	Outturn	Comments
20/21 Integrated Transport LTP	1604.8	15.2	IT budget includes £34.2k to be claimed for public transport separately (for 20/21 and 19/20), plus £336.7k carry over from 19/20
20/21 Maintenance LTP	4674.5	-117.5	£2663k LTP plus £1996k of additional maintenance funding from DfT (Potholes/Challenge) plus £15.5k carry over from 19/20. £15.2k will be used to offset the integrated transport programme.
S106 Developer contributions	600.8		
Early measures funding	3.7		NCN725 Phase 3 Camborne Place
NPIF	239.6		
Prudential Borrowing	2411.8		
Flood Levy/Grant in aid	7.0		
Transforming Cities (Tranche 1)	70.0		
Homes England	33.9		Askew Road
Emergency Active Travel Fund	372.4		
Getting Building Fund (LEP)	259.6		
<b>Total Funding</b>	<b>10175.8</b>		

Appendix D – 2021/22 Capital maintenance programme

Scheme	Provisional budget January 21	Budget	LTP	Match Funding	Prudential Borrowing	Comment / source of match funding
Principal roads total	186.0	167.0	167.0			Detailed programme approved in January Cabinet report. One 21/22 scheme was completed early due to a need for emergency intervention
Other roads total	349.0	389.0	389.0			Detailed programme approved in January Cabinet report. Cost estimates have been updated subsequently.
Residential roads total	595.0	595.0	595.0			Detailed programme approved in January Cabinet report.
Back Lanes/surface dressing/microasphalt total	770.0	770.0	520.0		250.0	Microasphalt budget partially funded by LTP
Technical fees/development and monitoring	50.0	50.0	50.0			
<b>Road Maintenance Total</b>	<b>1950.0</b>	<b>1971.0</b>	<b>1721.0</b>		<b>250.0</b>	
Bridge Maint Principal Roads Total	535.0	120.0	120.0			
Bridge Maint Other Roads Total	115.0	135.0	135.0			
<b>Bridge Maintenance Total</b>	<b>650.0</b>	<b>255.0</b>	<b>255.0</b>			<b>Bridge maintenance programme is yet to be finalised</b>
Traffic Signal improvements	N/A	500.0	50.0		450.0	
Street lighting column	N/A	1000.0	125.0		875.0	

replacement						
High speed roads	N/A	180.0	180.0			
<b>Other maintenance schemes Total</b>		<b>1680.0</b>	<b>355.0</b>		<b>1325.0</b>	<b>Other maintenance schemes were not included in the provisional programme in January</b>
Road marking renewal/ped guardrail	N/A	125.0			125.0	
Vehicle Restraint System renewal	N/A	125.0			125.0	
Highway drainage works	50.0	50.0	50.0			
Structural patching	100.0	180.0	180.0			
Strategic Patching	N/A	200.0			200.0	
Street lighting	N/A	100.0			100.0	
Flagged footways	N/A	333.0			333.0	
Footways	N/A	200.0			200.0	
<b>Strategic Maintenance Total</b>	<b>150.0</b>	<b>1313.0</b>	<b>230.0</b>		<b>1083.0</b>	<b>Strategic maintenance was not included in the provisional programme in January</b>
<b>Flood alleviation total</b>	<b>N/A</b>					<b>Flood alleviation programme is yet to be finalised</b>
<b>Maintenance total</b>	<b>2750.0</b>	<b>5219.0</b>	<b>2561.0</b>		<b>2658.0</b>	

## Appendix E – 2021/22 Integrated transport capital programme

2021/22

Ongoing commitments							
Scheme	Provisional budget January 21	Budget	Other match funding	S106	PB	LTP	Notes
Traffic Management	250.0	250.0				250.0	Small scale traffic management schemes
PRoW	80.0	80.0				80.0	Improvements to PRoW network
Car park improvements	10.0	10.0				10.0	Improvements to Council operated car parks
Modelling and investigation	40.0	40.0				40.0	Transport modelling and investigations.
Total	380.0	380.0				380.0	

Scheme development	Provisional budget January 21	Budget	Other match funding	S106	PB	LTP	Notes
S of Team Valley bridge	15.0	12.7				12.7	Slipped from 20/21. Part of the budget was spent last year.
Blaydon-Newburn Bridge	15.0	11.9				11.9	Slipped from 20/21. Part of the budget was spent last year.
Springwell Road junction improvements	15.0	15.0				15.0	Junction with Leam Lane. Modelling and design
A695- Greenside Road roundabout	10.0	10.0		10.0			Design checking and scheme preparation
Glossop Street / High Spen developer improvements	N/A	6.2		6.2			Design only for developer works. New scheme added to the programme this year.
VMS study	N/A	20.0				20.0	Study into the future signing needs for the Quays. New scheme added to the programme this year.
Total	55.0	75.8		16.2		59.6	

Economic development and regeneration							
Scheme	Provisional budget January 21	Budget	Other match funding	S106	PB	LTP	Notes
VMS town centre	26.7	24.2		24.2			Remainder of developer contribution. Part of the budget was spent last year.
Askew Road junction/bridge (Homes England)	4008.0	1482.0	982.1		500.0		Slipped from 20/21. Part of the budget was spent last year. Cost estimate for scheme has decreased although this is not finalised.
Coatsworth Road	205.0	205.0				205.0	Slipped from 20/21
A695- Stargate Lane	564.0	564.0			564.0		CIL/PB
Baltic Business Quarter link road / junction	7520.0	7086.1	4566.1		2520.0		External funding from LEP Getting Building Fund. New spend profile to accommodate expenditure last year.
Quays Sustainable transport improvements	2706.0	2706.0			2706.0		Sustainable transport improvements linked to future development of Gateshead Quays. Full amount may not be needed depending on extent of overlap with TCF scheme.
Durham Road Ph 5,6,7	15.0	20.0				20.0	Slipped from 20/21. Cost is estimate and subject to change.
Total	15044.7	12087.3	5548.2	24.2	6290.0	225.0	

Safe and sustainable communities							
Scheme	Provisional budget January 21	Budget	Other match funding	S106	PB	LTP	Notes
<i>20mph Zones</i>							
Dunston 20mph Zone	150.0	120.3				120.3	Slipped from 20/21. Part of the budget was spent last year.
Rowlands Gill	15.0	10.4				10.4	Slipped from 20/21. Part of the budget was

							spent last year.
Lyndhurst	N/A	65.0	15.0			50.0	Slipped from 20/21 -- likely to be implemented as 21/22 20mph zone if Shibdon Road does not go ahead
Shibdon Road 20mph zone	50.0	50.0				50.0	Lyndhurst to be reserve scheme
Village entry treatments	25.0	25.0				25.0	Upgrade of village entry treatments to promote lower speeds. Slipped from 20/21 programme.
Pinewoods 40mph zone	N/A	15.0		7.0		8.0	Slipped from 20/21
Covid 19 - walking/cycling/social distancing							Social distancing measures likely to need removing this year but cost unknown at present
Total	240.0	285.7	15.0	7.0		263.7	

Climate Change							
Scheme	Provisional budget January 21	Budget	Other match funding	S106	PB	LTP	Notes
NCN725 Phase 3 Cambourne Place	N/A	28.0	28.0				Slipped from 20/21
A195 Lingey Lane cycleway	123.6	48.5	48.5				Slipped from 20/21. Part of the budget was spent last year.
Sunderland Road link	1719.1	1380.5	1281.0			99.5	Slipped from 20/21. Part of the budget was spent last year.
Bus shelter improvements	10.0	10.0				10.0	Stone Street / Long Bank to be done this year.
Saltmeadows Road (bus stop)	N/A	9.7		9.7			Slipped from 20/21
Felling and Deckham pedestrian/cycle improvements-LCWIP	200.0	200.0				200.0	Slipped from 20/21
LCWIP- Birtley Walking and cycling improvements	200.0	200.0				200.0	Walking and cycling improvement works identified through LCWIP
OLEV Taxi Programme - change TRO	N/A	2.0				2.0	Slipped from 20/21

Wrekenton town centre junction	N/A	50.2		50.2			Slipped from 20/21. Part of the budget was spent last year.
Air quality works	250.0	266.3				266.3	Part of the budget slipped from last year.
Keelmans Way improvements							Major works required to reinstate the route. Cost unknown at this stage
Total	2502.7	2195.2	1357.5	59.9		777.8	

TCF schemes							
Scheme	Provisional budget January 21	Budget	Other match funding	S106	PB	LTP	Notes
West Tyneside Cycle route (TCF GA01)	900.9	824.5	586.5		238.0		Match contribution to be funded separately to LTP.
Metro Green (TCF GA05)	1724.2	1720.2	1275.0		445.2		
NCN725 Birtley to Eighton Lodge (TCF GA09)	2028.6	1717.6	1275.0		442.6		
Gateshead Quays Sustainable access (TCF GA08)	2166.2	1546.1	1097.9		448.2		
Gateshead Interchange bus lane (TCF GA16)	450.0	382.5	382.5				
Total	7269.8	6190.9	4616.9		1574.0		
Total	25492.2	21214.9	11537.6	107.3	7864.0	1706.1	

Appendix F - 2021/22 expected funding sources

<b>Resources</b>	<b>000's</b>	<b>Expected outturn</b>	<b>Comments</b>
21/22 Integrated Transport	1231	475.1	£1197k IT budget plus £34k to be claimed for public transport separately
21/22 Maintenance	3420	-859.0	£1900k maintenance LTP (needs and incentive), £1520k Potholes funding (buffer of £250k yet to be allocated). Potential underspend carried over from 20/21 yet to be added
S106 Developer contributions	107.3		
Early measures funding	28		NCN725 Phase 3 Camborne Place.
Lyndhurst	15		
NPIF	1281		Sunderland Road
Prudential Borrowing	10522		£564k is for Stargate Lane with the intention of offsetting this with CIL funding
Flood Levy/Grant in aid			Yet to be determined
Transforming Cities (Tranche 1)	48.5		Left over from original allocation for Lingey Lane works
Transforming Cities (Tranche 2)	4616.9		Not yet received
Homes England	982		Askew Road
Getting Building Fund (LEP)	4566		
(Emergency) Active Travel Fund	451		
<b>Total Funding</b>	<b>27288.7</b>		