

**TITLE OF REPORT:**        **Local Transport Plan: Capital Programme Year End Report (May 2022)**

**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 (LTP) Capital Programme. It provides a summary of the progress that has been made in the 2021/22 financial year, as well as confirming programmes for integrated transport and maintenance schemes scheduled for 2022/23.

### **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 external sources such as developer contributions and bids for government funding, and by prudential borrowing.
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 December 2021. Although the financial year 2020/21 was the final year of the LTP3 funding allocations, this was subsequently extended into 2021/22 and again into 2022/23.
5. In 2022/23, a similar amount of integrated transport funding has been received by the region; Gateshead's share of this is likely to remain similar to last year. For maintenance funding in 2022/23, the same amount of funding will be received as the previous year for the Needs and Pothole allocations. The amount of Incentive funding received may be slightly higher than previous years, but this element is yet to be confirmed.

6. The indicative programme for 2022/23 also includes the construction of a number of schemes to be funded via the Government's Transforming Cities Fund (TCF). Business case production for four of the proposals is ongoing, while one of the schemes (GA08 Gateshead Quays) has now been approved for grant funding at full business case stage and has commenced. A regionwide TCF scheme to improve the operation of traffic signals along the major bus corridors will also be implemented this year. Implementation of Gateshead's Active Travel Fund scheme is currently underway.

## **Proposal**

7. 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 have been set out in Appendix 1 and in more detail in the appended programmes.

## **Recommendations**

8. It is recommended that Cabinet:
  - (i) approves the proposed programme for 2022/23 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; and
  - (ii) authorises the Service Director, Climate Change, Compliance, Planning and 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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## APPENDIX 1

### Policy Context

1. The programmes support the pledges within the Council's Thrive agenda. They also support the Core Strategy and Urban Core Plan, the aims and objectives of the North East Transport Plan, the Gateshead Highway Asset Management Plan, and the Gateshead Health and Wellbeing Strategy. 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 2021/22 by funding source can be found at Appendix C. A similar breakdown showing expected funding sources for the current financial year 2022/23 can be found at Appendix F.
4. The financial year 2020/21 was the final year of the LTP3 funding allocations, however this was subsequently extended by the Department for Transport into 2021/22 and then into 2022/23 for funding consistency. For integrated transport, the funding to be received from Government in 2022/23 is likely to be similar to the previous year (£1.197m with an additional £35.7k public transport grant). For maintenance funding the position is more complicated, with funding coming through a number of different channels. For 2022/23, an estimated £3.640m Government funding is available to fund maintenance schemes, supplemented by £2.943 million of prudential borrowing.

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

5. In 2021/22, £1.233 million of LTP funding was received for integrated transport, supplemented by £7.77 million from other funding sources.
6. Appendix B sets out the integrated transport programme for 2021/22 at year end, noting any changes from the programme submitted at the beginning of the year, which schemes have completed, and which have been extended into the current financial year.
7. At year end, the 2021/22 integrated transport LTP programme came in at £328.1k under budget. From this underspend, £212.4k will be used as contribution to fund two large maintenance schemes in the 2022/23 financial year (Gateshead Viaduct principal inspection and Kyo Bog Lane). The remaining £115.7k will be carried forward for next year's integrated transport programme.
8. For 2022/23, £1.197 million is likely to be received for integrated transport. An additional £35.7k public transport grant is expected to be available through the North East Combined Authority which would bring the total available funding for integrated transport to £1.233 million. This will be supplemented by £28.6 million from external funding sources.
9. External funding sources include a large amount of Transforming Cities Tranche 2 funding (£10.58 million). Transforming Cities funding will be accessed upon submission and approval of a full business case for each scheme, one of which has already been submitted and approved (for GA08 Gateshead Quays). Other sources of funding include funding from Homes England (for the new junction off Askew Road, west of the town centre), 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). A significant amount of funding from Tranche 2 of the Active Travel Fund will also be received this financial year (£417k).
10. The proposed programme for 2022/23 integrated transport schemes is included as Appendix E. This contains several schemes which have slipped from the 2021/22 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.
11. Currently the programme is predicted to be over budget by £99.5k, 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**

12. The LTP Maintenance funding allocation for Gateshead in 2022/23 was £3.42 million. Other funding sources included £102k carried over from the previous financial year, £2.468 million of prudential borrowing, (allocated to traffic signal improvements, street lighting column replacement, and strategic maintenance schemes), with £0.25 million of prudential borrowing set aside for the microasphalt programme. Appendix A sets out the maintenance programme for 2021/22 as it stands at year end.
13. At year end, the 2021/22 maintenance LTP programme came in at £412.6k under budget. The underspend will be used to fund Gateshead Viaduct principal inspection (£375k) and Kyo Bog Lane (£250k) in the 2022/23 financial year, with the shortfall being made up with the 2021/22 integrated transport underspend.
14. For 2022/23, the maintenance allocation from Government is similar to recent years and includes £1.52 million needs allocation, £1.52 million Pothole funding, and potentially a higher amount of incentive funding which is yet to be confirmed (estimated to be £0.6 million). In total, £3.640m is expected to be available to fund maintenance schemes.
15. A proposed programme for 2022/23 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.
16. Currently the programme is predicted to be under budget by a significant amount, although predicted rises in the costs of materials and consultancy work are very likely to cause an increase this year's expected spend. Remaining funding will be allocated where needed throughout the financial year.

## **Transforming Cities Fund**

17. 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.

18. Funding for these schemes will be confirmed following approval of a full business case for each scheme by the JTC. The full business case for GA08 Hills Street/ Quays Sustainable Access was submitted and approved in 2021/22, and work has now commenced. Two further outline business cases have been submitted for comment thus far (GA01 West Tyneside cycleway and GA09 Birtley to Eighton Lodge cycleway), with the remaining two outline business cases expected to follow in the early part of the new financial year. Firmer budgets for these schemes are being developed as part of the business case process, so costs are subject to change until the full business case is approved.

19. Consultation on the individual schemes is being undertaken in the normal way as the detailed designs develop.

20. 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 including a number in Gateshead. It is expected that the match contribution towards this scheme will be sourced at a regional level and will not require an individual contribution from Gateshead.

## **Future funding bids**

### *Active Travel Fund*

21. The North East Joint Transport Committee was awarded £9.049m of funding from Tranche 2 of the Government's Emergency Active Travel Fund, with Gateshead receiving £451k. Consultation has been undertaken through an Experimental Order associated with these changes, and a decision was made to retain the measures for an extended period (with a review after two years). These works are now on site and will complete within the 2022/23 financial year.

### *Capability Fund*

22. The Government announced in 2021 that the Capability Fund would replace the Access Fund going forward. This revenue grant enables local transport authorities to promote cycling and walking through the development of infrastructure plans and behaviour change activities. The North East bid contained several proposals from Gateshead, one of which was to update the Council's Local Cycling & Walking Investment Plan to the latest infrastructure standards and to extend the LCWIP to the rest of the borough (currently it covers the Felling/Deckham and Birtley areas). In August 2021 it was confirmed that

Gateshead would receive a grant of £283.4k. This will tie into the transport capital programme, which contains a capital budget to implement the LCWIP proposals.

#### *Bus Service Improvement Plan*

23. The Bus Service Improvement Plan (BSIP) for the North East was submitted to Government last year, outlining an £804 million package of region-wide ambitions to make buses more attractive, by making them an affordable and practical alternative to using private cars for more people and helping existing bus users to travel more frequently. In response to the Plan, Government recently announced an indicative allocation of £163.5 million for the North East to be spent in the financial years 2022/23 to 2024/25. The funding is split between £73.8 million of capital and £90 million of revenue.
24. The Council is currently working with Partners (including Nexus and bus operators) to finalise the package of schemes that will be delivered through that funding. A draft Enhanced Partnership Scheme and Plan, setting out the detail of how the Partners intend to deliver on the ambitions of the BSIP, will be submitted to DfT in June and consultation on the draft will follow.

#### **Consultation**

25. 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.
26. Individual schemes within the programme have and will continue to be subject to local and stakeholder consultation as appropriate.
27. The Leader, Deputy Leader and Cabinet members for Environment and Transport were also consulted in the preparation of this report.

#### **Alternative Options**

28. 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

### 29. Resources:

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

**30. 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.

**31. 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. An Integrated Impact Assessment has been completed for the programme.

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

**33. 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.

**34. 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. A Sustainability Assessment has been completed for the programme.



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

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

### **Background Information**

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

- Report to Cabinet dated December 2021 – LTP Capital Programme Mid-Year Update
- Report to Cabinet dated April 2021 - Local Transport Plan: Capital Programme Year End Report
- Report to Cabinet dated March 2022 – Active Travel (Capability Fund)

## Appendix A – 2021/22 Capital maintenance programme (end of year)

Scheme	Budget							Notes
	Forecast		Funding 21/22				Spend	
	Budget 1.4.21 £000	Current Forecast 21/22 £000	LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	TOTAL £000	
<b>Maintenance</b>								
Principal Roads Total	167.0	152.0	152.0	0.0	0.0	0.0	151.9	
Other roads total	619.0	1085.0	1085.0	0.0	0.0	0.0	1084.1	
Residential roads total	390.0	553.3	553.3	0.0	0.0	0.0	553.1	
Back Lanes/surface dressing total	239.0	396.1	396.1	0.0	0.0	0.0	396.3	
Microasphalt Schemes Total	299.0	514.0	264.0	250.0	0.0	0.0	514.1	Microasphalt budget partially funded by LTP
Technical fees/development and monitoring	50.0	160.0	160.0	0.0	0.0	0.0	159.6	
<b>Road Maintenance Total</b>	<b>1764.0</b>	<b>2860.4</b>	<b>2610.4</b>	<b>250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2859.0</b>	
Bridge Maint Principal Roads Total	120.0	139.0	139.0	0.0	0.0	0.0	139.4	
Bridge Maint Other Roads Total	135.0	95.0	95.0	0.0	0.0	0.0	95.3	
<b>Bridge Maintenance Total</b>	<b>255.0</b>	<b>234.0</b>	<b>234.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>234.7</b>	Funding slipped to allow Gateshead Viaduct principal inspection 22/23
Traffic Signal improvements	500.0	131.0	13.0	118.0	0.0	0.0	131.4	
Traffic sign replacement	130.0	115.0	0.0	115.0	0.0	0.0	114.7	
Street lighting column replacement	1000.0	902.0	0.0	902.0	0.0	0.0	902.2	
High speed skid improvement	180.0	157.0	157.0	0.0	0.0	0.0	156.8	
<b>Other maintenance schemes Total</b>	<b>1810.0</b>	<b>1305.0</b>	<b>170.0</b>	<b>1135.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1305.1</b>	
Flood alleviation total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Flood alleviation programme was delayed into subsequent years
Road marking renewal/ped guardrail	125.0	125.0	0.0	125.0	0.0	0.0	125.2	
Vehicle Restraint System renewal	125.0	125.0	0.0	125.0	0.0	0.0	125.0	
Strategic Patching	200.0	199.0	0.0	199.0	0.0	0.0	198.8	
Street lighting	100.0	189.0	0.0	189.0	0.0	0.0	189.0	
Flagged footways	333.0	333.0	0.0	333.0	0.0	0.0	333.0	

Footways	200.0	207.0	95.0	112.0	0.0	0.0	206.7	
<b>Strategic Maintenance Total</b>	<b>1083.0</b>	<b>1178.0</b>	<b>95.0</b>	<b>1083.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1177.7</b>	
<b>Total Maintenance</b>	<b>4912.0</b>	<b>5577.4</b>	<b>3109.4</b>	<b>2468.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5576.5</b>	

## Appendix B – 2021/22 Integrated transport capital programme (end of year)

Scheme	Budget							Notes
	Forecast		Funding 21/22				Spend	
	Budget 1.4.21 £000	Current Forecast 21/22 £000	LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	TOTAL £000	
<b>Integrated Transport</b>								
Traffic Management	250.0	288.9	288.9	0.0	0.0	0.0	288.9	Small scale traffic management schemes (ward issues)
Public Rights of Way	80.0	96.6	96.6	0.0	0.0	0.0	96.6	Improvements to PRow network
Car park improvements	10.0	0.0	0.0	0.0	0.0	0.0	0.0	Improvements to Council operated car parks
Modelling and Investigation	40.0	40.1	40.1	0.0	0.0	0.0	40.1	Transport modelling and investigations.
<b>Ongoing Commitments Total</b>	<b>380.0</b>	<b>425.6</b>	<b>425.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>425.6</b>	
S of Team Valley bridge Pedestrian/Cycle Bridge; Preliminary Design	12.7	1.4	1.4	0.0	0.0	0.0	1.4	Remaining funding slipped to 22/23
A695 Greenside Road roundabout	10.0	0.0	0.0	0.0	0.0	0.0	0.0	Design checking and scheme preparation to take place 22/23
Blaydon Pedestrian/Cycle Bridge; Preliminary Design	11.9	2.9	2.9	0.0	0.0	0.0	2.9	Remaining funding slipped to 22/23
Springwell Road junction improvement	15.0	0.0	0.0	0.0	0.0	0.0	0.0	Junction with Leam Lane modelling and design to complete 22/23
Glossop Street / High Spen developer improvements	6.2	0.0	0.0	0.0	0.0	0.0	0.0	Design only for developer works. Remaining funding slipped to 22/23 to proceed with construction
VMS study	20.0	12.9	12.9	0.0	0.0	0.0	12.9	Study into the future signing needs for the Quays.
Quays signal and lighting design	7.8	7.8	0.0	0.0	7.8	0.0	7.8	
<b>Scheme development total</b>	<b>83.6</b>	<b>25.0</b>	<b>17.2</b>	<b>0.0</b>	<b>7.8</b>	<b>0.0</b>	<b>25.0</b>	
Beweshill Lane roundabout	245.4	499.2	0.0	0.0	499.2	0.0	499.2	Completed 21/22
VMS town centre	24.2	0.0	0.0	0.0	0.0	0.0	0.0	Removed from the programme as all achievable works completed

A695 - Stargate Lane roundabout	564.0	0.0	0.0	0.0	0.0	0.0	0.0	Design ongoing to construct 22/23
Coatsworth Road	205.0	3.8	3.8	0.0	0.0	0.0	3.8	Much larger budget required to fund meaningful works. Scheme removed from programme but retained within long term pipeline
Baltic Business Quarter Link Rd/junction	7086.1	5275.5	0.0	784.0	0.0	4491.5	5275.5	On site
Durham Road (Low Fell)	20.0	58.3	58.3	0.0	0.0	0.0	58.3	
Quays Sustainable Transport Improvements	2706.0	0.0	0.0	0.0	0.0	0.0	0.0	Scheme redundant due to overlap with TCF funded works
Askew Road - junction/Bridge removal	1482.1	957.6	0.0	0.0	0.0	957.6	957.6	Homes England funding
<b>Economic Development &amp; Regeneration Total</b>	<b>12332.8</b>	<b>6794.4</b>	<b>62.1</b>	<b>784.0</b>	<b>499.2</b>	<b>5449.1</b>	<b>6794.4</b>	
<b>20 mph Schemes</b>								
Winlaton	84.1	127.8	127.8	0.0	0.0	0.0	127.8	
Watermill	0.0	15.7	15.7	0.0	0.0	0.0	15.7	
Dunston 20MPH	120.3	14.7	14.7	0.0	0.0	0.0	14.7	Remaining funding slipped to 22/23
Lyndhurst	65.0	0.0	0.0	0.0	0.0	0.0	0.0	Remaining funding slipped to 22/23
Rowlands Gill	10.4	0.0	0.0	0.0	0.0	0.0	0.0	Remaining funding slipped to 22/23
Shibdon Road 20mph zone	50.0	0.0	0.0	0.0	0.0	0.0	0.0	Removed from the programme
Village entry treatments	25.0	0.0	0.0	0.0	0.0	0.0	0.0	Upgrade of village entry treatments to promote lower speeds. Reallocated to 20mph zones as current provision of village entry measures was found to be sufficient
Pinewoods 40mph Zone	15.0	0.0	0.0	0.0	0.0	0.0	0.0	Remaining funding slipped to 22/23
Covid 19 - walking/cycling/social distancing	0.0	83.6	83.6	0.0	0.0	0.0	83.6	Costs associated with temporary Covid 19 measures
<b>Safe and Sustainable Communities Total</b>	<b>369.8</b>	<b>246.9</b>	<b>246.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>241.9</b>	
NCN725 (Camborne Place road closure and Dryden Road shops)	28.0	0.3	0.0	0.0	0.0	0.3	0.3	Remaining funding slipped to 22/23
A195 Lingey Lane cycleway	48.5	5.7	0.0	0.0	0.0	5.7	5.7	Completed 21/22
Sunderland Road Link	1380.6	520.2	0.0	0.0	0.0	520.2	520.2	To complete early 22/23
Clean Vehicle Technology Fund	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Bus shelter improvements	10.0	0.0	0.0	0.0	0.0	0.0	0.0	
Saltmeadows Road (bus stop)	9.7	0.0	0.0	0.0	0.0	0.0	0.0	Remaining funding slipped to 22/23

Felling and Deckham pedestrian/cycle improvements - LCWIP	200.0	4.9	4.9	0.0	0.0	0.0	4.9	Walking and cycling improvement works identified through LCWIP. Minimal spend expected until LCWIP updated to new government standards
Birtley pedestrian/cycle improvements - LCWIP	200.0	0.0	0.0	0.0	0.0	0.0	0.0	See above
OLEV Taxi Programme - change TRO	2.0	0.0	0.0	0.0	0.0	0.0	0.0	Remaining funding slipped to 22/23
Wrekenton Town Centre junction	50.2	0.0	0.0	0.0	0.0	0.0	0.0	To be completed as part of regionwide ITS works
Town centre AQ works	331.0	10.2	0.0	0.0	0.0	10.2	10.2	Air quality grant from Government
Tranche 2 Emergency Active Travel Fund	451.0	34.2	0.0	0.0	0.0	34.2	34.2	On site
Bensham Road / Charles Street	32.5	134.5	134.5	0.0	0.0	0.0	134.5	Study completed
NH Designated Funds - Coalhouse J66	160.0	8.4	0.0	0.0	0.0	8.4	8.4	National Highways Designated Funds
NH Designated Funds - Eighton Lodge J67	160.0	0.0	0.0	0.0	0.0	0.0	0.0	National Highways Designated Funds
NH Designated Funds - Long Bank bridleway	20.0	0.0	0.0	0.0	0.0	0.0	0.0	National Highways Designated Funds
<b>Climate Change Total</b>	<b>3083.5</b>	<b>745.8</b>	<b>152.8</b>	<b>14.0</b>	<b>0.0</b>	<b>579.0</b>	<b>718.4</b>	
West Tyneside Cycle route	824.5	32.1	0.0	32.1	0.0	0.0	32.1	TCF works to complete by end of March 2023
Metro Green Phase 1	1720.2	17.5	0.0	17.5	0.0	0.0	17.5	TCF works to complete by end of March 2023
NCN725 (full scheme Low Fell to Durham boundary)	1717.6	256.6	0.0	256.6	0.0	0.0	256.6	TCF works to complete by end of March 2023
Gateshead Quays Sustainable access	1546.1	125.6	0.0	0.0	0.0	125.6	125.6	TCF works to complete by end of March 2023
Gateshead Interchange bus lane	382.5	8.3	0.0	0.0	0.0	8.3	8.3	TCF works to complete by end of March 2023
<b>TCF schemes total</b>	<b>6190.9</b>	<b>440.1</b>	<b>0.0</b>	<b>306.2</b>	<b>0.0</b>	<b>133.9</b>	<b>440.1</b>	
<b>Total Integrated Transport</b>	<b>22440.6</b>	<b>8677.8</b>	<b>904.7</b>	<b>1104.2</b>	<b>506.9</b>	<b>6162.0</b>	<b>8645.4</b>	

**Appendix C - 2021/22 funding sources (end of year)**

Resources	000's	Outturn	Comments
21/22 Integrated Transport LTP	904.7	-328.1	IT budget £1197.1k plus £35.7k public transport grant £212.4k contribution to fund large maintenance schemes next financial year (as below). £115.7k remaining to carry forward.
21/22 Maintenance LTP	3109.4	-412.6	£1520k LTP, £1520k Pothole Fund and £380k Incentive funding. Plus carryover from previous financial year of £102k. Carry forward £412.6k contribution to Gateshead Viaduct inspection (est. £375k) and Kyo Bog Lane (est. £250k).
S106 Developer contributions	506.9		
Early measures funding	0.3		NCN725 Phase 3 Camborne Place
NPIF	520.0		Sunderland Road
Prudential Borrowing	3572.2		
Flood Levy/Grant in aid			
Air quality grant	10.2		
Transforming Cities Fund (Tranche 1)	5.7		Lingey Lane cycleway (now complete)
Transforming Cities Fund (Tranche 2)	133.9		To be claimed next financial year
Homes England	957.6		Askew Road
(Emergency) Active Travel Fund	34.2		
Getting Building Fund (LEP)	4491.5		Baltic Business Quarter link road
National Highways Designated Funding	8.4		
<b>Total Funding</b>	<b>14,255</b>		

## Appendix D – 2022/23 Capital maintenance programme

Scheme	Budget							Notes
	Forecast		Funding 22/23				Spend	
	Budget 1.4.22 £000	Current Forecast 22/23 £000	LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	TOTAL £000	
<b>Maintenance</b>								
Principal Roads Total	259	264	264	0	0	0	0	
Other roads total	798	754	754	0	0	0	0	
Residential roads total	453	449	449	0	0	0	0	
Back Lanes/surface dressing total	620	563	563	0	0	0	0	
Microasphalt Schemes Total	252	218	0	218	0	0	0	
Technical fees/development and monitoring	50	50	50	0	0	0	0	
<b>Road Maintenance Total</b>	<b>2,432</b>	<b>2,298</b>	<b>2,080</b>	<b>218</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Bridge Maint Principal Roads Total	521	921	921	0	0	0	0	Includes £375k carry over for Gateshead Viaduct
Bridge Maint Other Roads Total	235	223	223	0	0	0	1	
<b>Bridge Maintenance Total</b>	<b>756</b>	<b>1144</b>	<b>1144</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	
Traffic Signal improvements	332	332	0	332	0	0	0	
Traffic sign replacement	150	150	0	150	0	0	0	
Street lighting column replacement	1175	1175	125	1050	0	0	0	
<b>Other maintenance schemes Total</b>	<b>1,657</b>	<b>1,657</b>	<b>125</b>	<b>1,532</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Flood alleviation total	0	0	0	0	0	0	0	Flood alleviation programme will be minimal this year
Road marking renewal/ped guardrail	125	125	0	125	0	0	0	
Vehicle Restraint System renewal	125	125	0	125	0	0	0	
Strategic Patching	200	200	0	200	0	0	0	
Street lighting	100	210	0	210	0	0	1	
Flagged footways	333	333	0	333	0	0	0	
Footways	200	200	0	200	0	0	0	
<b>Strategic Maintenance Total</b>	<b>1,083</b>	<b>1,193</b>	<b>0</b>	<b>1,193</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>Total Maintenance</b>	<b>5,928</b>	<b>6,292</b>	<b>3,349</b>	<b>2,943</b>	<b>0</b>	<b>0</b>	<b>2</b>	



## Appendix E – 2022/23 Integrated transport capital programme

Scheme	Forecast		Funding 22/23				Notes
	Budget 1.4.22	Current Forecast 22/23	LTP	Prudential Borrowing	S106	Other Match Funding	
	£000	£000	£000	£000	£000	£000	
<b>Integrated Transport</b>							
Traffic Management	250	250	250	0	0	0	Small scale traffic management schemes (ward issues)
Public Rights of Way	80	80	80	0	0	0	Improvements to PRow network
Car park improvements	10	10	10	0	0	0	Improvements to Council operated car parks
Modelling and Investigation	40	40	40	0	0	0	Transport modelling and investigations.
<b>Ongoing Commitments Total</b>	<b>380</b>	<b>380</b>	<b>380</b>	<b>0</b>	<b>0</b>	<b>0</b>	
S of Team Valley bridge Pedestrian/Cycle Bridge; Preliminary Design	12	12	12	0	0	0	Slipped from 21/22
A695 Greenside Road roundabout	10	10	10	0	0	0	Design checking and scheme preparation
Blaydon Pedestrian/Cycle Bridge; Preliminary Design	9	9	9	0	0	0	Slipped from 21/22
A694 corridor improvements	40	40	40	0	0	0	Junction improvements on the A694. S106 funding secured for part of the works
Derwent cycle route improvements	30	30	30	0	0	0	Linked to Chopwell/Highfield/High Spenningsdale housing development.
Quays signal and lighting design	241	241	0	241	0	0	Budget TBC
<b>Scheme development total</b>	<b>342</b>	<b>342</b>	<b>101</b>	<b>241</b>	<b>0</b>	<b>0</b>	
A695 - Stargate Lane roundabout	523	523	0	0	523	0	Slipped from 21/22
Baltic Business Quarter Link Rd/junction	7426.144	7426.144	0	7401.144	0	25	
Durham Road (Low Fell)	20	20	20	0	0	0	Slipped from 21/22
Askew Road - junction/Bridge removal	2000	2000	0	1800	0	200	Homes England funding
<b>Economic Development &amp; Regeneration Total</b>	<b>9,969</b>	<b>9,969</b>	<b>20</b>	<b>9,201</b>	<b>523</b>	<b>225</b>	
<b>20 mph Schemes</b>							
Winlaton	20	20	20	0	0	0	
Dunston 20MPH	120	332	332	0	0	0	Slipped from 21/22
Lyndhurst	15	15	0	0	0	15	

Lyndhurst (large scheme)	50	50	50	0	0	0	
Rowlands Gill	10	10	10	0	0	0	
Byermoor	50	50	50	0	0	0	Budget subject to consultation with members
Pinewoods 40mph Zone	19	19	9	0	10	0	Slipped from 21/22
<b>Safe and Sustainable Communities Total</b>	<b>284</b>	<b>496</b>	<b>471</b>	<b>0</b>	<b>10</b>	<b>15</b>	
NCN725 (Camborne Place road closure and Dryden Road shops)	28	28	0	0	0	28	Slipped from 21/22
Sunderland Road Link	61	61	0	0	0	61	
Clean Vehicle Technology Fund	0	0	0	0	0	0	
Bus shelter improvements	10	10	10	0	0	0	
Saltmeadows Road (bus stop)	10	10	0	0	10	0	Slipped from 21/22
LCWIP work	200	200	200	0	0	0	
Wrekenton Town Centre junction	50	50	0	0	50	0	
Town centre AQ works	321	321	0	0	0	321	Air quality grant from Government
Bensham Road / Charles Street	1,015	1,015	0	1,015	0	0	
NH Designated Funds - Coalhouse J66	160	160	0	0	0	160	
NH Designated Funds - Eighton Lodge J67	160	160	0	0	0	160	
NH Designated Funds - Long Bank bridleway	20	20	0	0	0	20	
Springwell Road junction improvement	150	150	150	0	0	0	
Bensham Road Cuthbert Street junction	60	60	60	0	0	0	
Bus Service Improvement Plan (schemes TBC)	0	0	0	0	0	0	Individual schemes to be confirmed
Tanfield / Pennyfine Road lighting	20	20	0	0	20	0	
Tranche 2 Emergency Active Travel Fund	417	417	0	0	0	417	
Glossop Street / High Spennings developer improvements	55.8	55.8	55.8	0	0	0	
<b>Climate Change Total</b>	<b>2,737</b>	<b>2,737</b>	<b>476</b>	<b>1,015</b>	<b>80</b>	<b>1,167</b>	
West Tyneside Cycle route	2,276	2,294	0	534	0	1,760	
Metro Green Phase 1	4,918	4,920	0	1,095	0	3,825	
NCN725 (full scheme Low Fell to Durham boundary)	3,307	3,350	0	467	0	2,883	
Gateshead Quays Sustainable access	2,290	2,290	0	0	454	1,836	
Gateshead Interchange bus lane	282	279	0	0	0	279	
<b>TCF schemes total</b>	<b>13,073</b>	<b>13,133</b>	<b>0</b>	<b>2,096</b>	<b>454</b>	<b>10,583</b>	
<b>Total Integrated Transport</b>	<b>26,786</b>	<b>27,057</b>	<b>1,448</b>	<b>12,553</b>	<b>1,066</b>	<b>11,990</b>	

## Appendix F - 2022/23 expected funding sources

Resources	000's	Outturn	Comments
22/23 Integrated Transport LTP	1448	99.5	IT budget £1197.1k plus £35.7k public transport grant and £115.7k carryover from 21/22.
22/23 Maintenance LTP	3349	-916	£1520k LTP, £1520k Pothole Fund and estimated £600k Incentive funding. Plus carryover from previous financial year of £625k for Gateshead Viaduct inspection and Kyo Bog Lane.
S106 Developer contributions	1066		
Early measures funding	28		NCN725 Phase 3 Camborne Place
NPIF	61		Sunderland Road
Prudential Borrowing	15496		
Air quality grant	321		
Transforming Cities Fund (Tranche 2)	10583		
(Emergency) Active Travel Fund	417		
Getting Building Fund (LEP)	25		Baltic Business Quarter link road
National Highways Designated Funding	340		
Homes England	200		Askew Road junction scheme
Lyndhurst revenue funding	15		
<b>Total Funding</b>	<b>33,349</b>		