

TITLE OF REPORT: **Local Transport Plan: Capital Programme Mid-Year Update (October 2022)**

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

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 and any changes to the programme that have occurred as it stands at the end of Quarter 2. Indicative programmes for integrated transport and maintenance schemes scheduled for 2023/24 are included as appendices to allow for forward planning of these works.

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. The integrated transport and maintenance programmes were approved by Cabinet in May 2022. Although the financial year 2020/21 was the final year of the LTP3 funding allocations, this has been extended into subsequent years pending a new funding agreement with Government. Investment in highways infrastructure is identified and prioritised in accordance with the Council's Highways Asset Management Plan.
4. As it stands, funding levels for integrated transport in 2023/24 are fairly likely to be similar to those for 2022/23. For maintenance funding the position is more complicated, with funding often coming through a number of different channels. In the light of this the indicative programmes for 2023/24 are based provisionally on receiving the same allocation as in 2022/23 and can be adjusted as necessary.

5. 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 is also included in the programme this year. Implementation of Gateshead's Active Travel Fund scheme is currently underway.

Proposal

6. 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 minor changes to the programme have occurred during the first part of the year. These changes have been set out in the report and in the appended programmes.

Recommendations

7. It is recommended that Cabinet:
 - (i) Approves the revised programmes for 2022/23 as set out in Appendices A and B, 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, (and, in their absence, the Director of Environment & Fleet Management) to award the relevant works under the terms of the Highways, Drainage and Street Lighting Maintenance Contract.
 - (iii) Authorises the Service Director, Climate Change, Compliance, Planning & Transport to make changes to the approved programme following consultation with the Cabinet Member for Environment and Transport, as and when the need arises.
 - (iv) Approve the indicative integrated transport and maintenance programmes for 2023/24 as set out in Appendices D and E as a basis for future planning.

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.

APPENDIX 1

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, 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 wherever possible by prudential borrowing or external funding sources including developer contributions and other capital grants. A breakdown of the funding sources for 2022/23 by funding source can be found at Appendix C.
4. Although the financial year 2020/21 was the final year of the LTP3 funding allocations, this has been extended into subsequent years pending a new funding agreement with Government. It is expected that funding levels for integrated transport in 2023/24 are likely to be similar to those for 2022/23, though this has yet to be confirmed. For maintenance funding the position is more complicated, with funding often coming through a number of different channels. In light of this, the indicative programmes for 2023/24 are based provisionally on receiving the same allocation as in 2022/23.

LTP Integrated Transport (IT) programme

5. For the integrated transport capital programme 2022/23, £1.23 million of LTP funding was received, with an additional £0.12 million carryover from last financial year. This has been supplemented by £25.25 million from other funding sources.

6. External funding sources include a large amount of Transforming Cities Tranche 2 funding (£11.74 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 (£0.42 million).
7. Appendix B sets out the integrated transport programme for 2022/23, noting any changes from the programme submitted at the beginning of the year. These changes are briefly summarised as follows:
 - The 20mph programme has been altered in order to fund works at Dunston, which were more costly than anticipated.
 - The budget for the Saltmeadows Road bus shelter has been increased due to the need to fund traffic management. The extra will be funded from LTP which will supplement the original S106 allocation.
 - The budget has been reduced for the National Highways Designated Funds schemes (Coalhouse and Eighton Lodge roundabout signalised crossings, and improvements to Long Bank bridleway). This is due to delays receiving the necessary data from National Highways to complete the feasibility study. It is expected that National Highways/Coastain will carry out the construction works for this scheme.
 - The spend profile for the Bensham corridor improvements has been adjusted to slip most spend into future years. This is because options are still being considered and further modelling is likely to be needed before construction of any interventions can begin.
 - Transforming Cities budgets will continue to be adjusted periodically as more costs become finalised as schemes are being designed.
8. Current projections estimate that £1.34 million LTP will be spent by year end. This means the LTP programme is predicted to be largely on target with a slight underspend of £10k.
9. Appendix D sets out an indicative integrated transport programme for the financial year 2023/24.

LTP Maintenance programme

10. The total LTP Maintenance funding allocation for Gateshead in 2022/23 (including Potholes Funding) is £4.05 million. This includes £1.52 million needs element, £0.38 million incentive element, and £1.52 million Potholes Funding. It also includes £0.63 million carried over from last year.
11. Other external funding sources include £2.63 million of prudential borrowing, (allocated to road marking renewal, Vehicle Restraint System renewal, strategic patching, street lighting, footways and flagged footways, traffic signal improvements, traffic sign replacement, street lighting column replacement, and micro asphalt schemes).
12. Appendix A sets out the maintenance programme for 2022/23. Minimal changes to budgets have been made so far this financial year and the programmes are progressing well.
13. Current projections estimate a spend of £3.72 million LTP by year end, so as it stands at the end of Q2, the LTP maintenance programme for 2022/23 is estimated at £0.33 million under budget. It is likely that costs will increase throughout the year which will help to bring spend in line with the amount of funding received.
14. Appendix E sets out an indicative road maintenance programme for the financial year 2022/23. This list of schemes is provisional and subject to further consultation with members.

Transforming Cities Fund

15. 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.

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 was submitted and approved earlier in 2022, and work has now commenced on site. Three further outline business cases have been submitted for comment thus far (GA01, GA09 and GA16), with the remaining outline business case for GA05 expected to follow soon. 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 cases are approved.

16. Consultation on individual elements of the schemes will be undertaken in the normal way as the detailed design of these develop.
17. 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. 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

18. The North East Joint Transport Committee was awarded £9.05m of funding from Tranche 2 of the Government's Emergency Active Travel Fund, with Gateshead receiving £0.45 million. 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. Government has announced that Tranche 4 of the Active Travel Fund is likely to open for applications later this calendar year, following on from the second round of Capability Fund applications, as detailed below.

Capability Fund

19. This revenue grant enables local transport authorities to promote cycling and walking through the development of infrastructure plans and behaviour change activities. Gateshead received funding for a variety of capability and behaviour change projects. In particular, funding was granted 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). This ties into the transport capital programme, which contains a capital budget to implement the LCWIP proposals.

20. A regional application for the 2022/23 Capability and Ambition Fund (CAF) was submitted by Transport North East on behalf of local authorities at the end of September. The Fund aims to provide funding for local authorities to prepare a pipeline of schemes, the implementation of which could later be funded by Tranche 4 of the Active Travel Fund. The CAF application includes mostly capability related activities with around 20% behaviour change, with Gateshead's components of the bid amounting to £212.4k. A funding decision is expected in October and, if successful, funding to be received in November.

Bus Service Improvement Plan

21. 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.

22. The Council is currently working with Partners (including Nexus and bus operators) on how to best deliver the full business case needed to progress with the implementation of the schemes that were included in the BSIP programme.

Shared Prosperity Fund

23. As part of the Government's levelling up agenda, the Shared Prosperity Fund was announced which will provide investment in three priority areas: Communities and Place, Supporting Local Business, and People and Skills. Improvements to active travel facilities were included in Gateshead's Investment Plan submitted to Government and feedback is awaited.

Consultation

24. 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 interested groups. The outcome from the consultation has helped shape the direction of transport strategy in the region.

25. Individual schemes within the programme have been and will continue to be subject to local and stakeholder consultation as appropriate.

26. The Leader, Deputy Leader and Portfolio Holders for Environment and Transport have also been consulted on this report.

Alternative Options

27. 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

24. 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 A and B to the report.
- b) **Human Resources Implications** – There are no human resources implications.
- c) **Property Implications** - No property implications have been identified.

25. 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.

26. 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 was completed for the programme alongside the Capital Programme Year End Report in May 2022.

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

28. 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.

29. 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 was completed for the programme alongside the Capital Programme Year End Report in May 2022.

30. 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.

31. Ward Implications - All wards will be affected.

Background Information

32. Further background information is contained in:

- Report to Cabinet dated May 2022 – LTP Capital Programme Year End Report
- Report to Cabinet dated March 2022 – Active Travel (Capability Fund)
- Report to Cabinet dated December 2021 – LTP Capital Programme Mid-Year Update

Appendix A – 2022/23 Capital maintenance programme (October 2022 update)

Scheme	Funding 22/23							Notes
	Original Budget		Current Budget					
	Budget 01.04.22 £000	LTP 01.04.22 £000	Current Forecast 22/23 £000	Current LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	
Maintenance								
Principal Roads Total	259	259	342	342	0	0	0	
Other roads total	798	798	704	704	0	0	0	
Residential roads total	453	453	465	465	0	0	0	
Back Lanes/surface dressing total	620	620	605	605	0	0	0	
Microasphalt Schemes Total	252	0	218	0	218	0	0	
Technical fees/development and monitoring	50	50	50	50	0	0	0	
Road Maintenance Total	2,432	2,180	2,384	2,166	218	0	0	
Bridge Maint Principal Roads Total	521	521	921	921	0	0	0	Includes £375k carry over for Gateshead Viaduct
Bridge Maint Other Roads Total	235	235	223	223	0	0	0	
Bridge Maintenance Total	756	756	1144	1144	0	0	0	
Traffic Signal improvements	369	0	369	0	369	0	0	
Traffic signal maintenance	250	250	250	250	0	0	0	
Traffic sign replacement	150	0	80	0	80	0	0	Budget reduced due to staffing issues
Street lighting column replacement	1175	125	1000	125	875	0	0	Budget reduced due to staffing issues
Pumping stations maintenance	0	0	30	30	0	0	0	
Other maintenance schemes Total	1,944	375	1,729	405	1,324	0	0	
Flood alleviation total	0	0	0	0	0	0	0	Flood alleviation programme will be minimal this year
Road marking renewal/ped guardrail	125	0	125	0	125	0	0	
Vehicle Restraint System renewal	125	0	125	0	125	0	0	

Strategic Patching	200	0	100	0	100	0	0
Street lighting	100	0	200	0	200	0	0
Flagged footways	333	0	333	0	333	0	0
Footways	200	0	200	0	200	0	0
Strategic Maintenance Total	1,083	0	1,083	0	1,083	0	0
Total Maintenance	6,215	3,311	6,340	3,715	2,625	0	0

Appendix B – 2022/23 Integrated transport capital programme (October 2022 update)

Scheme	Funding 22/23							Notes
	Original Budget		Current Budget					
	Budget 01.04.22 £000	LTP 01.04.22 £000	Current Forecast 22/23 £000	Curre nt LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	
Traffic Management	250	250	250	250	0	0	0	Small scale traffic management schemes (ward issues)
Public Rights of Way	80	80	80	80	0	0	0	Improvements to PRow network
Car park improvements	10	10	10	10	0	0	0	Improvements to Council operated car parks
Modelling and Investigation	40	40	40	40	0	0	0	Transport modelling and investigations.
Ongoing Comitments Total	380	380	380	380	0	0	0	
S of Team Valley bridge Pedestrian/Cycle Bridge; Preliminary Design	12	12	12	12	0	0	0	Slipped from 20/21. Part of the budget was spent last year.
A695 Greenside Road roundabout	10	10	10	10	0	0	0	Design checking and scheme preparation
Blaydon Pedestrian/Cycle Bridge; Preliminary Design	9	9	9	9	0	0	0	Slipped from 20/21. Part of the budget was spent last year.
A694 corridor improvements	40	40	40	40	0	0	0	Junction improvements on the A694. S106 funding secured for signal upgrades to Noel Avenue/A694 and Thornley Lane/A694. (£84,350)
Derwent cycle route improvements	30	30	30	30	0	0	0	Linked to Chopwell/Highfield/High Spennithorne housing development.
Quays signal and lighting design	60	0	60	0	60	0	0	
A195 bus lane	0	0	3	3	0	0	0	
Scheme development total	161	101	164	104	60	0	0	
A695 - Stargate Lane roundabout	523	0	0	0	0	0	0	
Baltic Business Quarter Link Rd/junction	7114	0	5786	0	5786	0	0	

Durham Road (Low Fell)	20	20	20	20	0	0	0	
Askew Road - junction/Bridge removal	2800	0	10	0	10	0	0	Homes England funding
Quays VMS and fixed signage	360	0	50	0	50	0	0	Overall budget has been reduced. Most spend slipped into next financial year due to a busy programme of works taking place in the town centre / Quays this year.
Economic Development & Regeneration Total	10,817	20	5,866	20	5,846	0	0	
20 mph Schemes								
Winlaton	20	20	20	20	0	0	0	
Dunston 20MPH	120	120	332	332	0	0	0	Budget has increased due to scale of works
Lyndhurst	15	0	15	0	0	0	15	
Lyndhurst (large scheme)	50	50	50	50	0	0	0	
Rowlands Gill	10	10	10	10	0	0	0	
Byermoor	50	50	50	50	0	0	0	
Pinewoods 40mph Zone	19	19	19	9	0	10	0	
Safe and Sustainable Communities Total	284	269	496	471	0	10	15	
NCN725 (Camborne Place road closure and Dryden Road shops)	28	0	28	0	0	0	28	
Sunderland Road Link	61	0	61	0	0	0	61	
Bus shelter improvements	10	10	10	10	0	0	0	
Saltmeadows Road (bus stop)	10	0	13	4	0	10	0	Budget has increased due to traffic management cost being required. Extra cost covered by LTP.
LCWIP work	200	200	200	200	0	0	0	
Town centre AQ works	321	0	321	0	0	0	321	Air quality grant from Government
Bensham Road / Charles Street	1,015	0	40	0	40	0	0	Budget reduced for this year as options still being considered – interventions unlikely to be on site this financial year
NH Designated Funds	340	0	35	0	0	0	35	Budget reduced due to data from National Highways being delayed, thereby delaying completion of feasibility study
Springwell Road junction	150	150	150	150	0	0	0	

improvement								
Bus Service Improvement Plan (schemes TBC)	0	0	0	0	0	0	0	
Tanfield / Pennyfine Road lighting	20	0	20	0	0	20	0	
Tranche 2 Emergency Active Travel Fund	417	0	417	0	0	0	417	
Glossop Street / High Spen developer improvements	55.8	0	55.8	0	0	55.8	0	
Climate Change Total	2,627	360	1,351	364	40	85	862	
West Tyneside Cycle route	2,276	0	2,294	0	534	0	1,760	
Metro Green Phase 1	4,918	0	4,920	0	1,095	0	3,825	
NCN725 (full scheme Low Fell to Durham boundary)	3,307	0	3,350	0	467	0	2,883	
Gateshead Quays Sustainable access	2,290	0	2,290	0	0	454	1,836	
Gateshead Interchange bus lane	282	0	279	0	0	0	279	
Regional ITS scheme	1,203	0	1,203	0	0	50	1,153	
TCF schemes total	14,276	0	14,336	0	2,096	504	11,736	TCF costs adjusted due to updates to spend profiles of each scheme
Total Integrated Transport	28,546	1,130	22,593	1,339	8,042	599	12,613	

Appendix C - 2022/23 budget allocations (October 2022 update)

Resources	000's	LTP Slippage
22/23 Maintenance	3,715	-330
22/23 Integrated Transport	1,339	-10
Prudential Borrowing	10,667	
S106 Developer contributions	599	
Early measures funding	28	
Revenue Contribution	15	
NPIF	61	
Transforming Cities (Tranche 2)	11,736	
Newcastle Air Quality Grant	321	
Active Travel Fund	417	
National Highways Designated Funds	35	
Total Funding	28,933	-340

Appendix D – 2023/24 indicative integrated transport programme

Scheme	Forecast 23/24 £000	Funding 23/24				Notes
		LTP £000	Prudential Borrowing £000	S106 £000	Other Match Funding £000	
Ongoing commitments						
Traffic Management	250	250				Small scale traffic management schemes
PRoW	80	80				Improvements to PRoW network
Car park improvements	10	10				Improvements to Council owned car parks
Modelling and investigation	40	40				Transport modelling and investigations
Ongoing Commitments Total	380	380	0	0	0	
Scheme development						
S of Team Valley bridge Pedestrian/Cycle Bridge; Preliminary Design	10	10				
Blaydon Pedestrian/Cycle Bridge; Preliminary Design	10	10				
Stella Road bus lane	10	10				
Development/design of BSIP schemes	TBC				TBC	Bus Service Improvement Plan funding
Development/design of ATF4 schemes	TBC				TBC	Completion of Capability Fund works if funding received
Scheme development Total	30	30	0	0	0	
Economic development and regeneration						
Stargate Lane roundabout	TBC			TBC		Carry over from previous year
A695- Greenside Road roundabout	348			348		CIL
A694 corridor improvements	400	336		84		Junction improvements on the A694 and potential extension to bus lane towards Winlaton Mill
Derwent cycle route improvements	30	30				Linked to Chopwell/Highfield/High Spenningshoe development. Investigative work
Quays signals and lighting	241		241			
Quays VMS and fixed signage	500		500			
Economic development and regeneration Total	1,519	366	741	432	0	
Safe and sustainable communities						
20mph Zones						
<i>Future 20mph programme</i>	50	50				TBC

<i>Future 20mph programme</i>	50	50				TBC
Glossop Street / High Spen developer improvements	56			56		
Safe and sustainable communities Total	156	100	0	56	0	
Climate Change						
Bus shelter improvements	10	10				
Bensham Road corridor improvements	676		676			Works to be determined
Small scale cycling improvements (LCWIP)	200	200				Works to be determined
Bus Service Improvement Plan (schemes TBC)	TBC				TBC	Implementation - works TBC. BSIP funding
Active Travel Fund Tranche 4						Implementation - works TBC. Active Travel Fund Tranche 4 funding if received
Springwell Road junction improvements	150	150				Implementation of previous year's design
Climate Change Total	1,036	360	676	0	0	
Transforming Cities Fund schemes						
Gateshead Quays Sustainable access (TCF GA08)	490				490	Developer funded works
Transforming Cities Fund schemes Total	490	0	0	0	490	
Total Indicative Integrated Transport	3,611	1,236	1,417	488	490	

Appendix E – 2023/24 indicative road maintenance programme (provisional list subject to further consultation)

Table 1 - Classified & Bus Routes (non-residential roads)

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
Principal Roads					
2023/SMP/01	A1114 Derwentwater Road , Teams	Dunston & Teams	Inner West	Reconstruct / resurface carriageway	41
2023/SMP/02	A692 Lobley Hill Road , Lobley Hill	Lobley Hill & Bensham	Central	Reconstruct / resurface carriageway	57
2023/SMP/03	High Speed Skid Improvement	-	-	Carriageway surface treatment	100
Principal Reserve Schemes (to be included if the main programme cannot be completed)					
2023/SMP/R01	A1114 Colliery Road , Dunston	Dunston & Teams	Inner West	Reconstruct / resurface carriageway	-
2023/SMP/R02	A184 Askew Road , Redheugh	Lobley Hill & Bensham	Central	Reconstruct / resurface carriageway	-
2023/SMP/R03	A184 Park Lane / Felling Bypass , Gateshead	Bridges	Central	Reconstruct / resurface carriageway	-
				Subtotal 1	198

Table 1 - Classified & Bus Routes (non-residential roads) continued

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
Other Roads					
2023/SM/01	B6317 Stella Road , Stella	Ryton, Crookhill & Stella	West	Reconstruct / resurface carriageway	38
2023/SM/02	C305 Barlow Lane , Winlaton	Winlaton & High Spen	West	Reconstruct / resurface carriageway	51
2023/SM/03	Croftdale Road , Blaydon	Blaydon	West	Reconstruct / resurface carriageway	52
2023/SM/04	B6317 Swalwell Bank Whickham Bank , Swalwell	Whickham North	Inner West	Reconstruct / resurface carriageway	81
2023/SM/05	C306 Fellside Road / Broadway , Whickham	Whickham South & Sunnside	Inner West	Resurface carriageway	37
2023/SM/06	Scotswood View , Metrocentre	Whickham North	Inner West	Resurface carriageway	42
2023/SM/07	Structural Patching	-	-	Carriageway repairs near resurfacing schemes	100
2023/SM/08	Highway Drainage Works	-	-	Drainage repairs near resurfacing schemes	50
2023/SM/09	Minor Works (various – poor weather failures)	-	-	Resurface carriageway	50
				Subtotal 2	658

Table 1 - Classified & Bus Routes (non-residential roads) continued

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
Other Roads Reserve Schemes (to be included if the main programme cannot be completed)					
2023/SM/R01	C303 Newburn Bridge Road , Stella	Ryton, Crookhill & Stella	West	Reconstruct / resurface carriageway	-
2023/SM/R02	C305 North Street , Winlaton	Winlaton & High Spen	West	Reconstruct / resurface carriageway	-
2023/SM/R03	Handy Drive , Metrocentre	Dunston & Teams	Inner West	Reconstruct / resurface carriageway	-
2023/SM/R04	C313 Saltwell Road , Saltwell	Saltwell	Central	Reconstruct / resurface carriageway	-
2023/SM/R05	C506 Follingsby Lane , Wardley	Wardley & Leam Lane	East	Resurface carriageway	-
				Subtotal 2	658
				Subtotal 1	198
				Total	856

Table 2 - Unclassified (residential roads & non-bus routes)

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2023/MP/01	Bank Top , Crawcrook	Crawcrook & Greenside	West	Resurface carriageway	16
2023/MP/02	Tower Gardens , Ryton	Ryton, Crookhill & Stella	West	Resurface carriageway	43
2023/MP/03	Burnside Road , Highfield	Chopwell & Rowlands Gill	West	Resurface carriageway	16
2023/MP/04	Ancaster Road , Whickham	Whickham South & Sunnyside	Inner West	Resurface carriageway	32
2023/MP/05	Kingsley Place , Whickham	Whickham North	Inner West	Resurface carriageway	19
2023/MP/06	Orange Grove , Whickham	Dunston Hill & Whickham East	Inner West	Resurface carriageway	18
2023/MP/07	Eighth Avenue , Team Valley	Lamesley	South	Resurface carriageway	39
2023/MP/08	Fontwell Drive , Bensham / Teams	Lobley Hill & Bensham	Central	Resurface carriageway	19
2023/MP/09	Worcester Green , Gateshead	Bridges	Central	Resurface carriageway	90
2023/MP/10	Engine Lane , Low Fell	Low Fell	South	Resurface carriageway	12
2023/MP/11	Grisedale Gardens , Low Fell	Chowdene	South	Resurface carriageway	11
2023/MP/12	Cranesville , Beacon Lough	High Fell	South	Resurface carriageway	27
				Subtotal 1	342

Table 2 - Unclassified (residential roads & non-bus routes) continued

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2023/MP/13	Windy Ridge Villas , Windy Nook	Windy Nook & Whitehills	East	Resurface carriageway	11
2023/MP/14	Suffolk Place, Vigo	Birtley	South	Resurface carriageway	27
2023/MP/15	Whyndyke , Leam Lane	Windy Nook & Whitehills	East	Resurface carriageway	24
2023/MP/16	Bolburn , Leam Lane	Pelaw & Heworth	East	Reconstruct / resurface carriageway	30
2023/MP/17	Whinbrooke , Leam Lane	Wardley & Leam Lane	East	Reconstruct / resurface carriageway	35
2023/MP/18	Minor Works (various – poor weather failures)	-	-	Resurface carriageway	50
				Subtotal 2	177

Table 2 - Unclassified (residential roads & non-bus routes) continued

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
Unclassified Reserve Schemes (to be included if the main programme cannot be completed)					
2023/MP/R01	Thornley View , Rowlands Gill	Chopwell & Rowlands Gill	West	Resurface carriageway	-
2023/MP/R02	Westfield Lane , Ryton	Ryton, Crookhill & Stella	West	Overlay carriageway	-
2023/MP/R03	Mill Lane , Winlaton Mill	Winlaton & High Spen	West	Overlay carriageway	-
2023/MP/R04	Lowrey's Lane , Low Fell	Low Fell	South	Resurface carriageway	-
2023/MP/R05	Longshank Lane , Birtley	Lamesley	South	Resurface carriageway	-
				Subtotal 2	177
				Subtotal 1	342
				Total	519

Table 3 - Back Lanes

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2023/BL/01	Edward Street , Crawcrook	Crawcrook & Greenside	West	Resurface carriageway	6
2023/BL/02	Cooperative Terrace , High Spen	Winlaton & High Spen	West	Resurface carriageway	9
2023/BL/03	Pent Court , Greenside	Crawcrook & Greenside	West	Resurface carriageway	5
2023/BL/04	Buttermere Crescent , Winlaton	Winlaton & High Spen	West	Resurface carriageway	17
2023/BL/05	Back Row , Whickham	Whickham North	Inner West	Resurface carriageway	27
2023/BL/06	Woodbine Street / Coatsworth Road , Bensham	Lobley Hill & Bensham	Central	Resurface carriageway	10
2023/BL/07	Howard Street , Gateshead	Felling	East	Resurface carriageway	12
2023/BL/08	Nursery Lane / Iona Road , Felling	Deckham	Central	Resurface carriageway	22
2023/BL/09	Kellsway , Leam Lane	Windy Nook & Whitehills	East	Resurface carriageway	12
Back Lanes Reserve Schemes (to be included if the main programme cannot be completed)					
2023/BL/R01	Fell View West / Bradley View , Crawcrook	Crawcrook & Greenside	West	Resurface carriageway	-
2023/BL/R02	Litchfield Lane / Weatherside , Winlaton	Blaydon / Winlaton & High Spen	West	Resurface carriageway	-
2023/BL/R03	The Garth , Winlaton	Winlaton & High Spen	West	Resurface carriageway	-

				Total	135
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Table 4 - Surface Dressing (rural roads)

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2023/SD/01	C310 Kibblesworth Bank , Kibblesworth	Lamesley	South	Prepatch & surface dress	76
2023/SD/02	C309 Birkland Lane , Lamesley	Lamesley	South	Prepatch & surface dress	77
2023/SD/03	Cranberry Bog Road , Lamesley	Lamesley	South	Prepatch & surface dress	41
2023/SD/04	Greenford Lane , Lamesley	Lamesley	South	Prepatch & surface dress	13
Surface Dressing Reserve Scheme (to be included if the main programme cannot be completed)					
2023/SD/R01	C308 Haggs Lane , Lamesley	Lamesley	South	Prepatch & surface dress	-
2023/SD/R02	C305 Barlow Lane / Pawston Road , Barlow	Winlaton & High Spen	West	Prepatch & surface dress	-
				Total	207

Table 5 - Costs Summary

Works	Cost £k
Classified & Bus Routes	856
Unclassified	519
Back Lanes	135
Surface Dressing	207
Technical Costs	50
Total	1767