

GATESHEAD NEWCASTLE JOINT BRIDGES COMMITTEE AGENDA

Monday, 19 December 2022 at 10.30 am in the Saltwell Room - Civic Centre

From the Chief Executive, Sheena Ramsey

Item Business

1. **Appointment of Chair**

2. **Appointment of Vice-Chair**

3. **Apologies for Absence**

4. **Membership of the Committee**

Membership of the Committee for the 2022/23 Municipal Year is as follows:

Gateshead Council

Councillor John McElroy
Councillor John Eagle
Councillor Brenda Clelland
Councillor Amanda Wintcher

Newcastle Council

Councillor Steve Fairlie
Councillor Jayne Byrne
Councillor Dave Wood
Councillor Pauline Allen

5. **Declarations of Interest**

6. **Minutes** (Pages 3 - 6)

The Committee are asked to approve the minutes of the meeting held on 13 December 2021 (attached).

7. **Joint Tyne Bridges Capital Budget** (Pages 7 - 10)

Report of the Assistant Director of Transport, Newcastle City and the Strategic Director, Housing, Environment and Healthy Communities, Gateshead

8. Joint Tyne Bridges Revenue Budget (Pages 11 - 16)

Report of the Assistant Director of Transport, Newcastle City Council and the Strategic Director, Housing Environment and Healthy Communities, Gateshead Council

9. Tyne Bridge Major Maintenance Update (Pages 17 - 26)

Report of the Assitant Director, Transport, Newcastle and the Strategic Director, Housing, Environment and Healthy Communities, Gateshead.

Contact: Sonia Stewart - Email: soniastewart@gateshead.gov.uk, Tel: 0191 433 3045,
Date: Friday, 9 December 2022



Joint Tyne Bridges Committee

13 December 2021

(10.30 - 11.30 am)

This meeting was held virtually and live streamed

Present

Councillor John McElroy	Gateshead Council
Councillor John Eagle	Gateshead Council
Councillor Ian Patterson	Gateshead Council
Councillor Pauline Allen	Newcastle City Council
Cllr John-Paul Stephenson	Newcastle City Council
Cllr Steven Fairlie	Newcastle City Council

In attendance:

Nigel Burn	Gateshead Council
Alastair Swan	Newcastle City Council
Karen Christon	Newcastle City Council

1 APPOINTMENT OF CHAIR FOR THE MUNICIPAL YEAR 2021/22

RESOLVED: that Councillor John-Paul Stephenson be appointed as Chair of the Joint Bridges Committee for the 2021/22 municipal year.

2 APPOINTMENT OF VICE CHAIR FOR THE MUNICIPAL YEAR 2021/22

RESOLVED: that Councillor John McElroy be appointed as Vice-Chair of the Joint Bridges Committee for the 2021/22 municipal year.

3 APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr Ged Bell

4 DECLARATIONS OF INTEREST

None.

5 MEMBERSHIP OF COMMITTEE

Noted.

6 MINUTES OF THE PREVIOUS MEETING HELD ON 10 DECEMBER 2020

RESOLVED: that the minutes of the previous meeting held on 10 December 2020 be agreed as an accurate record.

7 JOINT TYNE BRIDGES REVENUE BUDGET

Submitted: report on the Joint Tyne Bridges Revenue Budget by the Assistant Director of Transport, Newcastle City Council and the Strategic Director, Housing, Environment & Healthy Communities, Gateshead Council (circulated previously and a copy attached to the official minutes).

In response to questions committee from the joint committee, it was noted that Network Rail had responsibility for the removal of graffiti on the High Level Bridge and contact details could be included on local authority websites. Members noted that an agreement had been in place with Network Rail previously to allow local authorities to carry out routine maintenance without special permission, but the option to do this would now be subject to available budgets.

In respect of the structural integrity of the High Level Bridge, officers confirmed that a programme of inspections was carried out by Network Rail and information from the last inspection could be sought to confirm that the bridge's condition remained acceptable. A member noted that work had been carried out approximately 13 years ago to extend its life for a further 25 years, but since then there had been a deterioration in its condition. Given the use of the bridge as a major thoroughfare for pedestrians and cyclists, it was suggested that correspondence be sent to Network Rail to remind them of their responsibilities.

Officers confirmed that costs associated with repairing the pedestrian guard rail on the Redheugh Bridge following vehicle damage, would be pursued through insurance where the driver was known.

In respect of the condition of the pedestrian surface on the Tyne Bridge, Officers confirmed that any blistering identified through inspection would be repaired through the revenue budget.

RESOLVED:

- i) That the Chair and Vice-Chair write to Network Rail in respect of the condition of the High Level Bridge, and a copy of the correspondence be provided at the next meeting.
- ii) Note the expected expenditure for 2020/21 is £52,875 compared with a budget provision of £39,650.
- iii) That the programme of maintenance and repair works to be carried out in 2022/23, as detailed in paragraph 6 of the report, be recommended to the appropriate committee or delegated decision making of each authority for inclusion in that committee's budget for 2022/23.
- iv) That a budget provision of £60,800 for 2022/23, as detailed in paragraph 6 of the report and Appendix A, be recommended to the appropriate committee or

delegated decision making of each authority for inclusion in that committee's budget for 2022/23.

8 JOINT TYNE BRIDGES CAPITAL BUDGET

Submitted: report on the Joint Tyne Bridges Capital Budget by the Assistant Director of Transport, Newcastle City Council and the Strategic Director, Housing, Environment & Healthy Communities, Gateshead Council (circulated previously and a copy attached to the official minutes).

Responding to questions from the joint committee, it was noted that the last principal inspection of the Swing Bridge carried out two years ago, identified some deterioration and a programme of major maintenance was being considered. The mechanical operation of the bridge was controlled by the Port of Tyne and they were working to identify a long term solution.

In respect of the planned inspections on Redheugh Bridge and Scotswood Bridge, officers confirmed that no road closures would take place but lane closures for up to one week would be necessary.

RESOLVED:

- i) Committee note the progress made on the planned capital works programme funded by the Department for Transport's Local Transport Plan (LTP) for 2021/22.
- ii) The programme of planned capital works to be carried out in 2022/23, as detailed in paragraphs 5 to 9 of the report, be recommended to the appropriate committee or delegated decision processes of each authority.
- iii) The budget provision of £125,000 for 2022/23, as detailed in paragraphs 5 to 9 of the report, be recommended to the appropriate committee or delegated decision processes of each authority for inclusion in budgets for 2022/23.

9 TYNE BRIDGE MAJOR MAINTENANCE

Submitted: report on Tyne Bridge major maintenance by the Assistant Director of Transport, Newcastle City Council and the Strategic Director, Housing, Environment & Healthy Communities, Gateshead Council (circulated previously and a copy attached to the official minutes).

The Chair opened the discussion, welcoming progress that had been made on the Department for Transport funding bid. Concern was expressed about the poor condition of the bridge as an iconic structure for the north, as it approached a key anniversary.

Responding to questions raised by the joint committee, officers confirmed that the condition of the bridge was closely monitored and there were no immediate concerns about its structural capacity. Funding from the Department of Transport would allow for a detailed inspection to be carried out to understand the extent of works required and how soon restrictions would need to be imposed to limit

capacity. In the meantime, inspections were carried out regularly due to its condition and where issues were noted, particularly where there may be a risk to the public, they would be dealt with.

In respect of the impact of the Clean Air Zone, there was a possibility that proposals would reduce HGV levels. There were currently no predictions on potential changes to usage as a result of reopening the A1 following current works, but a reduction in usage had been noted following previous works and also during the pandemic.

Officers confirmed Newcastle City Council held a lease for ad-hoc event hire of the towers and enhancements would be carried out through the maintenance budget. There were no proposals beyond the current lease.

Responding to a concern about the lack of clarity about the prospect of government funding, officers confirmed that the £100,000 allocation would support preparation of a full business case for submission by Spring. Dialogue had taken place with DfT on the proposals, but a firm decision would not be taken until the business case had been considered. Alternative options for funding were being investigated, should the bid be unsuccessful. Members requested to be informed of the outcome of the bid.

RESOLVED: that the report be noted.



Newcastle & Gateshead Joint Bridges Committee

19 December 2022

Joint Tyne Bridges Capital Budget

Report by: Assistant Director of Transport, Newcastle /
Strategic Director, Housing, Environment & Healthy
Communities, Gateshead

Ward Implications: Monument/ Benwell & Scotswood/ Callerton & Throckley/ Ryton,
Crawcrook & Stella/Blaydon/Dunston & Teams/Bridges

For decision		
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1. Purpose of the report

1.1 This report outlines the progress made on the planned 2022/23 capital works programme, details any unplanned capital works which were required during the year and recommends a capital budget for expenditure on the Joint Tyne Bridges in 2023/24.

2. Recommendations

2.1 Committee is recommended to: -

- i Note the progress made on the planned capital works programme funded by the Department for Transport's Highway Maintenance Block (HMB) for 2022/23.
- ii Recommend the programme of planned capital works to be carried out in 2023/24, as detailed in paragraphs 4 to 9, to the appropriate committee or delegated decision processes of each authority.
- iii Recommend a budget provision of £697,000 for 2023/24, as detailed in paragraphs 4 to 9 of this report, to the appropriate committee or delegated decision processes of each authority for inclusion in budgets for 2023/24.

3. Introduction and background

3.1 Capital works undertaken on the Newcastle and Gateshead Joint Bridges is funded from the Department for Transport's Highway Maintenance Block (HMB) allocation. The maintenance costs are shared on a population basis. In 2022/23 there was £125,000 capital budget allocation. The planned works to be carried out in 2023/24 are set out below, together with the recommended budget allocations.

4. Tyne Bridge

4.1 There were no proposals to carry out any capital works in 2022/23.

4.2 Development work on the major maintenance of the Tyne Bridge has continued. As reported to Members at the last Committee meeting a funding bid from the Major Road Network programme was submitted to the Department for Transport. HMB funding would be required as part of the local contribution to this project. There is a separate report to Committee on this project.

4.3 As part of the development work a detailed inspection and investigation was carried out in 2022/23. The expected outturn cost is £1,427,000 funded by HMB as part of the local contribution to this project.

4.4 It is proposed to provide a local contribution from HMB funding in 2023/24 for the major maintenance of £497,000.

5 Swing Bridge

5.1 There were no proposals to carry out any capital works in 2022/23. However due to problems identified with the end of the swing span deck it is proposed to carry out some temporary repairs to prevent further deterioration of the bridge. A budget provision of £15,000 is required in 2022/23 for the proposed works.

5.2 It is proposed to undertake permanent repairs to the end of the swing span deck. A budget provision of £50,000 is required in 2023/24 for the proposed works.

6. High Level Bridge

6.1 There were no proposals to carry out any capital works in 2022/23.

6.2 There are no proposals to carry out any capital works in 2023/24.

7. Redheugh Bridge

7.1 There were proposals to carry out a principal inspection of the Redheugh Bridge in 2022/23. These works have been postponed, and the funding re-allocated towards the cost of the principal inspection of the Tyne Bridge.

7.2 It is proposed to undertake a principal inspection of Redheugh Bridge. The last principal inspection took place in 2016. A budget provision of £75,000 is required in 2023/24 for the proposed works.

8. Scotswood Bridge

8.1 There were proposals to carry out a principal inspection of the Scotswood Bridge in 2022/23. These works have been postponed, and the funding re-allocated towards the cost of the principal inspection of the Tyne Bridge.

8.2 It is proposed to undertake a principal inspection of Scotswood Bridge. The last principal inspection took place in 2011. A budget provision of £50,000 is required in 2023/24 for the proposed works.

9. Newburn Bridge

9.1 There were no proposals to carry out any capital works in 2022/23.

9.2 It is proposed to undertake a principal inspection of Newburn Bridge. A budget provision of £25,000 is required in 2023/24 for the proposed works.

10. Reasons for the decision

10.1 The programme of works and budget recommended in paragraphs 4 to 9 are the level of works required to address known deterioration on these bridges and to allow these bridges to be maintained in a safe and fit for purpose condition.

11. Alternative Options

11.1 The programme of works and budget presented in paragraphs 4 to 9 are provided as the allowance to ensure safe public use of these assets. Not undertaking these works would pose a risk to public safety and an associated liability to the Authorities.

12. What happens next

12.1 The recommended programme of works and budget presented in paragraphs 4 to 9 shall be presented to the appropriate committee of each authority for inclusion in that committee's budget for 2023/24.

13. Background papers

Background papers held by: -

Newcastle City Council, Place Directorate, Transport, Contact Officer: Alastair Swan, Tel. 0191 211 5931;

Gateshead Council, Housing, Environment & Healthy Communities; Highways & Waste; Contact Officer: Nigel Burn, Tel. 0191 433 3079

14. Contact officers

Alastair Swan, Tel. 0191 211 5931; alastair.swan@newcastle.gov.uk

Nigel Burn, Tel. 0191 433 3079; nigelburn@gateshead.gov.uk



Newcastle & Gateshead Joint Bridges Committee

19 December 2022

Joint Tyne Bridges Revenue Budget

Report by: Assistant Director of Transport, Newcastle /
Strategic Director, Housing, Environment & Healthy
Communities, Gateshead

Ward Implications: Monument/ Benwell & Scotswood/ Callerton & Throckley/ Ryton,
Crawcrook & Stella/Blaydon/Dunston & Teams/Bridges

For decision		
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1. Purpose of the report

1.1 This report updates the outturn revenue expenditure for 2021/2022, reviews the revenue expenditure for 2022/2023, and recommends a revenue budget for expenditure on the Joint Tyne Bridges for 2023/2024.

2. Recommendations

2.1 Committee is recommended to: -

- i Note the outturn expenditure for 2021/2022 is £59,298 compared with a budget provision of £45,500.
- ii Recommend the programme of maintenance and repair works to be carried out in 2023/2024, as detailed in paragraph 6, to the appropriate committee or delegated decision making of each authority.
- iii Recommend a budget provision of £44,250 for 2023/2024, as detailed in paragraph 6 and Appendix A of this report, to the appropriate committee or delegated decision making of each authority for inclusion in that committee's budget for 2023/2024.

3. Introduction and background

- 3.1 The Tyne, Swing, Redheugh, Scotswood and Newburn Bridges are jointly owned and maintained by Newcastle and Gateshead Councils. The High Level Bridge is owned and maintained by Network Rail except for the surfacing and lighting. The maintenance responsibility for these bridges is split as follows with costs shared on a population basis.

Newcastle City Council – Highway Authority

- Tyne Bridge
- Swing Bridge
- Newburn Bridge
- High Level Bridge – surfacing and lighting only

Gateshead Council – Highway Authority

- Redheugh Bridge
- Scotswood Bridge

This report presents details of the revenue maintenance of these bridges.

4. Year End Expenditure in 2021/2022

- 4.1 The year-end expenditure in 2021/2022 was £59,298 compared with a budget provision of £45,500 (Tyne £10,000, Swing £10,000, Redheugh £14,800, Scotswood £9,700, Newburn £1,000).

5. Review of Expenditure in 2022/2023

- 5.1 At the meeting of 13 December 2021, the proposed budget provision for 2022/2023 was £60,800. The current estimated outturn is £44,505. A review of the expenditure is given below, and details are shown in Appendix A.

Tyne Bridge

- 5.2 The estimated outturn for the Tyne Bridge is £14,643 compared to a budget figure of £15,200. Works to the Tyne Bridge include minor drainage repairs and other minor maintenance measures.

Swing Bridge

- 5.3 The estimated outturn for the Swing Bridge is £10,000 compared to a budget figure of £22,000. Works to the Swing Bridge were restricted to minor safety repairs to the footways and bridge deck.

Redheugh Bridge

- 5.4 The estimated outturn for the Redheugh Bridge is £12,608 compared to a budget figure of £12,900. Works to the Redheugh Bridge include regular maintenance of the bridge drainage system, reactive maintenance to repair the pedestrian guardrail from vehicle impact, inspection of the precast concrete coping to the lighting columns and parapet mesh repair.

Scotswood Bridge

- 5.5 The estimated outturn for the Scotswood Bridge is £6,254 compared to a budget allocation of £9,700. Works to the Scotswood Bridge include programmed maintenance of bridge drainage system and reactive maintenance to impact damage to the steel parapets.

Newburn Bridge

- 5.6 The estimated outturn for the Newburn Bridge is £500 compared to a budget allocation of £1,000. The works involve minor maintenance to the bridge and advanced warning signs.

6. Proposed Budget Provision for 2023/2024

Tyne Bridge

- 6.1 An allowance of £15,200 has been identified for minor maintenance, and utility payments on the bridge.

Swing Bridge

- 6.2 An allowance of £12,000 has been identified for minor maintenance repairs and routine maintenance on the bridge.

High Level Bridge

- 6.3 There is no planned maintenance on the bridge.

Redheugh Bridge

- 6.4 An allowance of £13,050 has been identified for regular maintenance of the bridge drainage system, reactive repairs, utility payments and provision of the security system.

Scotswood Bridge

- 6.5 An allowance of £3,000 has been identified for regular maintenance of the bridge drainage system and river outfalls, programmed maintenance to the parapets and reactive repairs.

Newburn Bridge

- 6.6 An allowance of £1,000 has been identified for minor routine maintenance works on the bridge.

7. Reasons for the decision

- 7.1 The programme of works and budget recommended in paragraph 6 are the minimum level of works anticipated to allow these bridges to be maintained in a safe and fit for purpose condition.

8. Alternative Options

- 8.1 The programme of works and budget presented in paragraph 6 are provided as the minimum allowance to ensure safe public use of these assets.

9. What happens next

- 9.1 The recommended programme of works and budget presented in paragraph 6 shall be presented to the appropriate committee of each authority for inclusion in that committee's budget for 2023/24.

10. Background papers

Background papers held by: -

Newcastle City Council, Place Directorate, Transport, Contact Officer:
Alastair Swan, Tel. 0191 211 5931;

Gateshead Council, Housing, Environment & Healthy Communities;
Highways & Waste; Contact Officer: Nigel Burn, Tel. 0191 433 3079.

11. Contact officers

Alastair Swan, Tel. 0191 211 5931; alastair.swan@newcastle.gov.uk
Nigel Burn, Tel. 0191 433 3079; nigelburn@gateshead.gov.uk

APPENDIX A

Newcastle and Gateshead Joint Bridges Committee Bridge Maintenance Revenue Budget

	Actual Expenditure 2021/2022	Budget Provision 2022/2023	Estimated Outturn 2022/2023	Proposed Budget 2023/2024
	£	£	£	£
Tyne-Bridge				
Regular maintenance	0	0	0	0
Programmed maintenance	11,371	10,000	0	10,000
Reactive maintenance	12,457	5,000	14,443	5,000
Electricity Charges	0	200	200	200
Sub Total	23,828	15,200	14,643	15,200
Swing Bridge				
Regular maintenance	0	0	0	10,000
Programmed maintenance	0	20,000	0	0
Reactive maintenance	12,000	2,000	10,000	2,000
Sub Total	12,000	22,000	10,000	12,000
Redheugh Bridge				
Regular maintenance	7,755	8,100	8,100	8,100
Programmed maintenance	4,131	0	0	0
Reactive maintenance	6,359	1,000	600	1,000
Utility Payments	1,804	1,800	1,793	1,800
Security System	1,973	2,000	2,115	2,150
Sub Total	22,022	12,900	12,608	13,050
Scotswood Bridge				
Regular maintenance	0	2,500	0	0
Programmed maintenance	0	6,000	500	0
Reactive maintenance	1,386	1,200	5,754	3,000
Sub Total	1,386	9,700	6,254	3,000
Newburn Bridge				
Regular maintenance	0	0	0	0
Programmed maintenance	0	0	0	0
Reactive maintenance	62	1,000	1,000	1,000
Sub Total	62	1,000	1,000	1,000
TOTAL	59,298	60,800	44,505	44,250

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Newcastle & Gateshead Joint Bridges Committee

19 December 2022

TYNE BRIDGE MAJOR MAINTENANCE

Report by: Assistant Director Transport, Newcastle /
Strategic Director, Housing, Environment and Healthy
Communities Gateshead

Ward Implications: Monument / Bridges

For information		
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1. Purpose of the report

This report updates Members on progress with the major maintenance scheme for the Tyne Bridge. It details the findings of the investigations undertaken, the identified works required, the anticipated programme for delivery and reviews the available funding. The report also identifies the next steps.

2. Recommendations

2.1 Committee is requested to: -

- i Note the contents of the report.

3. Introduction and background

3.1 The Tyne Bridge, which was constructed between 1925 and 1928, was given Grade II* listed status by English Heritage in 2018 as part of the Great Exhibition of the North celebrations.

3.2 When it was opened on the 10 October 1928 it was the largest single span steel arch bridge in Britain. The bridge is a landmark feature in the North East and is recognised around the world.

3.3 The Tyne Bridge is jointly owned and maintained by Newcastle City Council and Gateshead Council with maintenance costs being shared on a population basis of 58:42. Newcastle City Council are the lead authority for the bridge with respect to maintenance.

3.4 The Tyne Bridge forms a key part of the region's highway network crossing the River

Tyne and carrying around 70,000 vehicles per day.

- 3.5 The ongoing maintenance of the bridge is essential to ensure public safety and to ensure that it remains fit for purpose. Major maintenance of the bridge was last undertaken between 1999 and 2001 when the bridge deck was repaired, re-waterproofed and re-surfaced, and the steelwork was repainted.
- 3.6 The works undertaken were expected to last 18-20 years and the bridge is now showing clear signs of deterioration, particularly with the breakdown of the paint system and visible corrosion of the steelwork, the localised deterioration of the road and footway surfacing and evidence of water penetration from leaking drains and damaged deck joints.

4. Current position and proposals

- 4.1 An Outline Business Case (OBC) scheme bid of £41.4m was submitted to the Department for Transport (DfT) in 2019 for funding from their Major Road Network (MRN) programme comprising £20.7m for major maintenance of the Tyne Bridge and £20.7m for a programme of maintenance works on the Central Motorway in Newcastle, refer to Appendix A.
- 4.2 In June 2022 Ministers approved the Outline Business Case for the scheme and granted it “programme entry”. As part of this approval the DfT confirmed a maximum capped funding contribution of up to £35.2m towards the scheme, £17.6m towards the Tyne Bridge element. With the balance being met by the Councils.

This funding is conditional on submission of the Full Business Case and:

- the scheme’s Value for Money (VfM), once the final tender prices are received, is still at least in the high category and/or has a Benefit Cost Ratio (BCR) of at least 3.5.
 - the scheme is implemented in accordance with the scheme proposals set out in the OBC funding bid.
 - confirmation the Councils have the statutory powers to construct the scheme.
 - the Councils undertake the procurement of a preferred bidder and receive a firm and final offer.
 - provide a funding profile and delivery programme.
 - the Councils confirm they will cover the funding required above the capped DfT amount.
- 4.3 The Councils undertook a procurement exercise earlier this year and engaged Esh Construction Ltd to undertake detailed inspection and investigation works, to develop the works programme, phasing and works costs which will be required by the DfT before final approval of funding for the scheme can be given.
 - 4.4 The inspections are now substantially complete, and the results are being analysed and the methods of repair agreed to inform the phasing of the works, the works programme and works costs. The areas of deterioration of the structure identified are as anticipated at scheme development stage however the number and extent of repairs required has increased as it is now 4 years since the scheme development stage. A summary of the key findings of the investigation works are presented in Appendix B.

- 4.5 The location and extent of the structural repairs required has a significant impact on the phasing of the works and the works programme. The current estimated duration of the works is between 36 and 42 months. The phasing is driven by the location of the structural repairs and the erection and removal of scaffold and working around the kittiwake nesting season.
- 4.6 Since the original funding bid was submitted there has been a significant increase in inflation costs in the construction industry. This has resulted in the estimated costs for the proposed works significantly increasing. The Council are currently working with the contractor to finalise these costs.
- 4.7 The Councils have spoken with Department for Transport regarding the anticipated increase in scheme costs and they have stated that at this time there is no additional funding available from the Major Road Network programme.
- 4.8 Officers are continuing to explore further funding options, however, we would look to re-allocate funding within the full £41.4m package, to ensure the Tyne Bridge was fully restored. The central motorway works would then need to be reprofiled. This work is being scoped by engineers.
- 4.9 It is proposed to hold a workshop with Members in the new year to explain in detail the proposed works, the delivery programme and traffic impacts.
- 4.10 After the workshop, it is proposed that the Final Business Case is finalised and submitted to the DfT for approval and confirmation of the funding allocation.
- 4.11 At this time, we do not anticipate DfT approval before the summer 2023 and have provisionally programmed the works phase to commence in autumn 2023. A provisional programme is presented in Appendix C.
- 4.12 To carry the work out safely and to protect the workforce, lane closures will be required, this will see the main carriageway over Tyne Bridge reduced to one lane in each direction during the refurbishment with some overnight closures to allow for the erection and dismantling of the scaffolding to the main arch. Some localised lane restrictions and overnight closures will also be required on the roads below the bridge on both the Newcastle and Gateshead quaysides.
- 4.13 As the Tyne Bridge is used by 70,000 vehicles a day, this would see capacity greatly reduced on a major cross river route between Newcastle and Gateshead. The Councils have already begun looking at a number of mitigation measures, including promoting alternative routes and improving public transport links to ease disruption. They will also be working with business representatives and public sector partners over the coming months and will publish updates as they develop a more detailed plan.

5. Reasons for the decision

- 5.1 This report is for information only and does not require a decision. It updates Members on the proposals for and progress on the major maintenance of the Tyne Bridge.
- 5.2 The works are essential to secure the long-term availability of the Tyne Bridge to the travelling public and to maintain the safe and fit for purpose use of the bridge without the need to impose weight or width restrictions.

- 5.3 When the DfT funding is confirmed, a separate report will be brought to the appropriate Committee or delegated decision maker of each Council to seek approval to the local funding contributions and to commence the works.

6. Alternative Options

- 6.1 The programme of works identified addresses the deterioration of the structure which needs to be undertaken to maintain its safe use. The extent of the works requires significant investment.
- 6.2 The normal level of Bridge Maintenance funding available to the Councils is insufficient to allow these works to be carried out under a single contract. Without the additional MRN capital funding, there would be a delay in undertaking these works which would lead to further deterioration in the bridge condition. This would ultimately result in restrictions having to be placed on the use of the Tyne Bridge.
- 6.3 If funding from the DfT cannot be secured the Councils would have to look at alternative funding options.

7. What happens next

- 7.1 Officers shall finalise the programme, phasing, and costs for the proposed works to be agreed with Members before submission to the DfT for final approval and agreement of funding.
- 7.2 Subject to final funding approval the programme of works and budget shall be submitted to the appropriate Committee or delegated decision maker of each Council to authorise the local contributions and approve the works.
- 7.3 Subject to funding and Committee approval the works will be procured in accordance with Newcastle City Council's Financial Regulations.
- 7.4 The development of the project will be reported to the Joint Tyne Bridges Committee and to the appropriate Committee of each authority. The Newcastle City Council Project Management Framework shall be used for the monitoring and reporting of the project.

8. Background papers

Background papers held by: -

Newcastle City Council, Place Directorate, Transport, Contact Officer:
Alastair Swan, Tel. 0191 211 5931;

9. Contact officers

Alastair Swan, Tel. 0191 211 5931; alastair.swan@newcastle.gov.uk

Appendix A: Financial Summary

The following table outlines the anticipated programme of spend and funding for the project.

Tyne Bridge Major Maintenance	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	TOTAL
Funding (£000s)							
DfT Major Road Network Fund*	100		4,138	6,848	5,547	986	17,619
Newcastle City Council	12	828	288	288	288	99	1,803
Gateshead Council	8	599	209	209	209	72	1,306
TOTAL	120	1,427	4,635	7,345	6,044	1,157	20,728
Expenditure (£000s)							
Tyne Bridge Major Maintenance							
Inspection, Investigation etc	114	1,241					1,355
Works**			4,403	6,978	5,742	1,099	18,222
Project Fees	6	186	231.75	367.25	302.2	57.85	1,151
	120	1,427	4,635	7,345	6,044	1,157	20,728

*DfT funding for 21/22 secured, funding for 22/23 onwards still to be confirmed

**Moving to undertake works is subject to DfT funding.

Appendix B: Inspection and Investigation Works

Over the summer Esh Construction Ltd have undertaken detailed inspections and investigation of the condition of the Tyne Bridge to identify and quantify the number and extent of repairs required.

Much of the repairs identified are in line with the assumptions made at the bid stage however the extent of repair required has increased. The following table summarises the results of the inspections.

Location	Inspection findings	Repairs Required
Steelwork and Cast-Iron Work		
Newcastle Approach spans	<ul style="list-style-type: none"> breakdown and failure of paint system corrosion of deck steelwork perforation of footway soffit steelwork 	Grit blast and repaint steelwork/cast ironwork Structural repair/replace corroded steelwork/cast iron work Structural repairs required prior to scaffold erection
Main River Span (deck)	<ul style="list-style-type: none"> breakdown and failure of paint system corrosion of deck steelwork perforation of footway soffit steelwork 	Grit blast and repaint steelwork/cast ironwork Structural repair/replace corroded steelwork/cast iron work Structural repairs required prior to scaffold erection Kittiwake nesting season impact on programme
Main River Span - Arch	<ul style="list-style-type: none"> breakdown and failure of paint system structural damage to bracing steelwork 	Grit blast and repaint steelwork/cast ironwork Structural repair/replace damaged bracing Structural repairs required prior to scaffold erection Kittiwake nesting season impact on programme
Gateshead Approach Span	<ul style="list-style-type: none"> breakdown and failure of paint system corrosion of deck steelwork perforation of footway soffit steelwork 	Grit blast and repaint steelwork/cast ironwork Structural repair/replace corroded steelwork/cast iron work Structural repairs required prior to scaffold erection Kittiwake nesting season impact on programme
Abutments and Towers		
Newcastle Abutment	<ul style="list-style-type: none"> spalling and cracking of concrete breakdown and failure of paint system to parapets 	Concrete repairs and injection Grit blast and paint parapets

Location	Inspection findings	Repairs Required
Newcastle Tower	<ul style="list-style-type: none"> deterioration of windows and doors failure of cast iron windowsills and steel fascia panels between windows defective drainage systems loose and spalling concrete within towers breakdown and failure of paint system corrosion of steelwork 	Repair / replace windows Repair / replace windows Repair / replace windowsills and steel fascia panels Replace drainage Concrete repair Grit blast and repaint steelwork Repair/replace steelwork Clean stonework
Gateshead Tower	<ul style="list-style-type: none"> deterioration of windows and doors failure of cast iron windowsills and steel fascia panels between windows defective drainage systems loose and spalling concrete within towers breakdown and failure of paint system corrosion of steelwork 	Repair / replace windows Repair / replace windows Repair / replace windowsills and steel fascia panels Replace drainage Concrete repair Grit blast and repaint steelwork Repair/replace steelwork Clean stonework
Gateshead Abutment	<ul style="list-style-type: none"> spalling and cracking of concrete breakdown and failure of paint system to parapets 	Concrete repairs and injection Grit blast and paint parapets Masonry repair and stitching
Surfacing		
Footways	<ul style="list-style-type: none"> localised failure of surfacing no protection to overrunning by vehicles 	Re-waterproof Re-surface Safety kerbing
Carriageway	<ul style="list-style-type: none"> localised failure of surfacing failure of waterproofing failure of bridge joints deck concrete failure 	Concrete repairs Re-waterproof Re-surface
Bridge joints	<ul style="list-style-type: none"> localised failure seepage into structure 	Replace bridge joints
Drainage	<ul style="list-style-type: none"> localised failure seepage into structure 	Replace drainage pipework drainage and fittings
Lighting		

Location	Inspection findings	Repairs Required
Street Lighting	<ul style="list-style-type: none"> • corrosion of supporting steelwork • cracking of cast iron lamp columns and detailing • fittings reaching end of serviceable life • cabling reaching end of serviceable life • controllers reaching end of serviceable life 	Steelwork repair Cast iron repair / replacement Replace fittings, wiring and controllers
Flood Lighting	<ul style="list-style-type: none"> • fittings reaching end of serviceable life • cabling reaching end of serviceable life • controllers reaching end of serviceable life 	Replace fittings Replace cabling Replace controllers

Appendix C: Phasing and Works Programme

Meetings have taken place with Ecologists, RSPB and the Kittiwake Partnership to discuss the phasing of the works and the constraints required to minimise the impact on the Kittiwakes who nest on large areas of the bridge between February and August annually.

Meetings have also taken place with the Bus companies, Utility Companies, Nexus, Historic England, National Highways, the Tyne Tunnels, the Environment Agency, Marine Maritime Organisations, the Port of Tyne Authority, and local businesses to brief them on the proposed works and to identify the constraints and approvals required on the scheme to inform the phasing of the works.

Based upon an assumed programme start in autumn 2023 this has identified a 36 - 42 month works programme.

**Tyne Bridge Major Maintenance
Provisional Summary Programme**

Task Name	Year	2023					2024											2025											2026																		
		Wk	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41				
Constraints	Duration	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D					
Kittiwake Nesting Season																																															
Great North Run																																															
Traffic Restriction Main deck*																																															
Deck Repairs	120 days																																														
Span 4 East Footpath	120 days																																														
Span 4 West Footpath	120 days																																														
Grit Blasting + Painting Works																																															
Newcastle Tower to chord	195 days																																														
Bridge Central Span under deck Span 4	175 days																																														
Bridge Central Span under deck Span 4	200 days																																														
Bridge main arch - North side	230 days																																														
Bridge main arch - South side	235 days																																														
Gateshead Tower to chord	251 days																																														
Newcastle Span 3	195 days																																														
Newcastle Span 2	246 days																																														
Newcastle Span 1	210 days																																														
Gateshead Span 5	140 days																																														
Gateshead Span 6	185 days																																														
Abutments																																															
Newcastle Abutment	210 days																																														
Gateshead Abutment	130 days																																														
Concrete Towers																																															
Gateshead Tower	399 days																																														
Newcastle Tower	375 days																																														
Deck Waterproofing + Resurfacing																																															
Main deck civils	140 days																																														

* 1 lane each direction