

TITLE OF REPORT: **Local Transport Plan: Capital Programme Mid-Year Update (December 2021)**

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 Capital Programme. It provides a summary of the progress that has been made and any changes to the programme that have occurred at the end of Quarter 2.
2. Approval is requested for the indicative programmes for integrated transport and maintenance schemes scheduled for 2021/22, which are included as appendices to allow for forward planning of these works.

Background

3. 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.
4. The integrated transport and maintenance programmes were approved by Cabinet in April 2021. Although the financial year 2020/21 was the final year of the LTP3 funding allocations, this has now been extended into 2021/22. Investment in the highways infrastructure is identified and prioritised in accordance with the Council's Highways Asset Management Plan.
5. Although there has not yet been confirmation from Government, it is expected that funding levels for 2022/23 are likely to be similar for those for 2021/22 for integrated transport. The local detail of this has also yet to be confirmed. 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 2022/23 are based provisionally on receiving the same allocation as in 2021/22.

6. Implementation of the programme in 2020/21 has been made more difficult as a result of Covid-19. Most construction work stopped for two months from March, while since that time some resources have had to be diverted to work on the social distancing schemes in local centres, as well as the walking and cycling schemes in Gateshead town centre. The main impact of this was felt in the previous financial year, but full implications of this for the current year's programme remain to be seen.

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 during the first part of the year. These changes have been set out in the report and in the appended programmes.
8. A forward plan of integrated transport and maintenance schemes has been developed to allow for longer term planning and is included as appendices A to E.

Recommendations

9. It is recommended that Cabinet:
 - (i) Approves the revised programme for 2021/22 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, 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 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.
 - (iv) Approves the indicative integrated transport and maintenance programmes for 2022/23 as set out in Appendices D and E as a basis for future planning.
 - (v) Approves the expenditure in excess of £250,000 to undertake the principal inspection of Gateshead Viaduct.

- (vi) Authorises the Service Director, Highways & Waste, to procure the principal inspection of Gateshead Viaduct through the existing procurement frameworks in place.

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.

Policy Context

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

Background

2. LTP funding is allocated by government and provides a source of funding for integrated transport schemes and maintenance of highways and structures. The integrated transport funding comes via the North East Combined Authority and covers a range of works including bus priority, new and improved cycleways, better pedestrian facilities and road safety improvements. Investment in highways infrastructure is guided by the principles set out in the Highways Asset Management Plan.
3. LTP funding is supplemented wherever possible by prudential borrowing or external funding sources including developer contributions and other capital grants. A breakdown of the funding sources for 2021/22 by funding source can be found at Appendix C.
4. The financial year 2020/21 was the final year of the LTP3 funding allocations, but this was later extended into 2021/22. It is expected that funding levels for 2022/23 are likely to be similar to those for 2021/22 for integrated transport, 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 the light of this the indicative programmes for 2022/23 are based provisionally on receiving the same allocation as in 2021/22.
5. The Covid-19 outbreak had a significant impact on the previous year's programme as some resources had to be diverted to work on the social distancing schemes in local centres, as well as the walking and cycling schemes in Gateshead town centre. This has continued to a lesser extent in 2021/22 up to the removal of the social distancing measures this year.

LTP Integrated Transport (IT) programme

6. For the integrated transport capital programme 2021/22, £1.231 million of LTP funding was received. This has been supplemented by £19.412 million from other funding sources.
7. External funding sources include developer contributions (S106), Homes England funding (for the Askew Road junction scheme), Early Measures funding, National Productivity Investment funding, Active Travel Fund Tranche 2, and Transforming Cities Tranche 2 funding (to be received on submission of a full business case for each scheme).
8. Match contributions for the Transforming Cities Fund schemes of £0.839 million have been sourced from a separate funding bid into the capital programme.
9. Appendix B sets out the integrated transport programme for 2021/22, noting any changes from the programme submitted at the beginning of the year. These changes are briefly summarised as follows:
 - Vehicle Management System (VMS) town centre scheme has been removed from the programme as there were no further works identified.
 - The Coatsworth Road scheme was removed from the programme but retained within the long-term scheme pipeline pending further discussion, due to a much larger budget being required to fund meaningful works in this area.
 - The 20mph programme has been altered in order to fund works at Dunston, which were more costly than anticipated.
 - The budgets for the Local Cycling and Walking Infrastructure Plan (LCWIP) schemes have been reduced due to the Council receiving additional funding to enhance and extend the LCWIP, therefore delaying the start of any construction work into at least the next financial year.
10. Current projections estimate that £1.1 million LTP and £12.5 million of other funding will be spent by year end. This means the LTP programme is predicted to be under budget by £0.131 million, however this will be monitored closely throughout the year.
11. Appendix D sets out an indicative integrated transport programme for the financial year 2022/23.

LTP Maintenance programme

12. The total LTP Maintenance funding allocation for Gateshead in 2021/22 (including Potholes Funding and Challenge Funding) is £3.522 million.
13. Other external funding sources include £2.807 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).
14. Appendix A sets out the maintenance programme for 2021/22, noting any changes from the programme submitted at the beginning of the year. These have been summarised as follows:
 - The bridge maintenance inspections programme has been confirmed and added to the programme.
 - The medium-term programme of flood alleviation schemes has been reprogrammed and the majority of spend will now take place in the coming years.
15. Current projections estimate a spend of £2.922 million by year end, so as it stands at the end of quarter 2, the overall maintenance programme for 2021/22 is estimated at £0.6 million under budget. It is proposed that £0.25 million of this underspend (from the Challenge Fund allocation) is slipped into the next financial year to be used for a specific scheme on Kyo Bog Lane. This slippage has been agreed by Department for Transport (DfT).
16. A further £0.365m of bridge maintenance funding is to be slipped to enable the principal inspection of Gateshead Viaduct in the next financial year if approved by Cabinet. Gateshead Viaduct is a complex structure carrying a principal road and should receive a principal inspection every six years. A principal inspection is a close examination of all parts of the highway structure. In addition, a special inspection of the post-tensioning system of the viaduct is required. The last post-tensioning special inspection was undertaken in 1996. The scope of the services provided by the Consultant will also include an asset management options report.
17. The Council needs to engage a consultant to undertake this work as it does not have the specialist knowledge or resources in house. The consultants will be appointed via one of the existing procurement frameworks in place to ensure work progresses in a timely manner.
18. Appendix E sets out an indicative road maintenance programme for the financial year 2022/23.

Transforming Cities Fund

19. 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.

20. Funding for these schemes will be confirmed following approval of a full business case for each scheme by the JTC. Two outline business cases have been submitted for comment thus far with the rest expected to follow within the next few months. Firmer budgets for each scheme are being developed as part of the business case process and will be added to the programme likely in the 2022/23 financial year. The full business cases will be submitted by the end of the financial year.

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

22. A regionally based scheme from the Transforming Cities Fund is also under development to improve the operation of traffic signals along the major bus corridors. It is expected that 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

23. 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 of this for works to be implemented in 2021/22. After consultation and monitoring of the experimental changes introduced in the Askew Road/Hills Street, it was determined that this funding would be used to make improvements to the Tranche 1 infrastructure and to review the changes in two years.

24. In August 2021 the North East submitted a bid to Tranche 3 of the Active Travel Fund. As part of this, Gateshead is bidding for funding to implement large scale improvements to the cycling network in Felling, Deckham and on regional route 11. The outcome of the bid is yet to be announced by DfT.
25. In the March 2020 budget it was noted that the North East could be eligible for a new Intracity Transport Fund, since renamed the City Regional Sustainable Transport Fund. The North East is now positioned with what could be considered as an emerging pipeline of transport schemes, coordinated by the combined authority. However, the eligibility of the North East to access this funding is dependent on regional governance arrangements and negotiations with Government regarding this are ongoing.
26. 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 proposals to update Gateshead's LCWIP to the latest infrastructure standards and to extend the LCWIP to the rest of Gateshead (currently it covers the Felling/Deckham and Birtley areas), which will tie into the capital budgets to implement the LCWIP proposals. In August 2021 it was confirmed that Gateshead would receive a grant of £283.4k.
27. It is expected that there will be a regional North East scheme containing a range of bus priority measures submitted as part of a transport related bid into Tranche 2 of the Levelling Up fund when this is announced.
28. The Government has advised in the National Bus Strategy that local authorities and bus operators must work to improve bus services by delivering a fully integrated service with a simple ticketing structure, more bus priority measures, better frequency and improved passenger information. In order to do so, local transport authorities are to work closely with bus operators and local communities to produce a Bus Service Improvement Plan. Discussions are currently underway between local authorities in the North East and the main bus operators in the region. The Plan produced will be taken into account by Government in any new funding opportunities that arise.

Consultation

29. 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.

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

31. Consultation has also taken place with Environment and Transport Portfolio and The Leader and Deputy Leader in preparing this report.

Alternative Options

32. 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.

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.

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 April 2021 – LTP Capital Programme Year End Report
- Report to Cabinet dated December 2020 – LTP Capital Programme Mid-Year Update
- Report to Environment and Transport Portfolio dated 14th July 2020 – Capital Programme 20/21

Appendix A – 2021/22 Capital maintenance programme (December 2021 update)

Scheme	Budget							Notes
	Forecast		Funding 21/22				Spend to date Total	
	Budget 1.4.21	Current Forecast 21/22	LTP	Prudential Borrowing	S106	Other Match Funding		
£000	£000	£000	£000	£000	£000	£000		
Maintenance								
Principal Roads Total	167	176	176	0	0	0	37	
Other roads total	619	952	952	0	0	0	484	
Residential roads total	390	590	590	0	0	0	95	
Back Lanes/surface dressing total	239	377	377	0	0	0	178	Microasphalt schemes moved to separate category
Microasphalt schemes total	257	448	199	249	0	0	10	Microasphalt budget partially funded by LTP
Technical fees/development and monitoring	50	50	50	0	0	0	68	
Road Maintenance Total	1,722	2,593	2,344	249	0	0	872	
Bridge Maint Principal Roads Total	120	130	130	0	0	0	0	Programme for inspections has now been confirmed
Bridge Maint Other Roads Total	135	135	135	0	0	0	10	
Bridge Maintenance Total	255	265	265	0	0	0	10	
Traffic Signal improvements	500	500	50	450	0	0	1	
Traffic sign replacement	130	150	0	150	0	0	57	
Street lighting column replacement	1,000	1,000	125	875	0	0	445	
High Speed Roads	180	138	138	0	0	0	108	
Other maintenance schemes Total	1,810	1,788	313	1,475	0	0	611	
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	25	

Budget								Notes
Forecast		Funding 21/22				Spend to date Total		
Budget 1.4.21	Current Forecast 21/22	LTP	Prudential Borrowing	S106	Other Match Funding			
£000	£000	£000	£000	£000	£000	£000		
Vehicle Restraint System renewal	125	125	0	125	0	0	57	
Strategic Patching	200	200	0	200	0	0	105	
Street lighting	100	100	0	100	0	0	70	
Flagged footways	333	333	0	333	0	0	215	
Footways	200	200	0	200	0	0	54	
Strategic Maintenance Total	1,083	1,083	0	1,083	0	0	526	
Total Maintenance	4,870	5,729	2,922	2,807	0	0	2,019	

Appendix B – 2021/22 Integrated transport capital programme (December 2021 update)

Scheme	Budget							Notes
	Forecast		Funding 21/22				Spend to date Total	
	Budget 1.4.21	Current Forecast 21/22	LTP	Prudential Borrowing	S106	Other Match Funding		
£000	£000	£000	£000	£000	£000	£000		
Integrated Transport								
Traffic Management	250	250	250	0	0	0	128	Small scale traffic management schemes
Public Rights of Way	80	80	80	0	0	0	34	Improvements to PRoW network
Car park improvements	10	10	10	0	0	0	0	Improvements to Council operated car parks
Modelling and Investigation	40	40	40	0	0	0	10	Transport modelling and investigations.
Ongoing Commitments Total	380	380	380	0	0	0	172	
S of Team Valley bridge Pedestrian/Cycle Bridge; Preliminary Design	13	3	3	0	0	0	1	Slipped from 20/21. Part of the budget was spent last year.
A695 Greenside Road roundabout	10	10	0	0	10	0	0	Design checking and scheme preparation
Blaydon Pedestrian/Cycle Bridge; Preliminary Design	12	10	10	0	0	0	3	Slipped from 20/21. Part of the budget was spent last year.
Springwell Road junction improvement	15	15	15	0	0	0	0	Junction with Leam Lane modelling and design
Glossop Street / High Spenningsdale developer improvements	6	6	0	0	6	0	0	Design only for developer works. New scheme added to the programme this year.
VMS study	20	20	20	0	0	0	4	Study into the future signing needs for the Quays. New scheme added to the programme this year.
Quays signal and lighting design	8	8	0	0	8	0	0	New scheme added to the programme this year.
Scheme development total	84	72	48	-	24	-	8	
Beweshill Lane roundabout	245	458	0	0	458	0	226	
VMS town centre	24	0	0	0	0	0	0	Removed from the programme
A695 - Stargate Lane roundabout	564	56	0	0	56	0	0	

Scheme	Budget							Notes
	Forecast		Funding 21/22				Spend to date Total	
	Budget 1.4.21	Current Forecast 21/22	LTP	Prudential Borrowing	S106	Other Match Funding		
£000	£000	£000	£000	£000	£000	£000		
Coatsworth Road	205	10	10	0	0	0	4	Much larger budget required to fund meaningful works. Scheme removed from programme but retained within long term pipeline
Baltic Business Quarter Link Rd/junction	7,086	5,673	0	1,157	0	4,516	0	
Durham Road (Low Fell)	20	20	20	0	0	0	6	
Quays Sustainable Transport Improvements	2,706	0	0	0	0	0	0	Budget revised as original amount not needed due to extent of overlap with TCF scheme
Askew Road - junction/Bridge removal	1,482	1,200	0	0	0	1,200	8	
Economic Development & Regeneration Total	12,333	7,417	30	1,157	514	5,716	244	
20 mph Schemes								
Winlaton	84	99	99	0	0	0	99	
Dunston 20MPH	120	347	347	0	0	0	0	
Lyndhurst	65	65	50	0	0	15	0	
Rowlands Gill	10	10	10	0	0	0	0	
Shibdon Road 20mph zone	50	0	0	0	0	0	0	Budget subject to consultation with members
Village entry treatments	25	0	0	0	0	0	0	Reallocated to 20mph zones as current provision of village entry measures was found to be sufficient
Pinewoods 40mph Zone	15	15	8	0	7	0	0	
Covid 19 - walking/cycling/social distancing	0	7	7	0	0	0	7	Costs associated with temporary Covid 19 measures
Safe and Sustainable Communities Total	370	543	521	0	7	15	107	
NCN725 (Camborne Place road closure and Dryden Road shops)	28	28	0	0	0	28	0	
A195 Lingey Lane cycleway	49	49	0	0	0	49	6	

Scheme	Budget							Notes
	Forecast		Funding 21/22				Spend to date Total	
	Budget 1.4.21	Current Forecast 21/22	LTP	Prudential Borrowing	S106	Other Match Funding		
	£000	£000	£000	£000	£000	£000	£000	
Sunderland Road Link	1,381	1,381	100	0	0	1,281	140	
Clean Bus Technology	0	14	0	0	0	14	0	
Bus shelter improvements	10	10	10	0	0	0	0	Stone Street / Long Bank to be done this year.
Saltmeadows Road (bus stop)	10	10	0	0	10	0	0	
Felling and Deckham pedestrian/cycle improvements - LCWIP	200	10	10	0	0	0	5	Minimal spend expected this year so budget revised downwards
Birtley pedestrian/cycle improvements - LCWIP	200	0	0	0	0	0	0	No works expected this year due to developments with LCWIP – project slipped into next year's programme
OLEV Taxi Programme - change TRO	2	2	2	0	0	0	0	
Wrekenton Town Centre junction	50	50	0	0	50	0	0	
Town centre AQ works	266	331	0	0	0	331	5	Air quality grant from Government
Tranche 2 Emergency Active Travel Fund	451	451	0	0	0	451	0	
Climate Change Total	2,646	2,335	121	0	60	2,154	155	
West Tyneside Cycle route	825	389	0	96	0	293	2	
Metro Green Phase 1	1,720	102	0	102	0	0	2	
NCN725 (full scheme Low Fell to Durham boundary)	1,718	538	0	379	0	159	251	
Gateshead Quays Sustainable access	1,546	828	0	262	0	566	38	
Gateshead Interchange bus lane	383	1	0	0	0	1	3	
TCF schemes total	6,191	1,858	0	839	0	1,020	295	
Total Integrated Transport	22,003	12,605	1,101	1,996	605	8,904	981	

Appendix C - 2021/22 budget allocations (October 2021 update)

Resources	£000	Potential Slippage	Comments
LTP Maintenance	2,922	-600	Slippage relates to bridge maintenance and Challenge Fund for Kyo Bog Lane
LTP Integrated Transport	1,100	-131	Slippage relates to removal of several schemes as set out in report
Prudential Borrowing	4,803		
S106 Developer contributions	605		
Early Measures funding	28		
Revenue Contribution	15		Lyndhurst
NPIF	1,281		
Clean Vehicle Technology Fund	14		
Transforming Cities (Tranche 1)	49		
Transforming Cities (Tranche 2)	1,020		
Homes England	1,200		Askew Road East
Get Building Fund (LEP)	4,516		BBQ Infrastructure
Newcastle Air Quality Grant	331		Held by NCC as lead authority
(Emergency) Active Travel Fund	451		
Total Funding	18,324		

Appendix D – 2022/23 indicative integrated transport programme

Scheme	Forecast 22/23 £000	Funding 22/23				Notes
		LTP	Prudential Borrowing	S106	Other Match Funding	
		£000	£000	£000	£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	-	-	-	
Scheme development						
A694 bus lane extension	20	20				Extension of existing bus lane towards Winlaton Mill
A694 corridor improvements	20	20				Junction improvements on the A694
Derwent cycle route improvements	30	30				Linked to Chopwell/Highfield/High Spen housing development. Investigative work
High Spen to Greenside cycle route	66	66				Investigative work
Scheme development Total	136	136	-	-	-	
Economic development and regeneration						
Baltic Business Quarter link road / junction	4,450		4,450			
Park Lane / Albany Road junction	200				200	Contribution from Transforming Cities Fund Quays scheme
Stargate Lane roundabout						Carry over from previous year
A695- Greenside Road roundabout	348			348		CIL
Gateshead Quays Sustainable transport improvements	1,050		1,050			
Economic development and regeneration Total	6,048	-	5,500	348	200	
Safe and sustainable communities						
20mph Zones						
<i>Future 20mph programme</i>	50	50				TBC
<i>Future 20mph programme</i>	50	50				TBC

Scheme	Forecast 22/23 £000	Funding 22/23				Notes
		LTP	Prudential Borrowing	S106	Other Match Funding	
		£000	£000	£000	£000	
Glossop Street / High Spen developer improvements	56			56		
Safe and sustainable communities Total	156	100	-	56	-	
Climate Change						
Bus shelter improvements	10	10				Requests made to Traffic Solutions and Nexus
Bensham Road Corridor improvements phase 1 (Pinch Point)	1,015		1,015			funding not yet confirmed
Bensham Road Cuthbert Street junction	60	60				
Small scale cycling improvements (LCWIP)	400	400				LCWIP works to be determined - potential to use as match for Active Travel Fund Tranche 3
Bus Service Improvement Plan (schemes TBC)						Works to be determined
Springwell Road junction improvements	150	150				Improvements to Springwell Rd/Leam Lane junction to reduce congestion/improve bus routes
Climate Change Total	1,635	620	1,015	-	-	
Transforming Cities Fund schemes						
West Tyneside Cycle route (TCF GA01)	1,936		470		1,466	
Metro Green (TCF GA05)	4,836		1,011		3,825	
NCN725 Birtley to Eighton Lodge (TCF GA09)	4,300		634		3,666	
Gateshead Quays Sustainable access (TCF GA08)	2,992		234	30	2,728	
Gateshead Interchange bus lane (TCF GA16)	286				286	
Transforming Cities Fund schemes Total	14,350		2,349	30	11,971	
Total Indicative Integrated Transport	22,705	1,236	8,864	434	12,171	

Appendix E – 2022/23 indicative road maintenance programme

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

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
Principal Roads					
2022/SMP/01	A694 Lockhaugh Road / Thornley Lane , Rowlands Gill	Winlaton & High Spenn	West	Reconstruct / resurface carriageway	44
2022/SMP/02	A1114 Handy Drive , Metrocentre	Dunston & Teams	Inner West	Reconstruct / resurface carriageway	25
2022/SMP/03	High Speed Skid Improvement	-	-	Carriageway surface treatment	100
Principal Reserve Schemes (to be included if the main programme cannot be completed)					
2022/SMP/R01	A189 Redheugh Bridge Slip Road , Redheugh	Dunston & Teams / Lobley Hill & Bensham	Inner West / Central	Reconstruct / resurface carriageway	-
2022/SMP/R02	A184 Askew Road , Redheugh	Lobley Hill & Bensham	Central	Reconstruct / resurface carriageway	-
2022/SMP/R03	A184 Park Lane / Felling Bypass , Gateshead	Bridges	Central	Reconstruct / resurface carriageway	-
				Subtotal 1	169

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

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
Other Roads					
2022/SM01	Derwent Street , Chopwell	Chopwell& Rowlands Gill	West	Reconstruct / resurface carriageway	38
2022/SM02	B6317 Main Street / C301 Greenside Road , Crawcrook	Crawcrook & Greenside	West	Reconstruct / resurface carriageway	51
2022/SM03	Barmoor Lane , Ryton	Ryton, Crookhill & Stella	West	Resurface carriageway	52
2022/SM04	Croftdale Road , Blaydon	Blaydon	West	Reconstruct / resurface carriageway	81
2022/SM05	B6317 Hexham Road , Swalwell	Whickham North	Inner West	Reconstruct / resurface carriageway	37
2022/SM06	C306 Fellside Road / Broadway , Whickham	Whickham South & Sunnyside	Inner West	Reconstruct / resurface carriageway	42
2022/SM07	Knightside Gardens , Dunston Hill	Dunston Hill & Whickham East	Inner West	Reconstruct / resurface carriageway	63
2022/SM08	High Level Road , Gateshead	Bridges	Central	Resurface carriageway	20
2022/SM09	Birtley Lane , Vigo	Birtley	South	Reconstruct / resurface carriageway	74
2022/SM10	Structural Patching	-	-	Carriageway repairs near resurfacing schemes	100
2022/SM11	Highway Drainage Works	-	-	Drainage repairs near resurfacing schemes	50

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

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2022/SM12	Minor Works (various – poor weather failures)	-	-	Resurface carriageway	50
				Subtotal 2	658
Other Roads Reserve Schemes (to be included if the main programme cannot be completed)					
2022/SMR01	C303 Newburn Bridge Road , Stella	Ryton, Crookhill & Stella	West	Reconstruct / resurface carriageway	-
2022/SMR02	B6317 Stella Lane , Stella	Ryton, Crookhill & Stella	West	Reconstruct / resurface carriageway	-
2022/SMR03	C307 Dunston Bank , Dunston Hill	Dunston Hill & Whickham East	Inner West	Reconstruct / resurface carriageway	-
2022/SMR04	C326 Askew Road West , Gateshead	Lobley Hill & Bensham	Central	Reconstruct / resurface carriageway	-
2022/SMR05	Neilson Road , Gateshead	Bridges / Felling	Central / East	Reconstruct / resurface carriageway	-
2022/SMR06	C318 Carr Hill Road , Windy Nook	Windy Nook & Whitehills	East	Reconstruct / resurface carriageway	-
				Subtotal 2	658
				Subtotal 1	169
				Total	827

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

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2022/MP/01	Edington Gardens Access Road , Clara Vale	Crawcrook & Greenside	West	Prepatch & overlay carriageway	9
2022/MP/02	Whiskey Jack Access Road , Rowlands Gill	Chopwell & Rowlands Gill	West	Resurface carriageway	12
2022/MP/03	George Street , Blaydon	Blaydon	West	Prepatch & overlay carriageway	8
2022/MP/04	Hillcrest Drive , Dunston Hill	Dunston Hill & Whickham East	Inner West	Resurface carriageway	17
2022/MP/05	The Square , Whickham	Whickham North	Inner West	Resurface carriageway	18
2022/MP/06	Western Avenue , Team Valley	Lobley Hill & Bensham	Central	Reconstruct / resurface carriageway	40
2022/MP/07	Rectory Place , Bensham	Lobley Hill & Bensham	Central	Resurface carriageway	15
2022/MP/08	Havelock Close , Gateshead	Bridges	Central	Resurface carriageway	33
2022/MP/09	Evistones Road , Low Fell	Low Fell;	South	Reconstruct / resurface carriageway	48
2022/MP/10	Deckham Terrace , Deckham	Deckham	Central	Refurbish footways	20
2022/MP/11	Mardale Gardens , Harlow Green	Chowdene	South	Resurface carriageway	45
2022/MP/12	Borrowdale Gardens / Ulverston Gardens , Lyndhurst	Chowdene / High Fell	South / East	Refurbish footways	35
				Subtotal 1	300

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

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2022/MP/13	Gower Walk , Deckham	Felling	East	Resurface carriageway	40
2022/MP/14	Cranesville , Beacon Lough	High Fell	South	Resurface carriageway	12
2022/MP/15	Longshank Lane , Birtley	Lamesley	South	Resurface carriageway	21
2022/MP/16	Kellsway , Leam Lane	Windy Nook & Whitehills	East	Resurface carriageway	25
2022/MP/17	Minor Works (various – poor weather failures)	-	-	Resurface carriageway	50
				Subtotal 2	148

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)					
2022/MP/R01	Burnside Road , Highfield	Chopwell & Rowlands Gill	West	Resurface carriageway	-
2022/MP/R02	Ancaster Road , Whickham	Whickham South & Sunnyside	Inner West	Reconstruct / resurface carriageway	-
2022/MP/R03	Back Row , Whickham	Whickham North	West	Resurface carriageway	-
2022/MP/R04	Lowrey's Lane , Low Fell	Low Fell	South	Resurface carriageway	-
2022/MP/R05	Cromer Avenue , Chowdene	Chowdene	South	Resurface carriageway	-
2022/MP/R06	Whyndyke , Leam Lane	Windy Nook & Whitehills	East	Resurface carriageway	-
2022/MP/R07	Whinbrooke , Leam Lane	Wardley & Leam Lane	East	Resurface carriageway	-
				Subtotal 1	300
				Subtotal 2	148
				Total	448

Table 3 - Back Lanes

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2022/BL/01	Ramsay Road , Chopwell	Chopwell & Rowlands Gill	West	Prepatch & overlay carriageway	6
2022/BL/02	Langdale Crescent , Winlaton	Winlaton & High Spen	West	Resurface carriageway	17
2022/BL/03	Beech Street , Sunnyside	Whickham South & Sunnyside	Inner West	Resurface carriageway	5
2022/BL/04	Exeter Street / Whitehall Road , Gateshead	Saltwell	Central	Resurface carriageway	16
2022/BL/05	Denmark Street , Gateshead	Bridges	Central	Resurface carriageway	9
2022/BL/06	Lilac Gardens / Lavender Gardens , Low Fell	Low Fell	East	Prepatch & overlay carriageway	6
2022/BL/07	Dorset Avenue , Vigo	Birtley	South	Prepatch & overlay carriageway	11
2022/BL/08	Brockwade , Leam Lane	Windy Nook & Whitehills	East	Resurface carriageway	21
2022/BL/09	Claypath , Leam Lane	Wardley & Leam Lane	East	Resurface carriageway	26
Back Lanes Reserve Schemes (to be included if the main programme cannot be completed)					
2022/BL/R01	Buttermere Crescent , Winlaton	Winlaton & High Spen	West	Resurface carriageway	-
2022/BL/R02	Whinbrooke , Leam Lane	Wardley & Leam Lane	East	Resurface carriageway	-
				Total	117

Table 4 - Surface Dressing (rural roads)

Scheme No.	Location	Ward	Area	Description of Works	Cost £k
2022/SD/01	Kyo Bog Lane , Crawcrook	Crawcrook & Greenside	West	Prepatch & surface dress	32
2022/SD/02	Buck's Nook Lane , Greenside	Crawcrook & Greenside	West	Prepatch & surface dress	37
2022/SD/03	Kyo Lane , Greenside	Crawcrook & Greenside	West	Prepatch & surface dress	31
2022/SD/04	Barlow Fell Road , Barlow	Winlton & High Spen	West	Prepatch & surface dress	17
2022/SD/05	Folly Lane / Gingler Lane , Greenside	Crawcrook & Greenside	West	Prepatch & surface dress	35
2022/SD/06	Hexham Old Road , Ryton	Ryton, Crookhill & Stella	West	Prepatch & surface dress	31
2022/SD/07	Greenford Lane , Lamesley	Lamesley	South	Prepatch & surface dress	44
2022/SD/08	Low Heworth Lane , Pelaw	Pelaw & Heworth	East	Prepatch & surface dress	26
Surface Dressing Reserve Scheme (to be included if the main programme cannot be completed)					
2022/SD/R01	Miller's Lane , Swalwell	Whickham North	Inner West	Prepatch & surface dress	-
				Total	253

Table 5 - Costs Summary

Works	Cost £k
Classified & Bus Routes	827
Unclassified	448
Back Lanes	117
Surface Dressing	253
Technical Costs	50
Total	1695