



Northumberland

County Council

Your ref:

Our ref:

Enquiries to: Rebecca Greally

Email:

Rebecca.Greally@northumberland.gov.uk

Tel direct: 01670 622616

Date: Tuesday, 8 February 2022

Dear Sir or Madam,

Your attendance is requested at a meeting of the **ASHINGTON AND BLYTH LOCAL AREA COUNCIL** to be held in **MEETING SPACE, BLOCK 1, FLOOR 2, COUNTY HALL, MORPETH, NORTHUMBERLAND, NE61 2EF** on **WEDNESDAY, 16 FEBRUARY 2022** at **5.30 PM**.

Yours faithfully

Daljit Lally
Chief Executive

To Ashington and Blyth Local Area Council members as follows:-

J Lang, E Cartie, B Gallacher (Vice-Chair (Planning)), L Grimshaw (Chair), K Nisbet, K Parry, M Purvis, J Reid, E Simpson, C Ball, D Carr (Vice-Chair), C Humphrey, W Ploszaj, M Richardson, A Wallace and A Watson

Any member of the press or public may view the proceedings of this meeting live on our YouTube channel at <https://www.youtube.com/NorthumberlandTV>. Members of the press and public may tweet, blog etc during the live broadcast as they would be able to during a regular Committee meeting.

Members are referred to the risk assessment, previously circulated, for meetings held in County Hall. Masks should be worn when moving round but can be removed when seated, social distancing should be maintained, hand sanitiser regularly used and members requested to self-test twice a week at home, in line with government guidelines.



Daljit Lally, Chief Executive
County Hall, Morpeth, Northumberland, NE61 2EF
T: 0345 600 6400
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AGENDA

PART I

It is expected that the matters included in this part of the agenda will be dealt with in public.

1. APOLOGIES FOR ABSENCE

2. MINUTES

(Pages 1
- 14)

Minutes of the meetings of Ashington and Blyth Local Area Council held on Wednesday 12th January 2022 as circulated, to be confirmed as a true record and signed by the Chair.

3. DISCLOSURE OF MEMBERS' INTERESTS

Unless already entered in the Council's Register of Members' interests, members are required to disclose any personal interest (which includes any disclosable pecuniary interest) they may have in any of the items included on the agenda for the meeting in accordance with the Code of Conduct adopted by the Council on 4 July 2012, and are reminded that if they have any personal interests of a prejudicial nature (as defined under paragraph 17 of the Code Conduct) they must not participate in any discussion or vote on the matter and must leave the room. NB Any member needing clarification must contact Legal Services by email at monitoringofficer@northumberland.gov.uk Please refer to the guidance on disclosures at the rear of this agenda letter.

4. LOCAL TRANSPORT PLAN PROGRAMME 2022-23

(Pages
15 - 34)

The report sets out the details of the draft Local Transport Plan (LTP) programme for 2022-23 for consideration and comment by the Local Area Council, prior to final approval of the programme by the Interim Executive Director of Planning and Local Services in consultation with the Cabinet Member for Environment and Local Services.

5. DATE OF NEXT MEETING

The next meeting will be held on Wednesday, 16 March 2022

6. URGENT BUSINESS

To consider such other business, as in the opinion of the Chair, should, by reason of special circumstances, be considered as a matter of urgency.

IF YOU HAVE AN INTEREST AT THIS MEETING, PLEASE:

- Declare it and give details of its nature before the matter is discussion or as soon as it becomes apparent to you.
- Complete this sheet and pass it to the Democratic Services Officer.

Name (please print):
Meeting:
Date:
Item to which your interest relates:
Nature of Registerable Personal Interest i.e either disclosable pecuniary interest (as defined by Annex 2 to Code of Conduct or other interest (as defined by Annex 3 to Code of Conduct) (please give details):
Nature of Non-registerable Personal Interest (please give details):
Are you intending to withdraw from the meeting?

1. Registerable Personal Interests – You may have a Registerable Personal Interest if the issue being discussed in the meeting:

a) relates to any Disclosable Pecuniary Interest (as defined by Annex 1 to the Code of Conduct); or

b) any other interest (as defined by Annex 2 to the Code of Conduct)

The following interests are Disclosable Pecuniary Interests if they are an interest of either you or your spouse or civil partner:

(1) Employment, Office, Companies, Profession or vocation; (2) Sponsorship; (3) Contracts with the Council; (4) Land in the County; (5) Licences in the County; (6) Corporate Tenancies with the Council; or (7) Securities - interests in Companies trading with the Council.

The following are other Registerable Personal Interests:

(1) any body of which you are a member (or in a position of general control or management) to which you are appointed or nominated by the Council; (2) any body which (i) exercises functions of a public nature or (ii) has charitable purposes or (iii) one of whose principal purpose includes the influence of public opinion or policy (including any political party or trade union) of which you are a member (or in a position of general control or management); or (3) any person from whom you have received within the previous three years a gift or hospitality with an estimated value of more than £50 which is attributable to your position as an elected or co-opted member of the Council.

2. Non-registerable personal interests - You may have a non-registerable personal interest when you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are, or ought reasonably to be, aware that a decision in relation to an item of business which is to be transacted might reasonably be regarded as affecting your well being or financial position, or the well being or financial position of a person described below to a greater extent than most inhabitants of the area affected by the decision.

The persons referred to above are: (a) a member of your family; (b) any person with whom you have a close association; or (c) in relation to persons described in (a) and (b), their employer, any firm in which they are a partner, or company of which they are a director or shareholder.

3. Non-participation in Council Business

When you attend a meeting of the Council or Cabinet, or one of their committees or sub-committees, and you are aware that the criteria set out below are satisfied in relation to any matter to be considered, or being considered at that meeting, you must : (a) Declare that fact to the meeting; (b) Not participate (or further participate) in any discussion of the matter at the meeting; (c) Not participate in any vote (or further vote) taken on the matter at the meeting; and (d) Leave the room whilst the matter is being discussed.

The criteria for the purposes of the above paragraph are that: (a) You have a registerable or non-registerable personal interest in the matter which is such that a member of the public knowing the relevant facts would reasonably think it so significant that it is likely to prejudice your judgement of the public interest; **and either** (b) the matter will affect the financial position of yourself or one of the persons or bodies referred to above or in any of your register entries; **or** (c) the matter concerns a request for any permission, licence, consent or registration sought by yourself or any of the persons referred to above or in any of your register entries.

This guidance is not a complete statement of the rules on declaration of interests which are contained in the Members' Code of Conduct. If in any doubt, please consult the Monitoring Officer or relevant Democratic Services Officer before the meeting.

NORTHUMBERLAND COUNTY COUNCIL

ASHINGTON & BLYTH LOCAL AREA COUNCIL

At a meeting of the **Ashington & Blyth Local Area Council** held on **Wednesday, 12 January 2022 at 4:00 pm** in County Hall, Morpeth, Northumberland

PRESENT

Councillor L Grimshaw (Chair)

MEMBERS

C Ball
D Carr
E Cartie
B Gallagher
C Humphrey
J Lang
K Nisbet

K Parry
W Ploszaj
M Purvis
J Reid
M Richardson
E Simpson
A Watson

OFFICERS

G Binning
J Blenkinsopp
D Brown

M Carle
R Greally

P Hedley
W Laing
J Murphy

R Wealleans

Deputy Chief Fire Officer
Lawyer
Strategic Policy, Risk and
Performance Officer
Lead Highways Delivery Manager
Assistant Democratic Services
Officer
Chief Fire Officer
Consultant Planning Officer
Planning Area Manager –
Development Manager
Neighbourhood Services Area
Manager

There were 2 members of the public present.

01 APOLOGIES

Apologies were received from Councillor A. Wallace.

02 MINUTES

RESOLVED that the minutes of the meeting of the Ashington & Blyth Local Area Council held on Wednesday, 10 November 2021, as circulated, be confirmed as a true record and signed by the Chair.

04 PROCEDURE AT PLANNING

Councillor Gallagher, Vice Chair (Planning) (in the Chair) outlined the procedure that would be followed at the meeting.

05 DETERMINATION OF PLANNING APPLICATIONS

The report requested the Committee to decide the planning applications attached to the report using the powers delegated to it. Members were reminded of the principles which should govern their consideration of the applications, the procedure for handling representations, the requirement of conditions and the need for justifiable reasons for the granting of permission or refusal of planning applications.

RESOLVED that the information be noted.

06 21/01978-FUL

Change of use to industrial storage.

Land North Of Jubilee Estate, Lennep Way, Jubilee Industrial Estate, Ashington, Northumberland.

W. Laing, Planning Officer, introduced the planning application with the aid of PowerPoint presentation. He advised the committee of the following updates:

- In paragraph 2.2 it stated the site was enclosed by a palisade fence, however the site was only enclosed on three sides.
- In paragraph 7.39 there was a typographical error and it should have read “and no further” and in condition 3 where it referred to sighting of industrial storage, it should have read “NO siting”.

Site videos were shown to the committee. They had been previously shared with members but to ensure all member’s had sight of the videos they were shown after the presentation.

Mr. P. Down, the nominated spokesperson for the residents, addressed the committee in opposition of the application, his comments included the following:-

- Mr. Down hoped that all members had had the opportunity to visit the site.
- The applicants hadn’t fulfilled the conditions outlined in the first application so how is it expected that they will follow the conditions outlined in the second application.
- In paragraph 7.8 of the report, it stated that the erection of the fence was subject to appropriate enforcement however no such enforcement had happened, and the fence was still yet to be erected. Concerns were raised that if the conditions

of the first application weren't completed why was the second application being considered.

- In paragraph 7.15 of the report, it states that no lighting had been proposed however the plans showed a lamppost with security cameras fitted.
- Residents had concerns regarding the management of the site from the beginning. The Enforcement Officer had to be involved in numerous occasions. There was a series of incidents that were listed that included; cutting down of protected trees, a fence was erected before planning application was submitted, containers were already moved onto the site.
- The containers that were already on site had been placed between the site and the residential area which meant the proposed fence could not be erected as per the first application. It was suggested that if the fence was not erected there could have been conflict between the residents and the applicant.
- The site was not going to be manned and there was a question over who would police the area. The area was already prone to anti-social behaviour and it was felt that this application would exacerbate this. Under the Human Rights Act residents were entitled to a peaceful life this planning application did not allow residents a peaceful life.
- It was felt that the tree under the tree protection order had more rights than the residents themselves.
- Residents had raised concerns regarding flooding on the site and these concerns had not been addressed. Also, the residents had not been told who would be responsible for any flooding that happened in the future.
- The residents recommended that the application be refused or put on hold until the first application is dealt with appropriately through the Enforcement Officer.

The following comments were made in response to member's questions:-

- Members were assured that there were enough Enforcement Officers to effectively enforce planning conditions. However, it was recognized that enforcement needed to be looked at for planning application 20/01986/FUL as varied by planning application 21/00671/VARYCO, which will be looked at regardless of this application. Discussions could also be had with the applicant to discuss the position of the fence with a push on them erecting the fence.
- The Enforcement team were aware of the fencing issue. The position of the containers could be a condition to be enforced to allow for the original fence to be erected to comply with the condition.
- The conditions in the application, including colour of containers and hours of operation, would be monitored by the enforcement team. It was explained that enforcement on an application was usually reactive rather than proactive however due to the sensitive nature of the site there could have been a more proactive stance where it could be monitored on a monthly basis to ensure it was fully compliant if needed.
- Planning legislation did not allow for planning applications to be put on hold or stopped until the fence from planning application 20/01986/FUL was erected. It was explained that the applicant cannot be stopped from carrying out work but could only be advised that they shouldn't have done anything until they had a planning permission in place. The Planning department will work with the applicant to ensure that everything is compliant.

- It was suggested that the Planning Officers could take contact details from the public speaker to have a direct liaison with him to ensure he feels engaged about what was going on and give him feedback and give him updates.
- There was an Enforcement Officer assigned to the site. They were waiting for the determination of the application before starting enforcement proceedings but regardless of the determination of this application there would be enforcement in regard to the planning application 20/01986/FUL and the failure to erect the fence.
- It was confirmed that there was no ability to control anything outside of the red line boundary in reference to parking outside of the site. The matter would have had to be raised with Highways.
- The application does not meet the thresholds to invite any section 106 contributions, members had asked whether coastal service mitigation was applicable and planning officers confirmed it was not.
- There was a suggestion that condition 4 was amended in the application to explicitly prevent the double stacking of containers within the site. There was a suggestion that the wording was amended to include any other type of storage on top of the shipping containers. It was suggested that the wording be delegated to the Director of Planning on consultation with the Chair of the Planning Committee.

Councillor K. Parry proposed acceptance of the Officer's recommendations with the conditions as listed with one condition amended as per the update, with a further amendment to condition 4 in relation to restricting further that no objects shall be stacked or placed upon the top of the shipping containers with wording to be delegated to the Director of Planning in consultation with the Chair of the Planning Committee, which was seconded by Councillor M. Purvis.

Members acknowledged the resident's concerns as the planning application was retrospective and the applicant had already undertaken a number of actions before the application was submitted. It was reiterated that planning legislation does not allow a planning application not to be considered until conditions relating to a different planning application had been complied with. Members stressed the importance of monitoring the site to ensure all conditions were met and if not then enforcement action was taken.

A vote was taken on Officer's recommendation to grant the planning application with the conditions outlined in the report and the amendment outlined by the officer, as well as a further amendment to condition 4 with the wording delegated to the Director of Planning in consultation with the Chair of Planning Committee, as follows; FOR; 8, AGAINST; 5, ABSTENTIONS; 2.

RESOLVED that the application be **GRANTED**

07. APPEALS UPDATE

RESOLVED that the information be noted.

A short break was held at this point and the meeting resumed at 4:58 pm.

08. PETITIONS

The committee were informed of a new e-petition that had been opened on the Council's website on 25th November 2021. It was due to close on 25th January and 78 signatures at the time. The committee were informed that a report would be presented to them in due course.

09. BUDGET 2022-23 AND MEDIUM-TERM FINANCIAL PLAN

Councillor Sanderson, Leader of the Council and Councillor Wearmouth, Deputy Leader and Portfolio Holder for Corporate Services gave a presentation to outline the approach being taken to set the budget for the next financial year, looking at the current position, challenges and opportunities and the impact this would have on the delivery of services. The detail regarding initiatives and schemes would be presented at a separate meeting. (A copy of the presentation is enclosed with the signed minutes.)

The presentation highlighted:

- The work of frontline services during the pandemic, and following Storm Arwen, was appreciated and acknowledged with no budget cuts being proposed.
- Health inequalities to be addressed across the county with a summit planned in March 2022 to make meaningful change with partner organisations.
- Unexpectedly, employment rates were largely comparable with pre-pandemic rates at 4.1% which was lower than regional and national figures and the economic performance of the county was quite strong. Targeted interventions hoped to address areas where unemployment figures were higher, including those within the 18–24-year-olds, areas where there were job vacancies and the necessity of introducing a real living wage in adult social care to retain staff who were leaving for jobs in other sectors.
- The vision and aims of the Corporate Plan identified 48 key priorities with targeted actions to enable their delivery. Examples included strengthening relationships with town and parish councils, welcoming new businesses, free town centre car parks etc.
- The overall funding context for the 2022/23 budget was set out; the increase in Council Tax precept remained at 2% without holding a referendum with an additional 1% for Adult Social Care for the next three years.
- Areas were outlined where the Council intended to invest in the future of the county.
- A review of the Budget for 2022-23 and the Medium-Term Financial Plan required savings of £9.704 million to balance the budget. A provisional savings requirement of £28 million had also been calculated for the following two financial years. The approach to identifying spend and savings within the budget were outlined with proposed savings by Portfolio Holder, although some of these included opportunities for income generation.

Chair's Initials.....

Ashington and Blyth Local Area Council, 10 November 2021

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- The consultation was due to close on 21 January 2022. Over 200 responses had been received to date which was helpful when assessing areas which operated well and those that didn't, as well as suggestions where more funds should be allocated, before the budget was finalised and published ahead of scrutiny and consideration by Full Council on 23 February 2022.

The following comments were made in response to member's questions:

- It was suggested that the feedback received from the public could also be shared with members.
- There was a public consultation on the Council website and there were over 200 responses. It was acknowledged that face-to-face consultations couldn't take place due to Covid restrictions but there was a hope in the future that they would return as it was acknowledged how invaluable they were and it was acknowledged the importance of reaching a wider audience.
- It was suggested in the Croft ward there needed to be a way to mitigate private landlords as it was felt that until this problem was resolved unemployment would continue. It was acknowledged that the problem needed to be looked at and it was suggested that this would be looked at in the Blyth Town deal and through the Blyth forum.
- Members noted that to help with unemployment there had to be motivation and a stimulus to want to work as well as providing good jobs throughout the area.
- There were concerns about the services that were already struggling. It was acknowledged that the Council were not losing any frontline staff, however it was felt that in some frontline services more staff were needed. It was confirmed that there would be no compulsory redundancies and there were no plans for reductions in services.
- Members noted that on a service-by-service basis if there were posts that were no longer necessary then the service would not fill the vacancies but it would be the Service Manager who agreed this.
- It was noted that all questions asked during the Facebook live Q&A session would be collated by the Communications team and all questions would be answered.
- Members were assured that there were no plans to introduce fees for carparking near the train stations and the parking situation was to be monitored. It was important to regulate carparks to ensure they do what they're supposed to do.
- Members noted that the Council were investing millions into the local services fleet including more powerful gully emptiers with advanced technology and tarmac technology that would allow for full pothole patching.
- The utility bill increase should not have as big of an effect on the budget as expected past and present administrations had implemented work including electricity generation, solar panels etc that had insulated the Authority to some extent. It was acknowledged that there still would be pressures on the budget. The leader had written to Government requesting additional support for schools which should hopefully be achieved.
- Members noted that there were no plans to charge parking on beach front carparks. There would be an announcement in the future regarding the funding for the green spaces. It was stated that there were three key areas where there was going to be investment around; supporting industry, encouraging new industry and looking after people. The investment into the green spaces

were not going to be at the expense of parking charges. It was noted that public conveniences were also being invested in.

- Members noted that the County was in very good shape and looked after very well which is down to joint working with Parish and Town Councils also.
- It was acknowledged that there had been issues with road sweepers. Enquiries had been made to hire some and the replacement fleet was due by the end of the month. A weekly report was shared with the local town Councils which showed the distribution of the employees across the area.
- It was acknowledged that the green agenda was a big issue the planting trees initiative was to try and involve all residents and make them aware of the green agenda. There would be an update on the Climate Change Action Plan it was hoped the report would go to Cabinet, Council and the Local Area Councils.
- Members noted that there was a Government Bill coming shortly which would explain offers that were available to Local Government to increase and improve the recycling rate. The glass collection pilot was being rolled out to more homes and there was a hope to do a food waste pilot in the near future.
- Members noted the hard work that the Innovative and Improvement service was doing to help with the Green Agenda and in the future, it could be beneficial to invite the Officers to the Local Area Councils to take questions from the members.
- Members noted that a saving in a service did not necessarily mean a cut it could just be that the service had found a way to deliver their service more efficiently. In Adult Social Care this could have been people living at home for longer. It was suggested that if able to attendance at the next budget meeting would allow members to ask Officers more in-depth questions. The budget was created with Service Directors who deliver these services, and they were confident that they would be able to deliver their service without putting pressure on the frontline staff. It was acknowledged the importance of retaining staff in these services and a living wage pay had been recently agreed by Cabinet.
- Members felt that Adult Social Care was a national problem and should be dealt with and funded nationally.
- It was confirmed that Council Tax would be increased by 2% with additional 1% for Adult Social Care. The way in which it is presented can be amended as long as the breakdown was there.
- The trees for the initiative needed to be young ones to help combat the Climate Change. It was acknowledged that storm Arwen had destroyed a large amount of mature trees.
- It was confirmed that the slides from the budget meeting would be circulated to members after the meeting.

RESOLVED that the presentation be received.

10. LOCAL SERVICES ISSUES

R. Wealleans, Neighbourhood Services Manager, gave an update to the members:

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Once again, following what has been a very long and challenging year for our front-line services – our refuse crews were out again, working across the entire Christmas period.

We also had cleansing operatives working this period to ensure litter bins were emptied and the streets remained clean and tidy in some challenging areas.

In addition to this, our tree and NEAT (Neighbourhood Environment Action Teams) teams continue to work hard as we recover from the devastation caused by Storm Arwen.

Our priority immediately after the storm was to assist with clearance of the road network, we then moved onto cemeteries and other public areas with high footfall. The tree teams will move onto our plantations and urban woodlands in due course. A full recovery will take time and we thank you for your support and patience during this period.

I'm sure you will join me in recognising and praising the huge efforts of our front-line teams over what continues to be an exceedingly difficult period.

Covid: There have been 7 positive cases within the workforce over the last 2 weeks with staff following new guidelines, currently there are only 2 staff still off and due to return next week.

Waste Service:

- Refuse collection service worked very well over Christmas period.
- Very few complaints from residents.
- Moving collection days etc. - comms strategy worked well with around a 95% presentation on all days.
- Dedicated refuse staff collected around 750 tonnes of residual waste over Christmas/New Year period.
- 42 tonnes more than the previous residual collection and still averaging 40/50 tonne above collections before Covid.

Grounds Maintenance

- Progress on winter works was initially impacted by Storm Arwen. We are confident that we can recover from this and complete the programme as planned.
- Please pass on any work requests you might have as we are now starting to plan for summer works.
- Hedges and shrubs.

- Leaf clearance has been carried out in all areas, any areas of concern that need attention please let me know.
- We have additional large mechanical sweepers deployed in the area to help remove additional detritus generated by the storm
- We have started the process of recruiting our seasonal staff for the coming summer period.

Street Cleansing

- Business as usual on cleansing within all areas.
- Brock Lane West Sleekburn traffic management arranged to carry out a litter pick and sweep.
- We have assisted the local volunteer groups with collections after their litter pick activities and will continue to support them going forward, lately collections have taken place around the West Bedlington/Cambois area.

The following response was made to member's questions:

- Members thanked the Service for their response to Storm Arwen. It was noted that there were still a number of trees lying around but the Officers confirmed that they were aware of them and would provide members with a timescale for collection.
- Blyth Town Council Ridley Park run events around Easter, but the fountains were never switched on at that time, the team were looking into the partnership with the Town Council.
- Members raised concerns that in some areas members of the public had been collecting wood and wondered whether it had been agreed. R. Wealleans confirmed he would check and share the information with the members.
- Members asked for Officers thoughts on controlling weeds in the area. It was suggested that a policy be created to outlines when the weeds are sprayed they are removed. It was hoped that improvements were made this year.
- Members thanked the team for sorting the issue with the bandstand. The issue regarding street lighting would be passed on to the necessary department.

M. Carle, Lead Highways Delivery Manager gave the following update to members:

All Highways Inspectors and maintenance crews continue to work Inspecting, fixing carriageway defects, making repairs and making safe category one defects across the Southeast area.

The NCC Gully emptier is fully deployed dealing with reported issues and cyclic maintenance. A replacement NCC gully emptier is due next month (four across the county) as part of the Fleet replacement programme. This is a higher specified more powerful emptier. This will give it more capacity to carryout required works.

An additional Gully Emptier is being deployed next week targeting whole road sections. This work will be starting in the Ashington Wards.

Larger Tarmac Patching

Larger Tarmac Patching has been carried out in the following locations:

- Delaval Gardens, Blyth
- Beatrice Street, Blyth
- Coronation Street, Blyth

Drainage Improvements:

Drainage Improvements have been carried out in the following areas:
The area teams are continuously looking at and programming future works both patching and drainage improvements.

LTP - Carriageway Resurfacing

Footway and Carriageway LTP Resurfacing have been carried out the following areas:

- Newsham Road, Blyth (Due to be topped this week NCC1)
- Norham Road, Ashington (Due to be topped this week NCC1)

Regeneration Scheme

- Bowes Street, Blyth – Started Monday 10/01/22 (48 Weeks)

Winter Maintenance

Winter Services continue. Omricon has had no effect on the delivery of the services as we use the rest shift to cover the small number of missing drivers. This is well within pre planned arrangements.

We have had an average winter so far in both snow and precautionary gritting. We are currently having a small restock of salt across the county. This will ensure we have sufficient resilience levels for the remainder of the winter period.

This includes a 5000-Tonne strategic store located in Powburn.

The following comments were made in response to member's questions:

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- Members noted that Disraeli street had been put forward to an LTP scheme again. A suggestion to make temporary repairs to the road would be looked into.
- Officers suggested the best way to report issues would be to ring in or report online so it was recorded on the main line system. Reports were then run from the system to identify areas that had reoccurring issues. There was a set response that was followed when an issue was logged.
- Officers asked that if they contacted them regarding the specific location of the requested grit bin outside South Beach Academy they would look into it.

RESOLVED that the information be noted.

NORTHUMBERLAND FIRE AND RESCUE SERVICE: COMMUNITY RISK MANAGEMENT PLAN 2022-26 CONSULTATION

The Local Area Council received a presentation from the Chief Fire Officer on the draft Community Risk Management Plan 2022 – 2026. He introduced his colleagues also in attendance: Graeme Binning, Deputy Chief Fire Officer, and Deborah Brown, Strategic Policy, Risk and Performance Officer

He explained that all fire and rescue authorities were required to produce a Community Risk Management Plan which must:

- reflect up to date risk analyses;
- demonstrate how prevention, protection and response activities would best be used to prevent and mitigate the impact of identified risks on its communities;
- outline required service delivery outcomes including the allocation of resources;
- set out its management strategy and risk-based programme for enforcing the provisions of the Regulatory Reform (Fire Safety) Order 2005;
- cover at least a three-year time span;
- reflect effective consultation throughout its development; and
- be easily accessible and publicly available.

The plan would need to be reviewed as often was required, for example, as it had been in response to the Covid-19 pandemic. An annual update reviewed performance, changes to risk and whether this impacted on the service.

The plan set out the definition of risk as a 'combination of the likelihood and consequence of a hazardous event' and provided more information to explain the risk analysis process and the 10 most frequently attended incidents in the previous 5 years. Over 90% of attendances were attributable to these incident types and rarely changed which allowed the service to target resources effectively. Dwelling fires were highlighted as one of the top incidents and the plan set out what they did to reduce risk and what they planned to do, to further reduce risk.

The fire and rescue service also needed to be prepared to respond to emerging risks, which although infrequent, had the potential for a high impact. This included:

- Climate change and extreme weather events.
- Pandemic.
- Future housing and commercial development.
- Ageing population and increased vulnerability.
- British Volt.
- Ashington, Blyth and Tyne Rail Line.

The aims and priorities for 2022/23 were outlined.

Consultation on the plan had commenced on 5 January 2022 and was due to close on 16 February 2022. Councillors and members of the public were encouraged to respond to the survey or provide feedback to allow the fire and rescue service to better shape and deliver their service. It was agreed that the link to the consultation be shared with members after the meeting.

The following comments were made in response to member's questions:

- Members congratulated the Chief Officer and his team for an excellent report. Thanks was also given to Northumberland Fire & Rescue for their continued hard work.
- It was confirmed that the PowerPoint and links to the consultation would be shared with the members after the meeting.
- The end date of the consultation was confirmed as Wednesday 16th February 2022.
- Members noted that the reduced use of jargon in the report and Risk Management Plan meant the document was more accessible to the public.
- Members noted the statistics included in the report were current and the plan was implemented for four years but were advised that there would be yearly updates.

RESOLVED that the presentation be received.

LOCAL AREA COUNCIL WORK PROGRAMME

A list of agreed items for future Local Area Council meetings was circulated.

RESOLVED that the work programme be noted.

DATE OF NEXT MEETING

The next meeting would be held on Wednesday 16th February 2022 at 4.00 p.m.

Chair _____

Chair's Initials.....

Ashington and Blyth Local Area Council, 10 November 2021

Date _____

Chair's Initials.....

Ashington and Blyth Local Area Council, 10 November 2021

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Northumberland County Council

ASHINGTON AND BLYTH LOCAL AREA COUNCIL

DATE : 16 FEBRUARY 2022

LOCAL TRANSPORT PLAN PROGRAMME 2022-23

Report of the Interim Executive Director: Rob Murfin, Interim Executive Director of Planning and Local Services

Cabinet Member: John Riddle, Cabinet Member for Environment and Local Services

Purpose of report

This report sets out the details of the draft Local Transport Plan (LTP) programme for 2022-23 for consideration and comment by the Local Area Council, prior to final approval of the programme by the Interim Executive Director of Planning and Local Services in consultation with the Cabinet Member for Environment and Local Services.

Recommendations

Members of the Local Area Council are asked to comment on the proposals, so that their comments can be considered in the finalisation of the LTP programme for 2022-23.

Link to Corporate Plan

This report is relevant to the following key themes in the Corporate Plan for 2018-2021:

- 'Connecting - We want you to have access to the things you need'
- How - "We want to be efficient, open and work for everyone"

- 'Living - We want you to feel safe, healthy and cared for'
- 'Enjoying - We want you to love where you live'
- Success Measures - "We want to make a difference"

Key issues

1. The Local Transport Plan grant allocation is determined for the Council by the Department of Transport (DfT). The DfT have yet to announce the capital allocations for 2022/23 and beyond. Subsequently, at this stage an indicative settlement of £23,488,124 has been assumed, based on the LTP allocation received from the DfT at the start of 2021/22.
2. A sum of £62,500 of the overall allocation will be retained by the North East Joint Transport Committee to cover central transport costs of the Joint Transport Committee. A £23,425,624 Council Local Transport Plan programme has therefore been developed for 2022-23, consisting of improvements and maintenance schemes to address four key areas: Walking and Cycling; Safety; Roads; and Bridges, Structures & Landslips.
3. Appendix A to D sets out the details of the recommended LTP Programme for 2022-23.
4. The final LTP programme will need to be reviewed and refined as appropriate to reflect the actual level of funding received from DfT and following consideration of feedback from the LACs, before being finalised in late February 2022.

Background

LTP PROGRAMME 2022 - 23

5. The draft LTP programme 2022/23 is based on an indicative settlement from DfT of £23,488,124, which reflects the LTP allocation received from the DfT at the start of 2021/22. This is made up of an indicative allocation of £21,780,000 for maintenance and £1,708,124 for integrated transport improvements. A sum of £62,500 of the integrated transport allocation will be retained by the North East Joint Transport Committee to cover central transport costs of the Joint Transport Committee, leaving a funding allocation for the Council's 2022/23 LTP programme of £23,425,624.
6. As in recent years, the highway maintenance element of the settlement is expected to include a contribution from the Highway Maintenance Incentive fund initiative. The capital funding from this element assumes that the Council retains the highest possible band 3 status and receives the maximum available funding. Confirmation of the funding settlement from the DfT is expected by the end of March 2022.
7. The £23,425,624 Local Transport Plan programme developed for 2022-23 consists of improvements and maintenance schemes to address four key areas: Walking and Cycling; Safety; Roads; and Bridges, Structures &

Landslips, the details of the 2022/23 LTP programme are set out in Appendix A to D.

8. The summary of proposed expenditure in 2022-23 across scheme types is as follows:

Appendix	Scheme Type	Proposed Expenditure
A	Walking and Cycling	£1,302,000
B	Safety	£2,100,000
C	Roads	£15,275,624
D	Bridges, Structures and Landslips	£4,748,000
	Total Programme	£23,425,624

9. The LTP programme has been developed following a comprehensive review of the needs for the maintenance of the highway asset, identified road safety issues and potential improvement of the highway and transport network. Requests for improvements and maintenance received from the local community over time are recorded in the Directory of Requests database. County Council Members and Town and Parish Councils are provided with details of requests made from their own areas throughout the last year and they are asked to take these into account when considering their priorities for the programme.
10. Priorities for the 2022-23 programme were invited from County Council Members and Town and Parish Councils during summer 2021 and those put forward have been assessed against criteria from our Local Transport Plan and Transport Asset Management Plan (TAMP). These are then combined with consideration of road safety improvement needs, based on accident statistics and other data sources, and the asset management needs of the overall highway network, based on inspections, condition data and the network hierarchy, to determine an overall programme of capital investment.
11. It should be noted that in some cases the budget allocations contained in the Appendices to this report are estimates only. At this stage it is the issue or problem that has been prioritised for inclusion in the programme and the design process will provide options for finding a solution. The assessment of options takes account of a number of factors including value for money and affordability. Costs will be firmed up as the proposals proceed through the design process.
12. It should also be noted that any schemes from the 2021-22 programme which are not completed by the end of the financial year will continue to be implemented in 2022-23 and are not detailed in this report.
13. A brief description of the types of highways and transport issues addressed by the LTP programme is set out below.

14. Priority for Integrated Transport is given to schemes that contribute to the achievements of the LTP objectives. The objectives reflect local needs and are related to national transport goals. These goals are:
- to support economic growth;
 - to reduce carbon emissions;
 - to promote equality of opportunity;
 - to contribute to better safety, security and health; and,
 - to improve the quality of life and a healthy natural environment.
15. The improvement part of the programme is aimed at creating improvements for all types of users of the highway network. The allocations are split between different types of proposals aimed at making improvements for walking and cycling, as well as improvements for vehicular users such as public transport and road users. The improvements are designed to make the highway environment more attractive to pedestrians and cyclists, address areas of congestion and meet new and increased demands.
16. The Highway Capital Maintenance programme is split between different types of proposals aimed at maintaining the highway infrastructure by achieving objectives set out in the Council's Transport Asset Management Plan (TAMP). Funds are allocated across the programme by applying a scoring process that has been developed following asset management principles in order to deliver the TAMP objectives.
17. The majority of the highway maintenance programme is aimed at addressing the structural decline of our roads as they form the largest part of our highway assets. We also take account of the needs of the other asset groups such as footways and cycleways, drainage, structures and traffic management assets. A risk based approach is used to determine priorities for maintenance and is based on priorities at a strategic level, transport network level and asset maintenance level.
18. It should be noted that proposed expenditure for Maintenance within the programme is £21,453,624 and for Integrated Transport is £1,972,000. These are generally in line with the expected allocations, but with Integrated Transport slightly exceeding the allocation and Maintenance expenditure set to balance this.

Walking and Cycling

19. Improvements for walking and cycling are already a significant feature within the LTP programme. This year the draft LTP for 2022-23 has a specific allocation of £1,302,000 for walking and cycling as set out in Appendix A attached to this report.
20. This allocation includes £222,000 for schemes that directly improve the environment and provision for walking and cycling, as well as £1,080,000 for maintaining existing footpaths (rights of way), footways (along the side of the road) and cycleways (either part of the road or adjacent to it).
21. Alongside these specific allocations, it should be noted that much of the Safety element of the programme in Appendix B will also contribute to ensuring that

the highway environment is improved in a way that will encourage more walking and cycling, for example, £500,000 for the completion of the 20mph programme at schools, which will support cycling and walking by creating a safer environment for cyclists and pedestrians.

22. It should be noted that the Council continues with its initiative to produce Local Cycling and Walking Infrastructure Plans (LCWIPs) in Northumberland's main towns. (Berwick Upon Tweed, Alnwick, Amble, Ashington, Morpeth, Bedlington, Blyth, Cramlington, Prudhoe, Ponteland, Hexham, Haltwhistle). The LCWIPs will provide an evidence base for future investment in walking and cycling and a separate dedicated capital funding allocation of £1.5m for 2022/23 is included within the Council's MTFP to support the development and delivery of walking and cycling schemes. The key outputs of LCWIPs when completed will be:
- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
 - A prioritised programme of infrastructure improvements for future investment;
 - A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
23. Focusing on the main towns will ensure that key employment sites, travel to work areas, school transport interchanges and significant new housing developments are all considered. It is anticipated that as the LCWIPs develop then they will become a key consideration in future when bidding for external funding, seeking developer contributions and allocating funds within future LTP programmes for cycling and walking schemes.
24. It should be noted that a number of County Councillors and Town and Parish Councils put forward priorities for the introduction of new cycleways and footways which when assessed were considered to be beyond the funding scope that would be available through the LTP capital programme. The details of these potential cycleways and footways have been captured separately and recorded so that they can also be considered should any other appropriate sources of external funding or bidding opportunities for such schemes become available.
25. The details of the draft LTP Walking and Cycling Programme of £1,302,000 for 2022-23 is set out in Appendix A, attached to this report.

Safety

26. An allocation of £2,100,000 has been made to improve safety on the highway network. Details of the programme are set out in Appendix B attached to this report
27. £695,000 is aimed at reducing the number and severity of road traffic casualties, through a programme of local safety schemes. Funding available for safety improvements to High Risk Sites will be at an increased level of £400,000 compared to £220,000 in 2017-18. It also includes allocations of

£175,000 for Rural Road Safety Improvements and £50,000 for Urban Road Safety Improvements.

28. £1,055,000 has been allocated to improve traffic management and traffic calming measures. Much of this funding will also create safer conditions where road safety concerns have been identified which will in turn encourage more walking and cycling. Specifically, an allocation of £500,000 has been made for further introduction of 20mph speed limits outside schools which will address safety concerns and should encourage more children and their parents and carers to walk or cycle to school. This final phase of activity should conclude the countywide programme of introducing 20mph speed limits at schools where it is appropriate to do so, with any further works near schools being picked up as part of general safety improvements going forward
29. A £350,000 allocation has been included to continue with the general refurbishment and renewal of existing signage and the replenishment of existing road markings. Both of these activities seek to improve the general safety for the highway user.

Roads

30. This section of the programme is the largest part of the programme with an allocation of £15,275,624 for maintenance of existing roads, including drainage, traffic lights and car park maintenance.
31. The programme is guided by the principles of effective asset management and is made up of £6,805,000 for named carriageway repair and drainage schemes (of which £2,590,000 is on major roads and the resilient road network and £4,215,000 on other local roads); £3,775,000 for surface dressing; £635,000 for micro surfacing and retexturing; and finally £4,060,624 of general refurbishment which includes drainage, traffic signals, car parks and footways as well as preparatory work for the next year's surface treatment programme.
32. The details of the draft Roads Programme for 2022-23 is set out in Appendix C attached to this report.

Bridges, Structures and Landslips

33. An allocation of £2,325,000 has been made for bridge maintenance. Again, effective asset management is the main driver. This includes a programme that also addresses the maintenance backlog by providing bridge strengthening to a number of bridges as this continues to remain a key objective.
34. There is also an allocation of £2,423,000 for addressing landslips to enable stabilisation work as a cost effective approach to prevent the deterioration and potential loss of use of the network at critical locations throughout the County. This includes an allocation from the LTP to deliver an engineering solution to stabilise the active landslide at Todstead on the B6344 Weldon Bridge to Rothbury road. The overall cost of the Todstead scheme is estimated to be £9.3m and will be funded wholly by NCC, with this partly being funded through

LTP capital of £1.863m in 2022/23. The landslip is caused by a complex geotechnical failure of the valley and is an extremely difficult site. Options to arrest the landslip and protect the road are difficult due to the geotechnical properties of the soils, the artesian water pressures, the proximity of the river and the nature conservation designations. A comprehensive ground investigation involving deep boreholes was carried out during 2021, which in itself was complex due to the artesian water pressures encountered. The testing of all the material samples taken during the ground investigation has been undertaken and a full geotechnical interpretative assessment of the landslip is nearing completion that will be used to inform final design of proposals. In parallel, preliminary design work has been completed by specialist geotechnical consultants and contractors to identify an appropriate long term solution for the landslip. It is anticipated that detailed design work will be completed by April 2022 which would allow a contractor to be procured and start work on the construction works mid way through 2022/23. Works are expected to last around 60 weeks and be completed mid way through 2023/24.

35. The details of the Bridges, Structures and Landslips Programme of £4,598,000 for 2022-23 is set out in Appendix D, attached to this report.

Next Steps

36. Following consideration by Local Area Councils at their meetings in February, any comments received will be considered and the final 2022-23 programmes for the Local Transport Plan will be prepared for consideration and approval by the Portfolio Holder for Environment and Local Services and the Interim Executive Director for Planning and Local Services.
37. Following agreement of the final programme, all County Council members and Town and Parish Councils who put forward priorities for the LTP programme will then be provided with further information regarding the outcome of the assessment of their submission and whether it has been possible to include their priority schemes within the programme this year.
38. It should also be noted that it is intended to undertake a review of the process for developing future years LTP programmes during 2022/23, in particular to consider moving away from an annual process to a multi-year LTP programme that better aligns with the MTFP period. The LACs will be consulted on any proposed changes as part of the LTP review process.

Implications

Policy	The proposed programmes are consistent with existing policies
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Finance and value for money	<p>The LTP Programme allocations are within the expected budget available for 2022-23. The £23,425,624 quoted in this report is an indicative figure and confirmation of the final allocation is awaited from DfT and is expected before March 2022.</p> <p>Should the allocation vary from that expected the programme will be amended in the final decision report.</p>
Legal	The LTP is delivered by the County Council using its powers and in fulfilment of its statutory duties as a Highways Authority, primarily under the provisions of the Highways Act 1980
Procurement	Not applicable
Human Resources	None
Property	None
Equalities (Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	<p>As a key issue for Northumberland, the needs of those that are socially excluded have been taken into account in the development of this programme.</p>
Risk Assessment	<p>The programme has been developed to minimise risks to the travelling public.</p> <p>Risks to the delivery of any individual scheme within the programme will be considered during scheme development. By managing risk at scheme level risk to delivery of the programme will be controlled.</p>
Crime & Disorder	The implications of Section 17, Crime and Disorder Act 1998 have been considered whilst developing this proposal, there are no perceived adverse effects.
Customer Consideration	The delivery of the programme will improve the highways and transport network in Northumberland for the benefit of the travelling public.
Carbon reduction	Schemes to encourage walking and cycling, as well as road safety and those which aim to reduce congestion will encourage modal shift and reduce overall carbon levels making a positive contribution to the achievement of the Council's Climate Change targets.

Health and Wellbeing	Schemes to encourage more active travel through improved infrastructure for walking and cycling, road safety measures and improvement to the condition of footways and roads all act to improve the overall health and wellbeing of our communities.
Wards	All

Background papers

N/A

Report sign off

Authors must ensure that officers and members have agreed the content of the report:

	Full Name of Officer
Monitoring Officer/Legal	Suki Binjal
Executive Director of Finance & S151 Officer	Jan Willis
Relevant Executive Director	Rob Murfin
Chief Executive	Daljit Lally
Portfolio Holder(s)	John Riddle

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Appendices

Appendices A to D – LTP Programme 2022-23

Summary		
Local Transport Plan Programme 2022-23		
Appendix A	Walking and Cycling	£1,302,000
	Improvements for Walking and Cycling	£222,000
	Maintenance of Footpaths, Footways and Cycleways	£1,080,000
Appendix B	Safety	£2,100,000
	Safety Improvement Schemes for All Users	£1,750,000
	Maintenance of Signs and Lines	£350,000
Appendix C	Roads	£15,275,624
	Major Road & Resilient Network Maintenance Schemes	£2,590,000
	Other Local Roads Maintenance Schemes	£4,215,000
	Surface Dressing Programme	£3,775,000
	Micro Surfacing Programme	£635,000
	General/Structural Refurbishment Work	£4,060,624
Appendix D	Bridges, Structures and Landslips	£4,748,000
	Bridges and Structures	£2,325,000
	Landslips	£2,423,000
	LTP Programme Total	£23,425,624
	LTP - Maintenance Block	£21,780,000
	LTP - Integrated Transport Block	£1,708,124
	Less NECA Contribution	-£62,500
	Total	£23,425,624
	Balance	£0

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		Appendix A	
Local Transport Plan Programme 2022-23			
Cycling and Walking	£1,302,000		
Improvements for Cycling and Walking			
Location	Issue	Potential Solution	Budget Allocation
Narrowgate/Bondgate Within & Fenkle St/Market St junction, Alnwick	Pedestrianisation and junction improvements following trial closure - Phase 1	New road layout.	£40,000
Percy Drive near the Health Centre, Amble	Pedestrian safety	Zebra Crossing	£20,000
Blanchland	Village centre improvements	various tbc	£5,000
Various Countywide	Disabled access	Dropped Kerbs	£50,000
Various Countywide, including High Pit Road Cramlington, Crow Hall Lane, Cramlington & Cheviot View Ponteland.	Access to bus services	New/improved bus stops	£27,000
Bridleway between the High School and St James Rbt, Alnwick	Route to school	Surface upgrade	£80,000
		sub total	£222,000
Maintenance of Footpaths, Footways and Cycleways			
Rights of Way			
Reference	Proposed Improvement	Budget Estimate	
Slaley	Route reconstruction (byways 49,39,19)	£55,000	
Knaresdale with Kirkhaugh	Structure consolidation	£45,000	
Blanchland BY 26 (Baybridge Road)	Feasibility and design for consolidation/reconstruction works	£15,000	
Haltwhistle FP 25	Feasibility and design for consolidation/reconstruction works	£10,000	
Bedlington Permissive Path on NCC land	Riverside Bridlepath requires rebuild alongside river blyth in Bedlington Country Park. Phase 1 design and cost	£15,000	
Blyth Rights of way and permissive Bridleway links	Surface and accessibility improvements	£20,000	
Blyth FP 91	Seaton Sluice ECP surface and accessibility improvement	£10,000	
Ponteland FP 91	Riverbank stabilisation	£20,000	
Hexham FP7	Path improvements linking QE II school access	£10,000	
National Park	Path surface improvements. Details to be agreed.	£10,000	
Various	Capitalised signage works.	£15,000	
Various	Capitalised surface improvements.	£50,000	
Various	Capitalised structures improvements.	£45,000	
Various	Capitalised accessibility improvements.	£10,000	
	Total	£330,000	
Footway Maintenance			
B6305	Hencotes, Hexham	£60,000	
A192	Newgate Street, Morpeth (Phase)	£60,000	
C99	High Street, Amble	£80,000	
U6084	Woodside Crescent, Hadston	£60,000	
U3149	Magdalene Fields, Warkworth	£70,000	
U113	Dean Drive, Tweedmouth	£50,000	
U6111	Lancaster Park, Morpeth (Phase)	£70,000	
C410	Newsham Road, Blyth (Phase)	£60,000	
U9707	Elsdon Avenue (opp. shops), Seaton Delaval	£40,000	
	Total	£550,000	
General Cycleway and Footway Refurbishment Work		£200,000	
A countywide programme of sites selected on a priority basis.			
Cycling and Walking Total		£1,302,000	

Local Transport Plan Programme 2022-23			Appendix B
Safety	£2,100,000		
Local Safety Schemes			
Location	Issue	Potential Solution	Budget Allocation
Various Countywide	High Risk & Route Action Sites	Various safety measures	£400,000
Various Countywide (includes Holywell Village, Phase 1 Croft Ward Home Zone area)	Urban road safety issues	Various safety measures	£50,000
Various Countywide (includes Warkworth village, Scales Cross, Apperley Dean crossroads, Horsley Village)	Rural road safety issues	Various safety measures	£175,000
Various Countywide	Urgent Safety Measures	Various safety measures	£50,000
Junction Improvements, C265/C270 The Glen Crossroads	Implementation of Safety Measures	Improved signs and markings	£20,000
		Sub Total	£695,000
Traffic Calming			
Location	Issue	Potential Solution	Budget Allocation
Beresford Road, Seaton Sluice	Traffic speeds	Traffic calming measures	£100,000
		Sub Total	£100,000
Traffic Management			
Location	Issue	Potential Solution	Budget Allocation
Craster	Parking issues	Implementation of entry scheme following experimental order	£50,000
Various Countywide	Traffic speeds	Reduced speed limits (non school related)	£50,000
Crow Hall Lane, Cramlington	Road safety concerns	Introduction of 40mph speed limit	£50,000
East Thirston	Traffic speeds	Introduction of 30mph speed limit	£25,000
B6303 Station Road Catton to Allendale 30mph Extension	Reduced speed limit	Extension of 30mph limit	£20,000
Various Countywide	Various traffic management issues	Traffic Regulation Orders	£200,000
Schools countywide	Safety outside schools	School 20mph speed limits	£500,000
Countywide Safer Streets for schools (Lynemouth, Moorhouse Lane Ashington)	Safety outside schools	Various safety measures	£60,000
		Sub Total	£955,000
General Traffic Sign/Road Markings Refurbishment			£350,000
A countywide programme of sites selected on a priority basis.			
		Safety Total	£2,100,000

Local Transport Plan Programme 2022-23

Roads

£15,275,624

Major Road & Resilient Network Maintenance Schemes

Road No	Location	Description	Budget Estimate
A1167	North Road, Berwick	Carriageway Resurfacing	£180,000
A197	Hirst Roundabout, Ashington	Carriageway Resurfacing	£120,000
B1505	Horton Road, Shankhouse	Carriageway Resurfacing	£90,000
A686	Esp Hill, Haydon Bridge	Carriageway Resurfacing	£200,000
A197	Woodhorn Road, Newbiggin	Carriageway Resurfacing	£320,000
C172	Greenside Bank, Flotterton	Carriageway Resurfacing	£120,000
A1061	Laverock Hall Road Phase 1	Carriageway Resurfacing	£240,000
B6318	High Seat to Rudchester Phase 2	Carriageway Resurfacing	£180,000
A193	Cowpen Road, Blyth	Carriageway Resurfacing	£110,000
B6318	Wallhouses	Carriageway Resurfacing	£150,000
A696	South of Shiningpool Bridge, Belsay	Carriageway Resurfacing	£220,000
A698	Ord Road, Tweedmouth	Carriageway Resurfacing	£100,000
B6346	Canongate Bridge to Smiley Lane, Alnwick Phase 1	Carriageway Resurfacing	£200,000
A190	Seghill to Annitsford Phase 2	Carriageway Resurfacing	£150,000
B6341	Knocklaw, Rothbury	Carriageway Resurfacing	£210,000
Major Road & Resilient Network Maintenance Schemes Total			£2,590,000

Other Local Roads Maintenance Schemes

Other Local Roads Maintenance Schemes - North Northumberland

Road No	Location	Description	Budget Estimate
B6347	West Falldon to Rock Mill	Carriageway Resurfacing	£180,000
C70	Preston Tower	Carriageway Resurfacing	£120,000
B6346	A697 jct. to New Bewick Farm	Surface Dressing Preparation	£190,000
U1063	Brewery Road, Wooler	Carriageway Resurfacing	£100,000
C176	Trewitt Hall to Netherton	Carriageway Resurfacing	£160,000
U3124	Swansfield Park Road, Alnwick	Carriageway Resurfacing	£120,000
C136	The Lee to B6342 junct. Phase 2	Carriageway Resurfacing	£80,000
B6525	Barmoor to Doddington	Surface Dressing Preparation	£70,000
U113	Dean Drive, Tweedmouth Phase 1	Carriageway Resurfacing	£160,000
B6354	Etal Road, East Ord	Carriageway Resurfacing	£40,000
B1341	A1 to Lucker	Surface Dressing Preparation	£80,000
Sub Total			£1,300,000

Other Local Roads Maintenance Schemes - Ashington and Blyth

Road No	Location	Description	Budget Estimate
C403	Unity Terrace, Cambois	Carriageway Resurfacing	£180,000
U9511	Princess Louise Road, Blyth	Carriageway Resurfacing	£170,000
U6710	Fourth Avenue, Ashington	Carriageway Resurfacing	£130,000
U9503	Thoroton Street, Blyth	Carriageway Resurfacing	£90,000
U6704	Alexandra Road, Ashington	Carriageway Resurfacing	£90,000
Sub Total			£660,000

Other Local Roads Maintenance Schemes - Cramlington, Bedlington and Seaton Valley

Road No	Location	Description	Budget Estimate
C420	Durham Road, Cramlington	Carriageway Resurfacing	£200,000
B1319	Low Main Place/ Station Road, Cramlington Village (phase)	Carriageway Resurfacing	£160,000
Sub Total			£360,000

Other Local Roads Maintenance Schemes - Tynedale

Road No	Location	Treatment	Budget Estimate
B6320	Bellingham to Hareshaw junct. Phase 2	Surface Dressing Preparation	£170,000
B6305	Allendale Road junction, Hexham Phase 2	Carriageway Resurfacing	£130,000
U8289	Whetstone Bridge Road, Hexham	Carriageway Resurfacing	£90,000
C254	Ovingham to Wylam	Carriageway Resurfacing	£100,000
C198	Hareshaw Common (Greenhaugh to Sundaysight jct)	Carriageway Resurfacing	£180,000
U5079	Kielder Road, Kielder	Carriageway Resurfacing	£90,000
C199	Falstone to Lanehead Phase 2	Carriageway Resurfacing	£70,000
B6309/C247	East Wallhouses to A69	Surface Dressing Preparation	£50,000
C202/U5026	Buteland Fell (further phase)	Carriageway Resurfacing	£105,000

C324	Tows Bank, North of Eals (Phase)	Carriageway Resurfacing	£80,000
C282	Dalton to Channel Well, Hexham	Surface Dressing Preparation	£50,000
		Sub Total	£1,115,000

Other Local Roads Maintenance Schemes - Castle Morpeth

Road No	Location	Treatment	Budget Estimate
C144	Maidens Hall, nr. Pigdon	Carriageway Resurfacing	£140,000
C187	Harwood Phase 3	Carriageway Resurfacing	£200,000
U6112	Gas House Lane, Morpeth	Carriageway Resurfacing	£90,000
C341	Fenwick to Matfen	Carriageway Resurfacing	£70,000
U9071	Kirkley Mill Farm to Berwick Hill	Surface Dressing Preparation	£160,000
C129	A1 junct. to Tritlington	Carriageway Resurfacing	£120,000
		Sub Total	£780,000

Other Local Roads Maintenance Schemes - Total **£4,215,000**

Surface Dressing Programme

Major Road & Resilient Network - Countywide

Road Number	Location	Description	Budget Allocation
A1068	Hawkhill Bridge to Lesbury	Surface Dressing	£125,000
B6341	Elsdon to A696 junct.	Surface Dressing	£190,000
B6344	Knocklaw to Black Burn Bridge, Rothbury	Surface Dressing	£80,000
A696	Monkridge to Raylees	Surface Dressing	£90,000
B1342	Outchester to jct Waren Mill	Surface Dressing	£70,000
A689	Slaggyford to Lintley Bank	Surface Dressing	£115,000
A689	County Boundary to Halton Lea Gate	Surface Dressing	£65,000
B6318	Low Teppermoor to Carraw Farm	Surface Dressing	£120,000
A6079	Wall to Low Brunton	Surface Dressing	£65,000
A197	Pegswood Bypass Ph 2	Surface Dressing	£155,000
A1068	Hagg Farm to Mile Road jct	Surface Dressing	£35,000
A697	Linden Square	Surface Dressing	£25,000
A197	Rotary Parkway (Lidl Rbt to Hirst Rbt), Ashington	Surface Dressing	£50,000
B1331	Nedderton village	Surface Dressing	£50,000
		Sub Total	£1,235,000

Other Local Roads - North Northumberland

Road Number	Location	Description	Budget Allocation
C33	Pawston to Scottish Border	Surface Dressing	£150,000
B6342	Rothbury 30 limit to The Lee Junction	Surface Dressing	£115,000
B1339	Embleton Mill	Surface Dressing	£100,000
C85	Glanton to High Powburn	Surface Dressing	£110,000
C60	Cragmill Road, Belford (East of A1)	Surface Dressing	£20,000
C60	Cragmill Road, Belford (West of A1)	Surface Dressing	£40,000
B6349	Station Road, Belford	Surface Dressing	£30,000
C12	Duddo to Grindon	Surface Dressing	£85,000
C23	East Learmouth to East Moneylaws	Surface Dressing	£85,000
C182	Whitton Bank Road, Rothbury	Surface Dressing	£40,000
U3030	Low Buston to Shortridge Hall	Surface Dressing	£120,000
C51	North Middleton Junction to Cheviot Street, Wooler	Surface Dressing	£100,000
		Sub Total	£995,000

Other Local Roads - Castle Morpeth

Road Number	Location	Description	Budget Allocation
C343	Birney Hill to The Plough Inn	Surface Dressing	£160,000
B6309	Stamfordham Rd to Heugh	Surface Dressing	£60,000
C364	Stannington to Duddo Hill	Surface Dressing	£150,000
C144	Netherwitton to Folly House	Surface Dressing	£140,000
B6309	West Belsay to A696	Surface Dressing	£120,000
		Sub Total	£630,000

Other Local Roads - Tynedale

Road Number	Location	Description	Budget Allocation
C322	Whitfield to U7011 jct	Surface Dressing	£105,000
U7070	Melkridge to Henshaw	Surface Dressing	£145,000
B6305	Lowgate to Hexham	Surface Dressing	£95,000
U5010	Greenrigg to Sweethope Lough	Surface Dressing	£135,000
C195	Ridsdale to Knowesgate	Surface Dressing	£75,000

C268	Espersfield	Surface Dressing	£135,000
C265/C270	Lead Road (A68 to B6306)	Surface Dressing	£175,000
Sub Total			£865,000

Other Local Roads - Ashington and Blyth

Road Number	Location	Description	Budget Allocation
U6575	Boiler Road, Ashington	Surface Dressing	£50,000
Sub Total			£50,000

Surface Dressing Programme Total	£3,775,000
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Micro Surfacing Programme

Other Local Roads - North Northumberland

Road Number	Location	Description	Budget Allocation
B6345	Acklington Road, Amble	Micro Surfacing	£65,000
U3102	Greyfield Estate, Embleton	Micro Surfacing	£50,000
Sub Total			£115,000

Other Local Roads - Castle Morpeth

Road Number	Location	Description	Budget Allocation
U6109	Church Walk, Morpeth	Micro Surfacing	£70,000
U6088	The Gables, Widdrington Station	Micro Surfacing	£55,000
Sub Total			£125,000

Other Local Roads - Ashington and Blyth

Road Number	Location	Description	Budget Allocation
U9516	Twelfth Avenue, Blyth	Micro Surfacing	£80,000
U9524	Shearwater Way, Blyth	Micro Surfacing	£45,000
Sub Total			£125,000

Other Local Roads - Cramlington, Bedlington and Seaton Valley

Road Number	Location	Description	Budget Allocation
U9567	Broad Law Business Park, Cramlington	Micro Surfacing	£60,000
U6551	Poplar Grove, Dene View East & West, Bedlington	Micro Surfacing	£60,000
U9540	The Crescent, Seghill	Micro Surfacing	£50,000
Sub Total			£170,000

Other Local Roads - Tynedale

Road Number	Location	Description	Budget Allocation
U8293	Wydon Park, Hexham	Micro Surfacing	£40,000
U8276	Castle Road, Prudhoe	Micro Surfacing	£60,000
Sub Total			£100,000

Micro Surfacing Programme Total	£635,000
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General Refurbishment Countywide

General Carriageway Refurbishment Work

A countywide programme of sites selected on a priority basis.

£2,025,624

Surface Dressing & Micro surfacing Pre Patching Work

Preparation of sites included in the programme

£200,000

Retexturing Refurbishment

A countywide programme of sites selected on a priority basis.

£50,000

General Structures Refurbishment Work

A countywide programme of sites selected on a priority basis.

£450,000

General Drainage Refurbishment Work

A countywide programme of sites selected on a priority basis.

£805,000

General Car Park Refurbishment Work

A countywide programme of sites selected on a priority basis.

£100,000

Traffic Signal Refurbishment	£100,000
Highway Maintenance Assessment and Advance Design	£330,000
General Refurbishment Countywide Total	£4,060,624

		APPENDIX D		
Local Transport Plan Programme 2022-23				
Bridges, Structures and Landslips		£4,748,000		
Bridges and Structures				
Location	Description	Budget Estimate		
Various	Structural Assessments	£120,000		
Various	Interim Measures Inspections	£35,000		
Various	Advance Preparation - Advance design of future schemes	£300,000		
Berwick Old Phase 3	Phase 3 - Refurbishment of the outer masonry elements	£500,000		
C279 Blue Gables	Strengthening of RC slab	£160,000		
C358 Ogle North	Strengthening of masonry arches extended with RC slabs	£170,000		
C82 Dubbs Burn	Strengthening of brick arch	£160,000		
U4093 Harwood Village	Refurbishment	£130,000		
C205 Middleburn	Strengthening of RC slab	£130,000		
U6008 Earsdon Mill	Strengthening of steel trough deck	£150,000		
U33 Fenwick Granary Ford	Strengthening of RC Slab	£160,000		
C2 Union Chain Bridge	Contribution to restoration	£150,000		
U8177 Garden House	Strengthening of filler beam deck	£160,000		
	Bridges and Structures Total	£2,325,000		
Landslip Management				
Location	Description	Budget Estimate		
Todstead	Land slip	£1,863,000		
A697 Haugh Head, Wooler	Embankment stabilisation	£250,000		
C100 Guyzance Mill	Embankment stabilisation	£80,000		
U5034 Blindburn	Road strengthening and drainage	£30,000		
A686 North of Light Birks	Haunch failure	£80,000		
Various	Advance preparation	£120,000		
	Landslip Management Total	£2,423,000		
	TOTAL	£4,748,000		

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