



Tyne Bridge Approach Spans Restoration

Structures Fund bid – public summary

Newcastle City Council, working with Gateshead Council, has submitted a bid to the Department for Transport for major maintenance of the Tyne Bridge approach spans. The proposal seeks to complete the restoration of the full bridge, protect this nationally important Grade II* listed structure and avoid future traffic restrictions caused by continuing deterioration.

Key facts

Total scheme cost	£20.13 million	DfT funding requested	£17.11 million
Local contribution	£3.02 million	Planned construction	Early 2027 to March 2029
Daily bridge use	More than 53,000 vehicles	Public transport	Around 800 bus movements a day
Active travel	Around 200 cyclists and 200+ pedestrians daily	Value for money	BCR – Very High

Why the work is needed and what is proposed

Why the work is needed

- The approach spans were last subject to major maintenance in 2001.
- Inspections show deterioration of protective paint, structural steelwork, waterproofing, joints, drainage, concrete, masonry, footways, parapets and lighting.
- The bridge is currently safe for use under the existing inspection and monitoring regime. The present lane restrictions are for the ongoing restoration works, not because of a structural closure.
- Without further investment, deterioration would continue and lane, weight or other operational restrictions are considered increasingly likely in future.

What the scheme would deliver

- Preparation and repainting of structural steelwork.
- Local steelwork, concrete, masonry and stonework repairs.
- Deck waterproofing, resurfacing, joint and drainage renewal.
- Footway, parapet and road-restraint improvements.
- Replacement and improvement of lighting infrastructure.
- Access, traffic management, ecological mitigation and associated enabling works.

Delivery, disruption and funding

The preferred approach is to integrate the approach-span works with the existing Tyne Bridge restoration programme, subject to funding and all required legal, procurement, heritage and governance approvals. This is intended to reduce duplicated mobilisation, access arrangements and traffic disruption.

Traffic management will remain necessary during construction. Detailed phasing will be developed with the contractor and coordinated with bus operators, emergency services, active-travel users and other stakeholders. At least one accessible footway will be maintained wherever practicable.

The local contribution will be shared by Newcastle City Council and Gateshead Council under the established Joint Tyne Bridges arrangements. The councils would remain responsible for managing any costs above the DfT contribution through their contractual and governance controls.

Economic and wider benefits

The scheme is intended to preserve reliable cross-Tyne access for road users, buses, freight, pedestrians and cyclists; avoid longer diversion routes; protect the historic fabric and appearance of the bridge; and reduce future inspection, reactive repair and traffic-management costs. The DfT economic toolkit reports present-value benefits of greater than £150 million and a benefit-cost ratio classified as Very High Value for Money.

This is a public summary of the Structures Fund submission. Commercially sensitive pricing, procurement and risk information, together with personal contact details and signatures, is not included.