



New Tyne Crossing
Strategic Partnering Forum Meeting Minutes
20/10/08
Jarrow Town Hall, 2.00pm

Notes to Reader;

TT2 – Tyne Tunnels 2 Ltd.

BYG – Bouygues Travaux Publics

TWPTA – Tyne and Wear Passenger Transport Authority

NTMBC – North Tyneside Metropolitan Borough Council

STMBC – South Tyneside Metropolitan Borough Council

HA – Highways Authority

Item	Action
<p>Welcome and Apologies</p> <p>Introduction: Trevor Jackson (TT2) Jim Robertson (AJAR) Jean-Stephane Bloquert (BYG) Lynn Uren (East Howdon CC) Roger Wantling (Highways Agency) Ken Tyrrell (Jarrow Neighbourhood Management Board) Claire Heron (NTMBC) Ian King (Northumbria Police) Ian Hughes (Rosehill Residents Action Group) Cllr Tom Hanson (STMBC) John Edwards (STMBC) Trevor Male (STMBC) Aileen Brewis (STMBC) Paul Fenwick (TWPTA) Mike Page (T&W Freight Partnership) Peter Hedley (TT2) Stuart Smith (TT2/Wood Holmes) James Hudson (TT2) Paul Moore (TT2)</p> <p>Apologies: Jackie Palmer (NTMBC) Nicholas Caille (BYG) Linda Whitworth ('A' Team – East Howdon)</p>	



<p>Chris Rowell (JNMP) Jim Allan (NTMBC) Tamsin Greulich (TT2)</p>	
<p>Minutes of last meeting (29/07/08)</p> <ul style="list-style-type: none"> Minutes of last meeting (29/07/08) agreed by all as a fair record of discussions. Mike Page asked for it to be checked that he was on the circulation list. 	<p>JH can confirm M. Page is on the distribution list.</p>
<p>Project update</p> <ul style="list-style-type: none"> STMBC identified that there had been congestion for traffic approaching the Tyne Tunnel from South Shields during the temporary closure of the 'Hamburger lane' at the South Junction. TT2 reported that A19 northbound traffic was queuing for half the normal time but A19 southbound was affected. The main area affected by the closure was traffic on the A185 from South Shields. It was noted that congestion is caused by traffic 'rat running' through local streets rather than accessing the tunnel via the A19. Various measures were already being taken to eliminate this: <ul style="list-style-type: none"> Traffic signals were being set for peak time to start at 7.00am instead of 7.30am, aiming to alleviate the problem before increased traffic build up. Light sequences changed to allow more stacking, with technicians on hand to fine tune them as necessary. Leaflets issued to drivers on affected roads, targeting 'rat runners' and advising them to use A19. An East Howdon resident explained that their local streets were previously gridlocked with rat runners. The change in road format as a result of construction activity and TT2 traffic measures has eliminated this problem, as southbound traffic must access the tunnel from A19 only. A Rose Hill resident added that initially residents in the area had thought there would be more problems than there actually were, noting that rat running has reduced and cars are staying on the A19. TT2 explained that the 'Hamburger Lane' temporary closure was necessary to accommodate essential sewer diversion activity. Six extra TT2 staff were deployed on site during the closure, and TT2 is confident that traffic flow would improve during the course of the closure, once the various traffic management measures begin to take effect; these reports and discussions were based on the first morning of the temporary closure. Alternative traffic signals have changed peak times in an attempt to stop traffic backing up. STMBC are working with BYG and TT2. Additional signs would be raised on A185 immediately. Mike Page stated that he could send a letter to freight operators informing them that A19 was the preferred route. STMBC recognise that it is difficult to get it right first time, and 	<p>Signage was implemented</p>



<p>expected a balance would be achieved within the next few days.</p> <ul style="list-style-type: none"> • TT2 recently experienced the backlash of a lorry fire on the A19 a few weeks previously. Although there was relatively minor damage to the highway, the A19 was still closed the following day. The incident damaged the tarmac which raised safety issues. • BYG reported on latest work on the South Junction. The sewerage work was the big issue, and activity is progressing well. A drop-in session had been held at St Bede's school for local residents, and a meeting held with residents of Epinay Walk regarding the new road loop and bridge. Feedback from the residents during these events was extremely positive. • Work is currently ongoing to demolish the TT2 buildings at the south tunnel entrance, after which work will start on the new Howard Street bridge. • TT2 clarified that signs were in place along High Street for the diversion via Salem Street. For future activity/access, one of these roads will always be open when the other is closed. • TT2 informed that in the North work continues in Howdon Yard, diaphragm walls were installed and work continues on utilities. Piling work has restarted on the river banks in preparation for the River Sections and this phase of piling should be completed by November. • TT2 confirmed that a contractor was in place for the dry dock work, and was preparing to cast the first element. 	<p>HA (Roger Wantling) to report on the details to TT2, and arrange meeting to discuss more effective partnership working.</p>
<p>South Partnering Forum update</p> <ul style="list-style-type: none"> • The forum is well established. No issues were raised at the meeting, but it was stated that future issues the group would be likely to discuss would include new construction work, road closures and interest in the landscaping masterplan at the appropriate time. 	
<p>North Partnering Forum and Silverlink update</p> <ul style="list-style-type: none"> • The North Partnering Forum is also well established. The main issue discussed is the Silverlink junction. • TT2 explained it had recently met with the Mayor of North Tyneside, where it was proposed to set up a think tank to find a solution for Silverlink. Identified as a strong political initiative. TT2 is hopeful of obtaining solid data to support the proposal that Silverlink improvements be brought forward. • Howdon Road is a recurring issue which local residents would like to see addressed. Rat running is now not amplified by motorists attempting to avoid Silverlink traffic. This also has a congestion impact at the Cobalt business park. • Local resident enquired if it is feasible to establish how much 'rat running' is a result of the Silverlink congestion problems. 	<p>Roger Wantling (HA) stated that he would take the forum's concerns about Silverlink back to the Highways Agency and report back to</p>



	the forum.
<p>Site Security</p> <ul style="list-style-type: none"> • There are no further issues following on from last meeting, although it was agreed that this should be kept as an agenda item. 	
<p>Groundbreaking Ceremony</p> <ul style="list-style-type: none"> • TT2 have regular meetings with BYG and TWPTA in advance of the ceremony. The ceremony will include the schools prize giving for the safety poster designs. 	
<p>Future Project Progress</p> <ul style="list-style-type: none"> • Nothing pressing was raised. • Inform fishing communities and boat clubs of river works schedule. • TWPTA stated that the river would be navigable at all times apart from four separate pre-agreed days for the lowering of the caissons (agreed with Port of Tyne and Environment Agency). The dredging window is set by the Environment Agency and water quality will be monitored right through the process. • TWPTA reported that Chaytor Street link would be left open. CCTV is operational along Friar Way footpath. 	TT2 communications team to action
<p>AOB</p> <ul style="list-style-type: none"> • Forum reminded that the TT2 helpline for any queries about the New Tyne Crossing was 0191 262 4451, option 3. This service is available 24 hours a day. • Local resident inquired about local employment. TT2 replied that 85% of those employed on the construction came from NE postcodes. BYG and TT2 use local suppliers where possible, and sub contractors agree to employ local people where possible. TT2 have begun collecting statistics, have regular meetings with the employment teams of both Local Authorities, and will have more feedback at the next meeting. • The meeting was told that while local contractors will know their staff requirements, TT2 may not necessarily be made aware of this, and contractors may already have enough staff. There are clauses within contracts to monitor the situation. • Local resident noted that all stories seem to be about traffic. Wallsend needs some good news stories - what about the benefits of the tunnel? • STMBC requested feedback on location of excavated materials. BYG reported they are still in negotiations. 	TT2 to analyse and issue appropriate press releases. If possible, BYG to feedback at next meeting.
<p>Next Meeting</p> <ul style="list-style-type: none"> • Next meeting to be held on 12th January 2009 - 2.00pm at TT2. 	



NB – Due to annual leave commitments, Trevor Jackson (TT2) will be unable to chair the SPF meeting on 12/01/09. Stuart Smith (TT2 advisor) will chair the meeting.