

**New Tyne Crossing**  
**Strategic Partnering Forum Meeting Minutes**  
**Low Simonside Community Centre**  
**19 October 2009**  
**2.00pm**



Item	Action
<p><b>1. Welcome:</b></p> <p>Linda Whitworth                    A Team - East Howdon  Peter Spark                            North Partnering Forum Resident  Mary Finnigan                        South Partnering Forum Resident  Ken Tyrrell                            JNMP  Jim Robertson                        AJAR/SPARA  Jackie Palmer                         NTMBC  Chris Rowell                         JNMP management  John Edwards                         STMBC  Cllr Tom Hanson                     STMBC  Mike Page                             AECOM / Tyne &amp; Wear Freight Partnership  John Bourn                            Tyne &amp; Wear LTP  Nicola Ashworth                     BYTP UK  Nicolas Caille                        BYTP UK  Paul Fenwick                         TWITA  Richard Simpson                     TWITA  Trevor Jackson                      TT2  Peter Hedley                         TT2  Tamsin Greulich                     TT2  Paul Moore                            TT2  James Hudson                        TT2</p> <p><b>Apologies:</b></p> <p>Aileen Brewis                        STMBC  Cllr Ed Hodson                        NTMBC  John Hogger                         Environment Agency  Insp. Ian King                         Northumbria Police</p>	
<p><b>2. Minutes of last meeting (13/07/2009) &amp; matters arising.</b></p> <ul style="list-style-type: none"> <li>■ Minutes of last meeting (27/04/2009) agreed by all as a fair record of discussions.</li> </ul>	
<p><b>3. Construction update</b></p> <p>BYTP UK provided update on New Tyne Crossing construction activities.</p> <ul style="list-style-type: none"> <li>■ <b>North Cut and Cover</b> <ul style="list-style-type: none"> <li>• Diaphragm walls are complete, and concreting is taking place. This is expected to be finished by the end of the year. Backfilling of soil has commenced within Howdon Yard.</li> </ul> </li> <li>■ <b>River</b> <ul style="list-style-type: none"> <li>• All four river caissons (tunnel units) are now complete and being</li> </ul> </li> </ul>	



<p>held in the dry dock. Once dredging is complete, immersion of the caissons is scheduled for January / February 2010.</p> <ul style="list-style-type: none"><li>• The dredger is expected to arrive on the Tyne by the end of October 2009, ready to commence operations at the start of November 2009.</li><li>• The enclosed pipeline system to transport dredged material to Tyne Dock has been installed.</li></ul> <p>■ <b>South Cut and Cover</b></p> <ul style="list-style-type: none"><li>• Excavations within all diaphragm walls along the length of the cut and cover sections has been completed (Sprayed Concrete Lining sections (SCL) are the only sections that require excavating). Concreting works continue in order to complete the tunnel structure between the diaphragm walls.</li><li>• Work has begun on the SCL sections. These are two sections in the vicinity of Riverside Park and adjacent to Ferry Street/ Commercial Road, where utilities are close to the surface, and cut and cover technique is not feasible without necessitating major utility diversions. The technique involves 'tunnelling' between the cut and cover sections to work below the utilities without disturbing them. This activity will involve preapproved periods of 24 hour working below ground. Initial work to demolish concrete walls has finished and noisy works will take place at the bottom of the excavated trench. No vehicle movements are necessary, although for safety, a crane will need to be based near the area in case of emergencies.</li><li>• Neighbouring residents have received leaflets informing them of the SCL activity and reiterating the TT2 contact details.</li></ul> <p>■ <b>South Junction</b></p> <ul style="list-style-type: none"><li>• Activities are progressing well. The proposed tunnel closure for October to allow demolition of the existing Howard Street Bridge has been postponed to allow British Telecom time to divert the fibre optic cables installed on the bridge. This will not impact on the project time scales as the bridge can be demolished at an alternative date.</li></ul>	
<p><b>4. Employment Issues</b></p> <ul style="list-style-type: none"><li>■ TT2 reported that over the course of the project, 2326 people have so far been employed. Of these, 2102 or 90% were local and 224 non local. Of those currently employed on site, 500 out of 583 (85.7%) are local. It was noted that the profile of workers on site is prone to vary</li></ul>	



<p>on a monthly basis, depending on the nature of work taking place.</p> <ul style="list-style-type: none"> <li>■ The project has recently employed a ‘Green team’ of local residents to keep roads and paths clean.</li> <li>■ Local procurement guidelines for companies wishing to work on the project have been updated on the New Tyne Crossing website.</li> <li>■ The CV database of those interested in being considered for future vacancies on site now has 1213 applications; 700 from South and North Tyneside.</li> <li>■ STMBC representatives stated that there is still a perception in the community of foreign workers being employed. STMBC will discuss how to address such perceptions with TT2.</li> </ul>	<p>STMBC to discuss presentation of employment data with TT2</p>
<p><b>5. South Local Partnering Forum update</b></p> <ul style="list-style-type: none"> <li>■ A representative of the South Partnering Forum reported on the landscaping consultations that had taken place. The forum is very interested in seeing the results and would like to report back to residents.</li> <li>■ TT2 described the landscaping consultation process. Drop-ins and meetings took place from August 24<sup>th</sup> and throughout September. Over 300 comments were received, many of which were residents expressing their approval at the consultation taking place. Many ideas were presented, which are currently being analysed and worked into a final submission.</li> <li>■ TT2 will submit the results as soon as possible. Comments will not be individually listed, rather emerging themes will be presented. A follow up meeting will be held with Jarrow CAF on 29<sup>th</sup> October to report on outcomes.</li> <li>■ Forum members had visited the site during the summer, and expressed their thanks for an enjoyable and interesting visit.</li> </ul>	<p>TT2 to feedback to consultees on the outcome of the consultation following submission of the landscape plans.</p>
<p><b>6. North Local Partnering Forum update</b></p> <ul style="list-style-type: none"> <li>■ North Partnering Forum members reported that their last local forum had included a site visit and landscaping consultation.</li> <li>■ A list of HGVs using Willington Quay was given to the Tyne and Wear Freight Partnership and a meeting had been held with the new inspector from Northumbria Police. The Freight Partnership representative stated that this had then been passed to NTMBC who were processing the request, but no further action has yet been taken. Residents’ representative stated that HGV activity through Willington Quay had decreased.</li> <li>■ Representatives asked for further details of the accident in the north cut and cover section that had been reported in the media. TT2 stated that initial media reports had been wildly exaggerated. A construction</li> </ul>	



<p>machine (a telehandler) had become unbalanced and toppled onto its side within the excavation, rather than falling 35ft into the excavation, as had been initially reported. The operator had fallen from his position within the cabin (less than 2ft above ground), suffering minor injuries only (some scratches); returning to work within a few days. The Health and Safety Executive had visited the site and reopened it immediately after investigations had finished. It was noted that reaction from the fire service had perhaps been more than necessary, with nine appliances attending, although it was suggested that the incident may have been partly used as a training response.</p>	
<p><b>7. Silverlink update</b></p> <ul style="list-style-type: none"> <li>■ TT2 reported progress on the Silverlink issue. TT2 attended a meeting with North Tyneside Integrated Transport Authority and Highways Agency officials. An interim scheme is on the table to increase Silverlink capacity by 30% before work on the tunnel is completed. More details are anticipated.</li> <li>■ The main Silverlink scheme is ahead of schedule and all parties are determined to cut the time. TT2 has asked for an urgent follow up meeting. TT2 representatives are making progress, but encouraged forum members not to stop their support for the issue.</li> </ul>	<p>TT2 will inform the forum once details are known.</p>
<p><b>8. Site Security</b></p> <ul style="list-style-type: none"> <li>■ TT2 met with Northumbria Police and BYTP UK health and safety managers in order to address the problem of stones being thrown through the hoardings onto site. Visits were made to the neighbouring schools, liaising with the head teachers, who invited TT2 and police to attend an assembly and speak to the pupils. Police will increase their presence at the end of the school day in order to act as a deterrent.</li> <li>■ School safety poster competition has been judged and winners chosen. The standard of details on the entries and words used suggests that the safety message is being received and understood by local schoolchildren.</li> </ul>	
<p><b>9. Council Tax Reduction Claims</b></p> <ul style="list-style-type: none"> <li>■ Report read by the representative of AJAR/SPARA. In 2008 the organisation had enquired to STMBC about council tax reduction to residents as a result of impacts associated with the New Tyne Crossing project. AJAR/SPARA received the reply that no council tax reduction would be granted. It was identified that during the construction of the first Tyne Tunnel, the Inland Revenue had applied a reduction to rates of up to 25% depending on circumstances and location.</li> <li>■ With current council tax, houses are classified in bands A to H. Most homes in the tunnel area to the south are in band A (council tax valuation cannot fall below this band). Local authorities have the</li> </ul>	



<p>discretion to reduce this for individual properties, but this must fund itself.</p> <ul style="list-style-type: none"> <li>■ The original application was made en masse for all residents in the area. The representative stated that South Tyneside residents living further away from the construction site are in support of those who are more directly affected receiving some form of compensation, and asked whether residents could apply again on an individual basis.</li> <li>■ It was added that TT2 have an excellent reputation in the local area, and residents are aware of the benefits and enforcement of the Code of Construction Practice (CoCP). However, it was felt that it is not accurate to say that the CoCP dissolves all negative impacts of the construction project.</li> <li>■ TT2 suggested that properties nearest the site may actually see their value increased when construction ends, as a result of improvements to the local environment, which may offset the current disruption. Residents responded that the reduction would be requested for the length of the construction activity only. Residents would like to appeal the initial decision or ask if the local authority would accept individual applications.</li> <li>■ STMBC replied that the previous response was based on emergency payments in cases such as the Morpeth Floods. It was suggested that the author of the initial letter be invited to the South Forum for further discussion. STMBC also advised that many tenants in the area are on benefits so do not pay council tax.</li> <li>■ North forum members commented that it is not as much of an issue on the north. Significantly fewer properties are affected.</li> <li>■ It was agreed that this issue is for residents and STMBC to resolve.</li> </ul>	<p>SPARA/AJAR to invite original author to south forum.</p>
<p><b>10. AOB</b></p> <ul style="list-style-type: none"> <li>■ STMBC asked when the next newsletter would be published. TT2 replied that it had been delayed to allow for inclusion of details about the dredging exercise, but was currently being approved, prior to sending to the publishers.</li> <li>■ TT2 stated that the T2K wheelchair race went very well and it is fantastic that it is so well supported and seen as an increasingly local community event. Both partnering forums said that they appreciated being involved.</li> <li>■ The north forum asked if the bus route into the tunnel would be opened to HGVs. TT2 replied that this was not possible. Should members wish, TT2 would be happy to attend a meeting to explain.</li> <li>■ STMBC noted that following the initial closure of the hamburger lane at the south junction a year ago, there was severe traffic disruption. With the recent long term closure traffic management had made the situation much better and they appreciated TT2's efforts. TT2</li> </ul>	<p>North forum to consider TT2 attending a future forum meeting to clarify bus route restrictions.</p>



<p>responded with some details of traffic movements. In peak periods without construction work the tunnel had been passing up to 7,500 vehicles over the peak 7.00-9.00am period. However, during construction and with the new traffic management in place the tunnel very often takes 7,800 vehicles over the same period. This is a reflection of the good work being done in the area.</p> <ul style="list-style-type: none"><li>■ Freight Partnership announced a DVD of their services and distributed to forum members.</li></ul>	
<p><b>Next Meeting</b></p> <ul style="list-style-type: none"><li>■ Next meeting to be held on 22/02/2010, 2pm at East Howdon Community Centre.</li></ul>	