



Decision will help cases of genuine hardship

At the Tyne Wear PTA meeting on 28 February, when it was agreed to apply for the necessary powers to build the New Tyne Crossing, members also approved guidelines to buy properties near the scheme - but outside the statutory limits for compensation - under certain conditions.

The PTA cannot simply pay compensation for lower property values outside of the areas directly affected by the scheme.

If serious effects such as noise, loss of value or medical conditions are claimed, the guidelines will help the PTA to decide whether to assist by buying the property. In making a decision, the PTA would not always decide to buy a property but would look at all circumstances including if the property was bought before the New Tyne Crossing was known about.

Home owners will have to demonstrate that the reduction in

the value of their property is attributable to the New Tyne Crossing scheme.

Jarrow councillor and PTA deputy vice chair Tom Hanson said: "The PTA, Jarrow MP Stephen Hepburn and I have been working hard to find a way of helping people who need to move house but who claim their property values have been affected by the New Tyne Crossing proposal, and so cannot sell their property.

"I have spoken to representatives of groups such as the St Paul's Area Residents Association about the PTA's adoption of the policy guidelines and they are happy that we have found a way of helping genuine cases of hardship.

"We will continue to talk to these groups and listen to their concerns, but I am convinced that the PTA is doing everything it can to address the issue of property devaluation."

Do you support the New Tyne Crossing?

Any objections to, or other representations about, the proposals in the application should be sent to the Secretary of State for Transport, c/o the TWA Processing Unit, Zone 3/11, Department of Transport, Local Government and the Regions, Great Minster House, 76 Marsham Street, London, SW1P 4DR on or before 19th July 2002. An objection or representation MUST (i) be received by the Secretary of State on or before 19th July 2002, (ii) be made in writing, (iii) state the grounds of the objection or representation and (iv) indicate who is making the objection or representation, and (v) give an address to which correspondence relating to the objection or representation may be sent.

If your mother tongue is not English, versions of this newsletter are available in Urdu, Bengali, Hindi, Punjabi or Chinese, by contacting: Paul Fenwick, Assistant Engineer to the Tunnels, Tyne & Wear Passenger Transport Authority, Civic Centre, Newcastle upon Tyne NE1 8PD.

Support from passenger transport body

The trade association for the bus and coach industry has thrown its weight behind plans for a New Tyne Crossing.

The Confederation of Passenger Transport says the New Tyne Crossing is needed to improve prospects for better public transport links across the River Tyne.

Regional secretary John Smith said: "We believe the New Tyne Crossing will ease the effects of congestion on local bus services on either side of the river and will create opportunities for improved cross-river public transport links. At present, congestion at the Tyne Tunnel is a disincentive to our members because they have difficulty keeping to a timetable.

"I know the management of the Tyne Tunnel has looked at ways of improving access for buses but there is a limit as to what can be done in the present circumstances. The New Tyne Crossing is the only rational solution to the congestion problem."

PTA deputy vice chair Coun Tom Hanson said: "I am pleased the New Tyne Crossing has the support of the Confederation of Passenger Transport.

"The PTA is committed to promoting greater use of public transport. Congestion helps no-one - least of all bus operators. Creating a more effective and efficient road network to enable a freer flow of traffic is a key part of our strategy."

New crossing gives 'excellent prospects' for improvement

The Tyne Tunnels provide a fair service to customers but have excellent prospects for improvement with the development of the new crossing, an Audit Commission Best Value inspection report has concluded.

The inspectors particularly noted the improvements the New Tyne Crossing will make to safety, with each tunnel carrying traffic in only one direction, and to the better flow of traffic by reducing delays and congestion.

Their report says: "...the major, long term improvement to the tunnels' service is dependent on the opening of the second tunnel."

PTA deputy vice chair Coun Tom Hanson said: "We are delighted with the inspectors' findings. In particular, we are pleased that they acknowledge the key role the New Tyne Crossing will make to the delivery of a much improved service to our customers, including the prospect for better public transport.

"The PTA has begun to implement the recommendations in the Best Value report for short-to-medium term improvement measures. And we agree with the conclusion that until the PTA can meet the traffic demand at the tunnel, the service we provide can be no better than 'fair.' We look forward to the day

when the New Tyne Crossing will allow the inspectors to assess the Tyne Tunnels as providing an 'excellent' service.

Best Value aims to improve standards for the delivery of services by local authorities through a thorough examination of how they are delivered, their value for money and, most importantly, how they meet the public's expectations and requirements.

The Best Value report made a number of recommendations about how the Tyne Tunnels can improve service including increased environmental monitoring, automation of toll collection, improved traffic management at the north end of the tunnel and better signage, including foreign language versions.

School on the move

The 60 pupils at St Peter's Primary School in Ormonde Street, Jarrow will be on the move to modern new premises at Ellison Primary school in Borough Road after the half-term holiday in June.

St Peter's, which was founded in 1874, stands on the line of the New Tyne Crossing and will be demolished. The newly merged school will be called Jarrow Cross Primary.

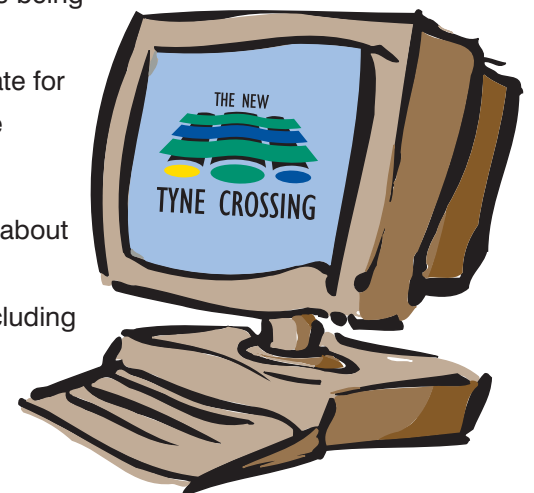
Head teacher Jean Mulley said: "It will be sad to leave St Peter's. A lot of people from Jarrow have very happy memories of their time at the school. However we are looking forward to a new era. The new school will be a new beginning for the pupils and staff."

Website relaunched

The New Tyne Crossing website is being relaunched to coincide with the application to the Secretary of State for the necessary powers to build the tunnel.

As well as containing information about the scheme, the website will also contain all the documentation, including the Environmental Statement, in the form of downloadable PDF files.

The site also has a new address: www.newtynecrossing.info





When and where to see the plans

Exhibitions are being held in North Tyneside and South Tyneside to inform the public of what will be contained in the application to the Secretary of State. A range of venues has been organised and expert staff will be on hand to answer questions.

In addition, thousands of copies of a non-technical summary of the Environmental Statement will be delivered to homes on both sides of the river.

PTA vice chair Coun Muriel Green said: "The PTA has always regarded consultation as a priority. This is a crucial period in the project and we want as many people as possible to be aware of what is being proposed and to contact us if they need more information, or to write to the Secretary of State with their views."

"I believe that the New Tyne Crossing is the vital missing link in the road network of Tyne and Wear and I hope as many people as possible will write to the Secretary of State in support of the scheme."

These will be held:

Venue	Date	Times
East Howdon Community Centre	Friday 14 June	4.30pm to 7pm
East Howdon Community Centre	Saturday 15 June	10am to 3pm
Jarrow Community Centre	Sunday 16 June	11am to 4pm
Jarrow Community Centre	Monday 17 June	10am to 6.30pm
St Paul's Church, Willington Quay	Tuesday 18 June	4pm to 7pm
Low Simonside Community Assoc (Taunton Ave)	Wednesday 19 June	4pm to 7pm
Howdon Community Centre	Thursday 20 June	4pm to 7pm
St John's Church, Percy Main	Friday 21 June	4pm to 7pm

The full application, including the Environmental Statement, will be available for inspection at:

- Civic Centre, Newcastle upon Tyne
- Jarrow Library, Jarrow
- Howdon Library, Howdon
- Town Hall, Wallsend
- Central Library, South Shields
- Main Library, Wallsend
- Central Library, Newcastle upon Tyne
- Community Centre, Howdon
- Community Centre, Jarrow and Simonside
- Community Centre, East Howdon
- Offices of Stephen Hepburn MP
- Offices of Stephen Byers MP
- Civic Centre, Gateshead
- Civic Centre, Sunderland
- Tyne Tunnel Offices, Wallsend
- Library, Hebburn
- Library, North Shields
- Library, Howdon

What happens next?

2002
 31 May Application to the Secretary of State
 19 July Deadline for letters of support
 Aug Invitation to tender for concession
 Nov/Dec Public Inquiry
2003
 Jul/Sep Secretary of State decision

2004
 Jan Concessionaire appointed
 Apr Concession contract starts
 Construction work begins
2007
 Spring New Tyne Crossing opens



Update

Issue 6 – June 2002

Write time to give your views

Members of the public and organisations have until 19 July to send letters of support or objection about the proposed New Tyne Crossing to the Secretary of State for Transport and the Regions.

Tyne and Wear Passenger Transport Authority (PTA), which is sponsoring the project, supported by North Tyneside and South Tyneside Councils, applied for the necessary powers to build an immersed tube tunnel between Jarrow and Howdon on 31 May.

It is expected that the Secretary of State will call a Public Inquiry for later in the year when all the issues surrounding the construction and future operation of the tunnel will be aired.

Jarrow councillor and PTA deputy vice chair Tom Hanson urged people to write.

"The PTA sees the new tunnel as vital to the whole of Tyne and Wear, but particularly to South Tyneside

which has the highest levels of unemployment," he said.

"The vehicular crossings of the Tyne from Blaydon to the existing tunnel are now at capacity most of the day. The New Tyne Crossing will relieve congestion and so eliminate the delays which motorists currently endure at the Tyne Tunnel. It will also, to some extent, ease the situation on other crossings.

"The PTA is committed to keeping the public informed about the scheme. We will be holding exhibitions and making the application documents available in several locations.



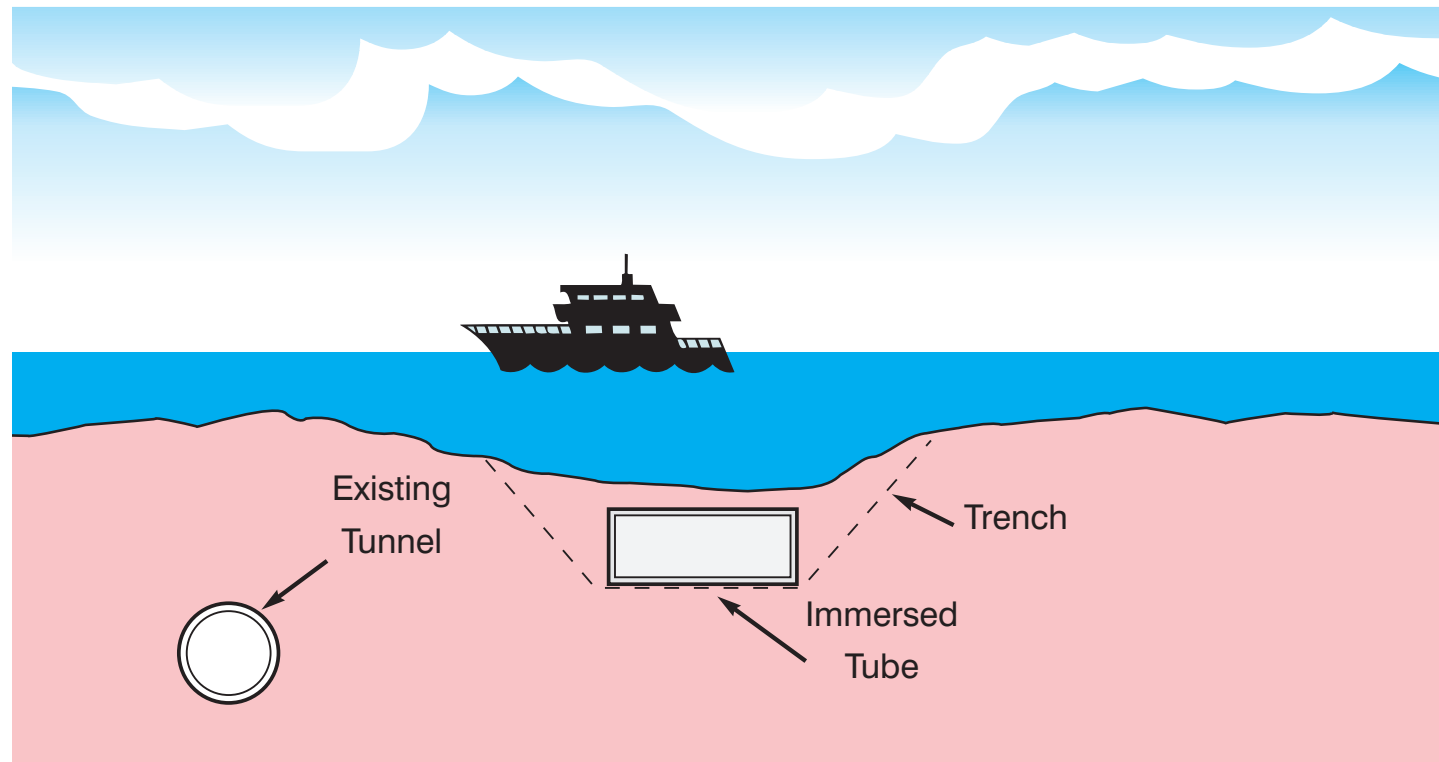
PTA vice and deputy vice chairs Muriel Green and Tom Hanson deliver the application to Government Office North East

"I hope people will take the opportunity to find out about the scheme and write to the Secretary of State whether they support it or not."

The address is shown overleaf.

See exhibition venues and times on back page.

How the new tunnel will be built and operated



The New Tyne Crossing will be built using a combination of immersed tube technology (in the river) and traditional 'cut and cover' techniques on the banks, connecting the tunnel to the road network.

Immersed tube technology has already been successfully applied in the building of the Medway Tunnel in Kent. It has been preferred to a bored tunnel because it is less expensive, which should mean lower tolls for motorists (estimated to be £1.10 to £1.55 compared to £1.35 to £2 for a bored tunnel), and does not require its own Act of Parliament. The enabling legislation to construct the New Tyne Crossing is the Transport and Works Act.

Immersed tube involves the construction of concrete sections about 90 metres long in a dry dock. The sections are then floated on the river and lowered into a deep trench across the river.

The dredging of the trench and the lowering of the sections will be undertaken at a time of year to minimise

impact on migratory fish in the river.

The new tunnel will carry southbound traffic when it is opened, with the existing tunnel carrying only northbound traffic.

The cut and cover operations will involve the demolition of several properties, mainly in Jarrow. These include 21 dwellings, St Peter's School, the Gaslight pub and the Grange Nursing Home, which is now empty and soon to be demolished.

Full details of the impact of the scheme can be found in the non-technical environmental statement which accompanies the PTA application. Copies will be delivered to households and businesses most directly affected by the New Tyne Crossing. Anyone wanting a copy can write to:

Paul Fenwick, Assistant Engineer to the Tunnels, Tyne & Wear Passenger Transport Authority, Civic Centre, Newcastle upon Tyne NE1 8PD.

Why we need a new crossing



Congestion is a daily problem on roads leading to the Tyne Tunnel

The existing vehicle tunnel under the Tyne can carry 24,000 vehicles per day before it becomes congested and causes delays. It currently carries about 35,000 vehicles per day.

At peak times there are long queues of traffic on the A19. Delays and congestion are now spreading to roads adjoining the A19.

More than 70 per cent of the traffic

using the Tyne Tunnel comes from and goes to destinations less than seven miles from the entrances on both sides of the river.

Other crossings of the Tyne are also operating at capacity. This means the river is becoming a major barrier between people and job opportunities in Tyne and Wear - especially in North Tyneside and South Tyneside.

Traffic using the tunnels is expected to average 50,000 to 55,000 vehicles per day by 2031. When the New Tyne Crossing is built, the capacity of both tunnels will be approximately 80,000 vehicles per day.

The Tyne Tunnel is the last remaining section of single carriageway on the A19. The £139 million New Tyne Crossing will remove this bottleneck.



Those who oppose the new tunnel argue that more roads create more traffic and that more should be done to encourage public transport instead. The fact is the North East already has the fastest growing rate of car ownership in the country, even without the new tunnel. If something is not done to meet the existing and future demand, the region's roads will become ever more congested - perhaps even gridlocked on cross-Tyne routes.

The construction of the New Tyne Crossing actually provides great potential for improving public transport links across the river. At present bus operators are unable to keep to timetable because of congestion.

Who's who

Tyne Wear Passenger Transport Authority (PTA) has responsibility for the Tyne Tunnels as well as for public transport in Tyne and Wear. It is the body proposing the New Tyne Crossing with the agreement and support of North Tyneside and South Tyneside Councils.

The PTA appointed planning and engineering consultant **Arup** in 1999 to act as technical advisors on the scheme, to obtain the necessary consents to enable the scheme to be built, and to

negotiate the concession agreement with private sector consortia.

Arup is supported by **Posford Haskoning** (immersed tube tunnelling advice); **Herbert Smith** (legal advice); **KPMG** (financial advice) and **Lamb & Edge** (property advice). Other specialist firms have been employed to look at the landscape, fisheries and archaeological aspects of the scheme.

The **concessionaire** is the name given to the private consortium which will be appointed to design and build the new tunnel and operate all of the tunnels for a period of around 30 years. It will use the money raised from tolls to pay for the construction of the new crossing. A formula for toll levels will be agreed in advance with the PTA.



East Howdon

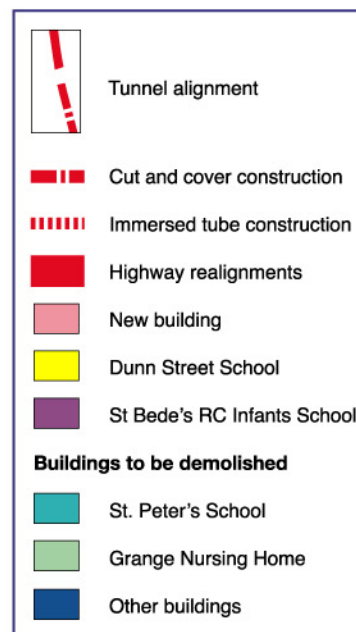
A new toll plaza for southbound vehicles will be constructed and the southbound carriageway widened. A public transport link between the toll plaza and East Howdon bypass will also be provided to give buses a quick route into the tunnel.

Existing tunnel

The existing toll plaza will accommodate only northbound traffic. The existing roundabout will be removed and replaced by a road linking into the local network.

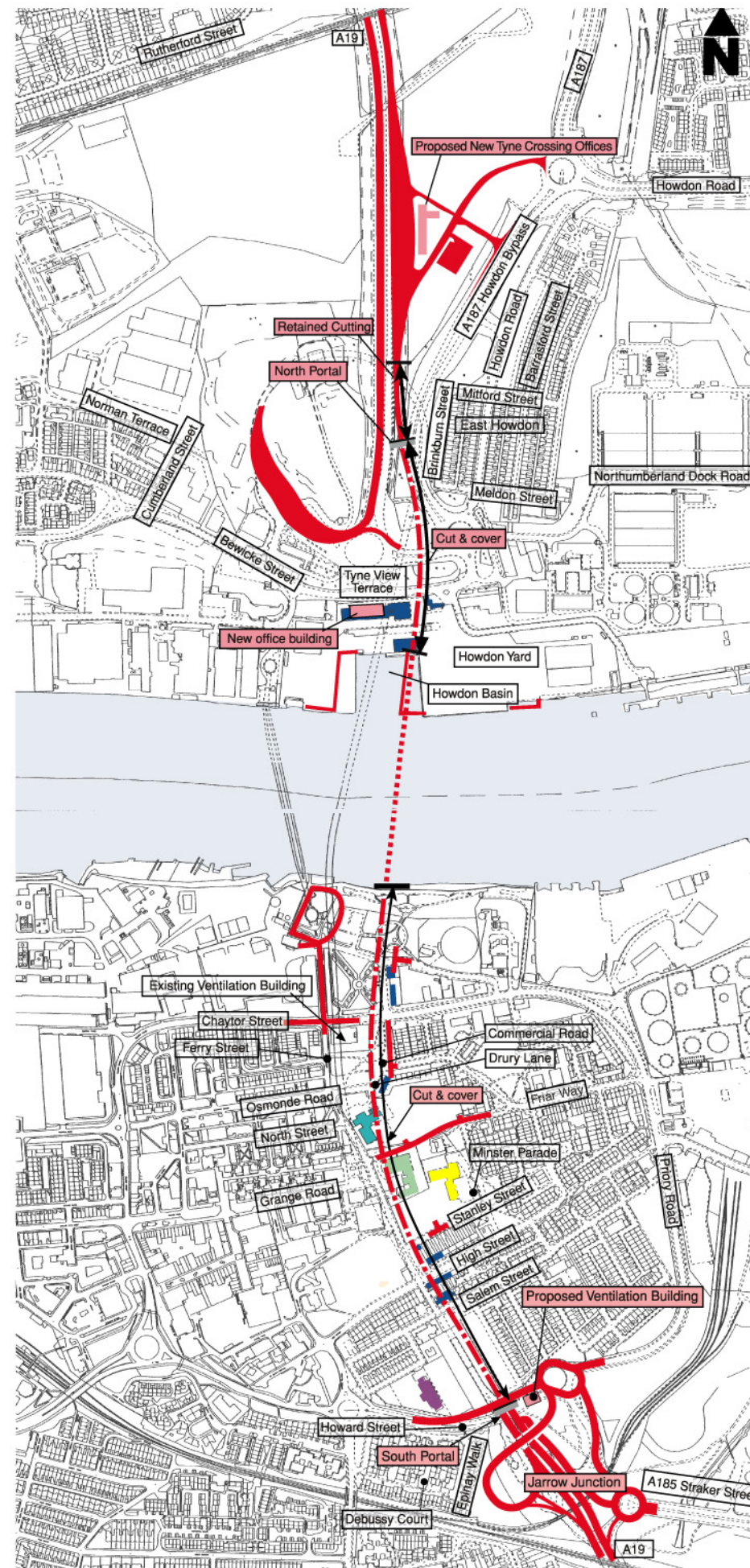
Riverside Park

The statue of Charles Palmer will be relocated and the Gaslight public house demolished. After construction there are plans to renovate the area and improve access to the pedestrian and cycle tunnels.



St Peter's School

The school will be vacated in June when pupils will transfer to Ellison Street School. The school will then be demolished. The Grange Nursing Home closed last December and will be demolished soon. Construction work will involve taking part of the playing fields at Dunn Street School, but these will be restored when works are complete.



Howdon Yard

Currently leased by Amec from the Port of Tyne Authority, part of the yard and the basin will be required during construction but new offices and a new quay will be built once works are complete.

The river

A trench will be dredged across the river at a depth between 20 and 30 metres for the tunnel sections. Work will take place at a time of year to reduce the impact on marine life in the river. Consultation with the Port of Tyne Authority has taken place to minimise the risk to the tunnel from shipping.

Jarrow Interchange

The new crossing will require a more efficient road layout at the south end of the tunnel to enable traffic to move directly in and out of the tunnel without the need to mix with local traffic close to the portal as is the case now. Two junction options were considered (the other was further south at Simonside) but the PTA and South Tyneside Council preferred Jarrow option because it was less expensive and more efficient.