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First Secretary of State
Transport and Works Act Processing Unit
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Zone 3/11, Great Minster House
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28/10/02

Dear Sir,

TRANSPORT AND WORKS ACT 1992: APPLICATION FOR PROPOSED RIVER TYNE (TUNNELS ORDER).

Thank you for your letter dated 27/9/02 (ref: TWA/02/APP/03/OBJ/10) in which you advise me that I am required to submit a Statement of Case prior to presenting oral evidence to the enquiry. I trust the following will meet your requirements and enable me to do so.

STATEMENT OF CASE

I have studied the non-technical Environmental Statement and have had a discussion with the relevant officer of the Tyne & Wear Passenger Transport Authority for which I am grateful.

However, at this stage, I am not satisfied that my concerns with the social and environmental impact of constructing an additional tunnel will be addressed.

1. I wish to refer to the **damage** to local roads, footpaths, cycle ways and other rights of way that will almost certainly arise and the consequential disruption to local journeys.

- a) It is clear that diversions to existing cycle and pedestrian routes will be necessary but I am not convinced that adequate and timely advance notice and clear signposting will be provided. Past experience of recent work by the Tyne in the construction of "improvements" on both sides of the river in Newcastle and Gateshead do not give me any confidence that this will happen unless **explicit** undertakings to do so are given.
- b) This project will take a number of years to complete and it is vital that **safe** and **adequate** measures are taken during the construction period as well as on completion.
- c) It is vital to ensure that non-car routes are **safer and more accessible** when the tunnel is finished. I see little evidence of this.

2. Another important requirement is for the provision of adequate and safe **crossing places** for cyclists and pedestrians. Crossing the A19 north and south of the tunnel currently is fraught with difficulties and danger at many points. The design of existing roundabouts may facilitate the flow and passage of cars but does nothing to assist cyclists or pedestrians.

3. The development of a more extensive fast road system is likely to **deter cyclists and pedestrians**. This is contrary to governments' Planning Policy Guidance Note PPG13 (Transport), which states unambiguously that its aims are to:-

- Promote more sustainable transport choices for both people and moving freight
- Promote accessibility to jobs, shopping, leisure facilities and public services by public transport walking and cycling
- Reduce the need to travel, especially by car.

The central thrust of PPG13 is to not do anything to anything that would accelerate the use of the private car or moving freight by road. **The construction of an additional tunnel will do just this**. The scheme will contribute significantly to an increase in road use by vehicles in absolute terms.

4. The nature of this development will **inhibit the provision of east west routes** along the Tyne to meet the needs of linking communities for social, commercial and leisure purposes.

5. The **extra emissions** generated by the increase in the volume of traffic will also be damaging to the environment and contrary to Rio and Kyoto agreements to which the government is committed.

6. The increase in traffic flows will also **increase congestion** on the roads adjacent to both ends of the tunnel and exacerbate further the hazards to cyclists and pedestrians as well as slowing motorised transport.

7. Furthermore the construction will have an adverse effect on a number of **designated cycle routes** (notably route 72) both during and after construction.

8. Additional **feeder** roads may be found to be necessary to accommodate vehicles further damaging local movements.

It is vital that there is a continuing dialogue between the developers of the proposal and individuals and organisations representing local interests, such as Tynebikes, of which I am a member.

I wish to present oral evidence to the public enquiry to further that process in the interests of all concerned.

Yours faithfully

Lindsay Perks O.B.E.