

What is the New Tyne Crossing?

The New Tyne Crossing is the project to construct a second vehicle tunnel under the River Tyne and to refurbish the existing vehicle tunnel, which was opened in 1967.



The project is a Private Public Partnership. The Concessionaire (the consortium appointed to deliver the New Tyne Crossing) is responsible for the part-financing, design and construction of the new tunnel and for the operation and maintenance of all the tunnels under the river, including the Grade II-listed pedestrian and cycle tunnels.

The Concession will run for 30 years, after which all the tunnels will be handed back to the Tyne & Wear Passenger Transport Authority.

The second vehicle tunnel will link East Howdon in North Tyneside with Jarrow in South Tyneside, completing the dualling of the A19 between Northumberland and North Yorkshire.

It will be built just downstream (east) of the existing tunnel. Once both tunnels are fully operational the new tunnel will carry traffic north to south and the existing tunnel, currently carrying vehicles in both directions, will carry vehicles south to north.

The second vehicle tunnel will be built using immersed tube technology in the river section. This will involve dredging a deep trench in the bed of the Tyne and placing pre-fabricated concrete sections into it.

The total length of new carriageway will be approximately 2.6 km. The tunnel itself will make up 1.5km of the total length.

Other associated works

As well as the new tunnel, there will be a **new toll plaza** at the north end of the tunnel on the southbound carriageway.

A **bus-only lane** will allow buses to bypass the southbound toll plaza.

The existing roundabout at the north entrance to the tunnel will be removed. For traffic travelling south, the most southerly access to the Tyne Tunnel will be from the A193. There will be no access from Tyne View Terrace.

In Jarrow, the **tunnel portals will be extended** south to reduce noise and improve air quality for local people. The existing bridge carrying Howard Street will be demolished and Howard Street will be realigned to pass over the new tunnel and the refurbished existing tunnel.

The existing ventilation chimney and related infrastructure near Chaytor Street in Jarrow will be modified. A **new ventilation shaft** will be built within the new Jarrow Interchange to serve the new tunnel.

The roundabout near the southern entrance to the existing tunnel will be removed. A **new interchange** connecting the A19 and the local road network will be built south of the Howard Street bridge.

Timeline

- Financial Close 23 November 2007
- Transfer tunnels and staff 1 February 2008
- Main works start Spring 2008
- New tunnel opens Winter 2010
- Existing tunnel closes Winter 2010
- New Tyne Crossing opens Winter 2011

About TT2

TT2 is owned by Bouygues Travaux Publics (Bouygues TP), HSBC Infrastructure Fund Management Limited (acting in its capacity as general partner for and on behalf of each of the limited partnerships constituting HSBC Infrastructure Fund II), and Bank of Scotland Corporate (part of the HBOS group). All three companies have strong experience in Public Private Partnerships (PPPs), with a combined total of 107 PPPs currently in operation, a majority of which are UK-based.



- **Bouygues TP**

Bouygues TP is the civil works construction subsidiary of Bouygues Construction, which operates globally and itself is part of the Bouygues Group (with approx. 100,000 staff around the world, 50% of whom are employed outside France). Bouygues TP has specialist construction skills, with particular experience in tunnel projects and has built the latest completed tunnel in Europe using the immersed tunnel technique.

Bouygues TP is recognised as a market leader for toll infrastructures. In recent years, they have achieved tolled infrastructure deals receiving a number of PFI prices and representing an aggregate amount above £2.5 billion. Bouygues already has a long-term involvement in the UK through Bouygues UK (a major player in the PFI market), Ecovert FM and Colas UK. For more information on Bouygues TP please visit <http://www.bouygues-construction.com/2i.html&>

- **HSBC Infrastructure Fund Management Limited**

HSBC Infrastructure Fund Management Limited (HIFML) is authorised and regulated by the Financial Services Authority. HIFML is acting in its capacity as general partner for and on behalf of each of the limited partnerships constituting HSBC Infrastructure Fund II. HIFML's parent company, HSBC Specialist Investments

Limited (HSIL) is a wholly owned subsidiary of HSBC Holdings plc and is the dedicated property and infrastructure investment arm of HSBC. HSIL and its subsidiaries design and manage specialist investment funds which invest capital provided by a wide range of investors, including pension funds, insurance companies, fund of funds, asset managers and high net worth individuals in the UK and globally. It focuses on market segments with attractive risk/reward profiles and currently manages in excess of £7 billion of specialist assets in infrastructure, commercial and residential property via eight institutional funds.

HSBC Holdings plc serves over 125 million customers worldwide through around 10,000 offices in 83 countries and territories in Europe, the Asia-Pacific region, the Americas, the Middle East and Africa.

- **Bank of Scotland Corporate**

Bank of Scotland Corporate, part of the HBOS group, has a reputation for excellence in the provision of corporate finance, delivering innovative funding solutions across a range of markets.

Boasting the most experienced team in the PFI/PPP market, Bank of Scotland Corporate is one of Europe's leading providers of infrastructure finance. It has arranged over £8bn of senior debt in over 100 PFI/PPP projects and invested in over 50 PFI/PPPs with over £200m committed risk capital.

In the UK, it is currently one of the largest capital providers in the education sector, having completed 30 projects, providing around 20,000 school places. In the health sector it has funded and invested in around 30 projects, which have provided over 10,000 hospital beds. In the housing market it has provided over £5bn to social registered landlords (former housing associations) and is active in the affordable housing, higher education and urban regeneration sectors.

The HBOS Group employs over 76,000 people worldwide. Bank of Scotland Corporate employs over 8,300 people. Total corporate lending at June 2007 stood at £95.8 billion. For more information on Bank of Scotland Corporate please visit <http://www.bankofscotland.co.uk/corporate/>

Procurement History

- March 2004 - Contract Notice for New Tyne Crossing advertised in the Official Journal of the European Union.
- 23 September 2004 - TWPTA approves a short-list of four consortia to receive the bidding documentation.
- 8 February 2006 - Invitation to Negotiate (ITN) documents sent out to two Bidders, Connect North East (Balfour Beatty and others) and the Bouygues Consortium.
- 7 August 2006 - ITN documents returned.
- 10 November 2006 - Best and Final Offers documentation sent out to Bidders.
- 22 January 2007 - Bids returned.
- 20 April 2007 - The Bouygues Consortium announced as Preferred Bidder.
- 23 November 2007 - Contract signed. Bouygues Consortium becomes Concessionaire Tyne Tunnels 2 (TT2).

The New Tyne Crossing was the subject of a Public Inquiry in 2003. The Order allowing the project to go ahead was approved by the Secretary of State for Transport in July 2005.