



Tyne Tunnels Act 1998

1998 CHAPTER i

An Act to amend provisions of the Tyne and Wear Act 1976 concerning tolls in relation to the Tyne Tunnels; to confer further powers upon the Tyne and Wear Passenger Transport Authority to facilitate the provision and operation of an additional tunnel crossing of the river Tyne; to enable provision to be made for the operation of the existing tunnels in conjunction with such a new crossing; and for connected purposes. [8th April 1998]

WHEREAS

- (1) The Tyne and Wear Passenger Transport Authority (“the Authority”) was established under section 28 of the Local Government Act 1985 and is the passenger transport authority for the metropolitan county of Tyne and Wear under section 9 of the Transport Act 1968:
- (2) By the Tyne Tunnel Order 1986 made pursuant to provisions contained in the Local Government Act 1985, the tunnel undertaking of the County Council of Tyne and Wear was transferred to the Authority on 1st April 1986:
- (3) That undertaking comprises in particular a tunnel for vehicular traffic under the river Tyne (“the road tunnel”) and two tunnels for cyclist and pedestrian traffic which were originally authorised by local Acts enacted in 1946, 1956 and 1960 and which are now governed by provisions contained in Part II of the Tyne and Wear Act 1976 (“the 1976 Act”):
- (4) Pursuant to the 1976 Act, the Authority levies tolls for the use of the road tunnel, the income from which is required to be applied in defraying expenses, in making payments to any maintenance or reserve fund provided in respect of the tunnel and in paying interest and in re-paying capital upon moneys borrowed in respect of the tunnel undertaking:
- (5) The Authority wishes to secure powers for and to facilitate the construction and operation of an additional tunnel crossing of the river Tyne and it is expedient that it should be empowered to do so and in particular that it should be permitted to apply toll income from the road tunnel for that purpose:
- (6) In the interests of securing the procurement of such an additional tunnel crossing in an economic and timely manner, and also of securing the most effective management of the Authority’s tunnel undertaking thereafter, it is further expedient that the Authority should be able to divest itself in whole or in part of its tunnel undertaking so as to enable the tunnel undertaking and any such tunnel crossing to be operated together: