

Tyne and Wear Integrated Transport Authority Scrutiny Advisory Group

Thursday 11 July 2013 at 1.00 pm

Meeting to be held: Committee Room, Newcastle Civic Centre

Contact Officer: - (0191) 211 6146

Membership

Councillors: D Tate, N Padgett, Wiper, Schofield, S Fairlie, M Graham, T Graham,
R Porthouse and B Watters

SUPPLEMENTAL AGENDA

Page No

11. Metro Line Closure

1 - 10

Presentation by Raymond Johnstone (Director of Rail & Infrastructure) and
Huw Lewis (Head of Communications)

This page is intentionally left blank

Metro Central Corridor Improvements: Summer 2013 Major Line Closure

Why is work taking place now?



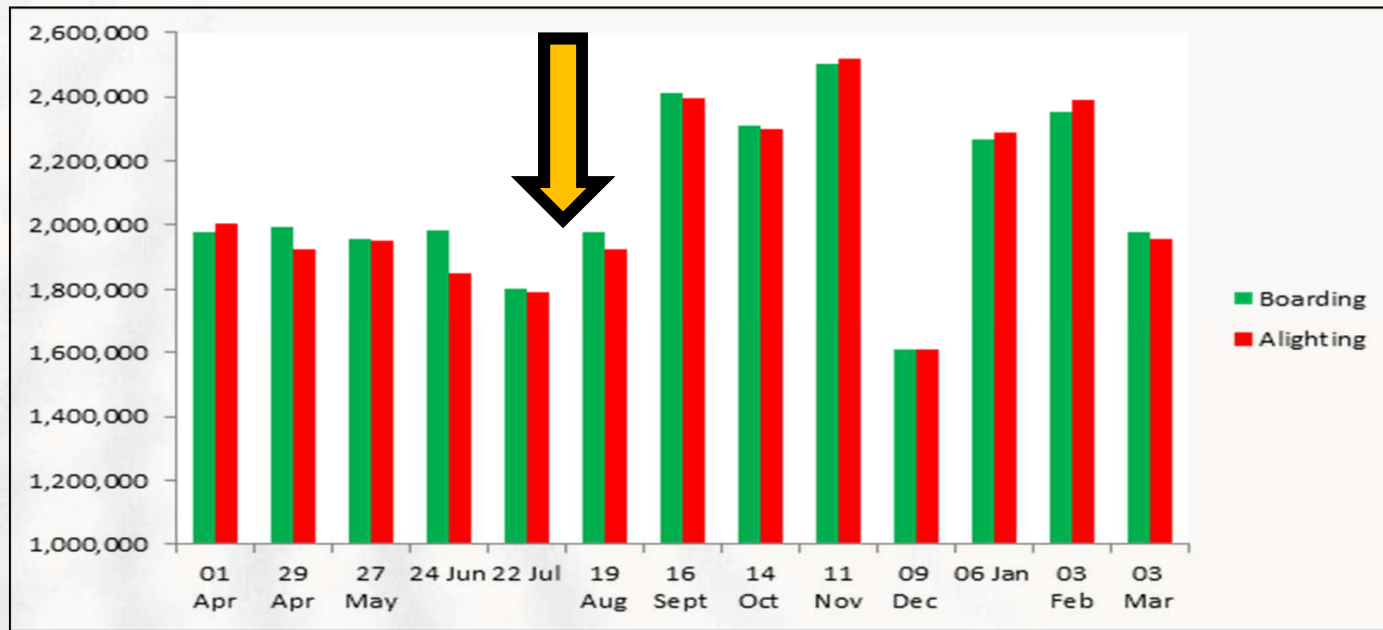
- Track between South Gosforth and Jesmond is 50-80 years old
- Trackbeds and drainage is up to 150 years old
- Infrastructure has weakened and become waterlogged
- High frequency of trains means problems are felt system-wide
- Funding from Government is available now through the Metro: all change programme

Why a single Major Line Closure?



- Single 27-day closure most efficient and safest method
- Saturday and Sunday only work would have extended to 21 consecutive weekends
- Work at night only would be practically impossible
- Site compound availability extends line closure to Airport
- Additional works planned outwith the track replacement

Why August?



- Metro patronage is 10-15% lower in August than other months
- Schools and colleges with fixed start times are closed for summer
- Road network is quieter than at other times of year
- Works fitted between major events (Air Show and Great North Run)
- Special arrangements in place for Airport passengers

Looking after disabled users



- All replacement bus service vehicles wheelchair accessible
- Choice of bus stops has been made with wheelchair access in mind
- Direct communication with disability/voluntary groups and out-patient departments
- Staff presence throughout route and day to assist customers
- Staff briefings and processes to resolve problems during the closure

Engagement with stakeholders



Page 6



Summer 2013 Metro central corridor improvements

Your questions answered

What's happening with Metro modernisation this summer?

We plan to close the Metro line between Haymarket and Airport for 27 days from 4 August until 1 September to carry out a series of major projects. The biggest pieces of work will be the complete replacement of almost 6km of track and trackbeds and the laying of 3km of new drainage from Jesmond station to South Gosforth, and including our non-passenger rail line through the city centre. We shall also be refurbishing stations and replacing cable routes on the line to Newcastle Airport. This all forms part of the £385m Metro: all change modernisation programme, a once in a generation investment to ensure the region has a reliable Metro system for decades to come.

Why is the work needed?

The track between Jesmond and South Gosforth (see pictures) is at the end of its life after 33 years: if it is not replaced then it will become increasingly vulnerable to failure and speed restrictions, causing delay and disruption which would be felt throughout the Metro system, as every train - 450 every day - use this stretch with a service every three minutes in peak periods. The trackbed and drainage is Victorian in origin and is also now failing, leaving puddles and patches of mud damaging the tracks above, which this major piece of work will address.



Track in need of replacement

- Replacement bus plan developed in consultation with Airport
- Site compounds, timing and process finalised with City Council
- Meetings with elected members to understand local concerns
- Engagement to support employers, retailers and service providers
- Community drop-in events from Fawdon to Manors in June/July

How engagement drives planning



Summer 2013 Metro central corridor improvements

Your questions answered

What's happening with Metro modernisation this summer?

We plan to close the Metro line between Maymarket and Airport for 27 days from 4 August until 1 September to carry out a series of major projects. The biggest pieces of work will be the complete replacement of almost 6km of track and trackbeds and the laying of 3km of new drainage from Jesmond station to South Gosforth, and including our non-passenger rail line through the city centre. We shall also be refurbishing stations and replacing cable routes on the line to Newcastle Airport. This all forms part of the £385m Metro: all change modernisation programme, a once in a generation investment to ensure the region has a reliable Metro system for decades to come.

Why is the work needed?

The track between Jesmond and South Gosforth (see pictures) is at the end of its life after 33 years: if it is not replaced then it will become increasingly vulnerable to failure and speed restrictions, causing delay and disruption which would be felt throughout the Metro system, as every train - 450 every day - use this stretch with a service every three minutes in peak periods. The trackbed and drainage is Victorian in origin and is also now failing, leaving puddles and patches of mud damaging the tracks above, which this major piece of work will address.



Track in need of replacement

- Express bus service timings and vehicle spec, based on Airport needs
- Additional stops added in West Jesmond at community request
- Information plan for hotels and hospitals based on feedback
- Manors compound plan reflects needs of local business
- Iford Rd (station refurbishment) compound incorporates advice from members

Looking after our passengers



Major line closure
To allow for modernisation of overhead power lines
Haymarket to Airport and Four Lane Ends
Sunday 4 August to Friday 30 August



During the closure no trains will run between Haymarket, Airport and Four Lane Ends

Bus replacement services will run frequently calling at or close to all affected stations.
Metro tickets will be valid onboard the buses.
- Bus 900 Haymarket to Four Lane Ends
- Bus 901 Haymarket to Airport
- Bus X901 Central to Airport - direct service, stopping at St James only on match days will not stop at St James and about 2 hours after the match.
If changing buses at South Gyle/Leith please note there are two bus replacement stand locations, Station Road and Leithside Mill Road (near The Sheddling Villa). Only bus 901 will stop at both stops, bus 900 will stop only at Leithside Mill Road.

Approximate bus replacement journey times
(Based on moving traffic):
- Haymarket to Airport - about 51-56 mins
- Haymarket to Four Lane Ends - about 25-32 mins
- Direct service Central to Airport - about 23 mins
Your journey will take longer to please leave extra time for travel. We're sorry for any inconvenience.

Trains will be running between the following locations but not to the usual timetable:
- South Gyle/Leith and Haymarket
- South Gyle/Leith and Haymarket
- Four Lane Ends and St James - every other train will begin service at Leithside Mill Road Monday and Friday 8.45am and 8.45pm - 9.50pm. Trains also begin service at Leithside Mill Road, 8.45am, 8.50am and 9.45am.
- St James and Four Lane Ends - every other train will continue to Leithside Mill Road Monday and Friday 7.50am-8.50am and 8.45pm-9.45pm.

If travelling from the south towards Four Lane Ends you should travel by Metro via Monument and Whalley Way (and vice versa).

To help plan your journey call Traveline on 0871 200 22 33.

On Saturday 31 August we plan for trains to run between all stations.

Updates on modernisation work are available at @MyMetro and @mytrainscot

- Major information campaign for passengers underway
- Support in journey planning including detailed bus timetables
- Staff presence at key stations throughout work
- Express shuttle Central/St James to Airport with clear signage and staff support
- Customer Service training to assist residents with concerns

Questions



This page is intentionally left blank