



Tyne and Wear Integrated Transport Authority - Metro Sub Committee

Meeting to be held on Thursday 11 July 2013 at 9.00 am in a Committee Room, Civic Centre, Newcastle upon Tyne, NE1 8QH

Membership: Curran, Green, Green, Hobson, Hodson, Lott, Stone and D Wood

Contact Officer: Victoria Miller (0191) 211 5118 victoria.miller@newcastle.gov.uk

This agenda is available at www.twita.gov.uk

SUPPLEMENTAL AGENDA

	Page
7. Control of Line and Key Facilities Closure Plans 2012-13 And 2013-14	
(a) The Autumn Blockade - a presentation for information	1 - 18

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Metro Central Corridor Improvements: Summer 2013 Major Line Closure

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Raymond Johnstone
Nexus

Agenda Item 7a

Central corridor improvements



- Bridges and structures works (2010)
- South Gosforth junction replaced (October 2012)
- West Jesmond/South Gosforth stations refurbished (spring 2013)
- **Track and drainage replaced (summer 2013)**
- Ilford Road station refurbished (summer 2013)
- Earthworks and embankments renewed (2015)

Scope of works: summer 2013



- 6km of track and track beds replaced South Gosforth to Jesmond
- 3km of new drainage South Gosforth to Jesmond
- Cabling and cable routes replaced Airport-Fawdon
- Station refurbishments including Ilford Road
- 16,000 tonnes of spoil removed and disposed
- 12,000t new ballast; 560t of new rail; 7,000 new sleepers

Why work is needed

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Waterlogged & weakened track through Jesmond and Gosforth



450 trains per day and high frequency increases impact of any problem

Why work is needed



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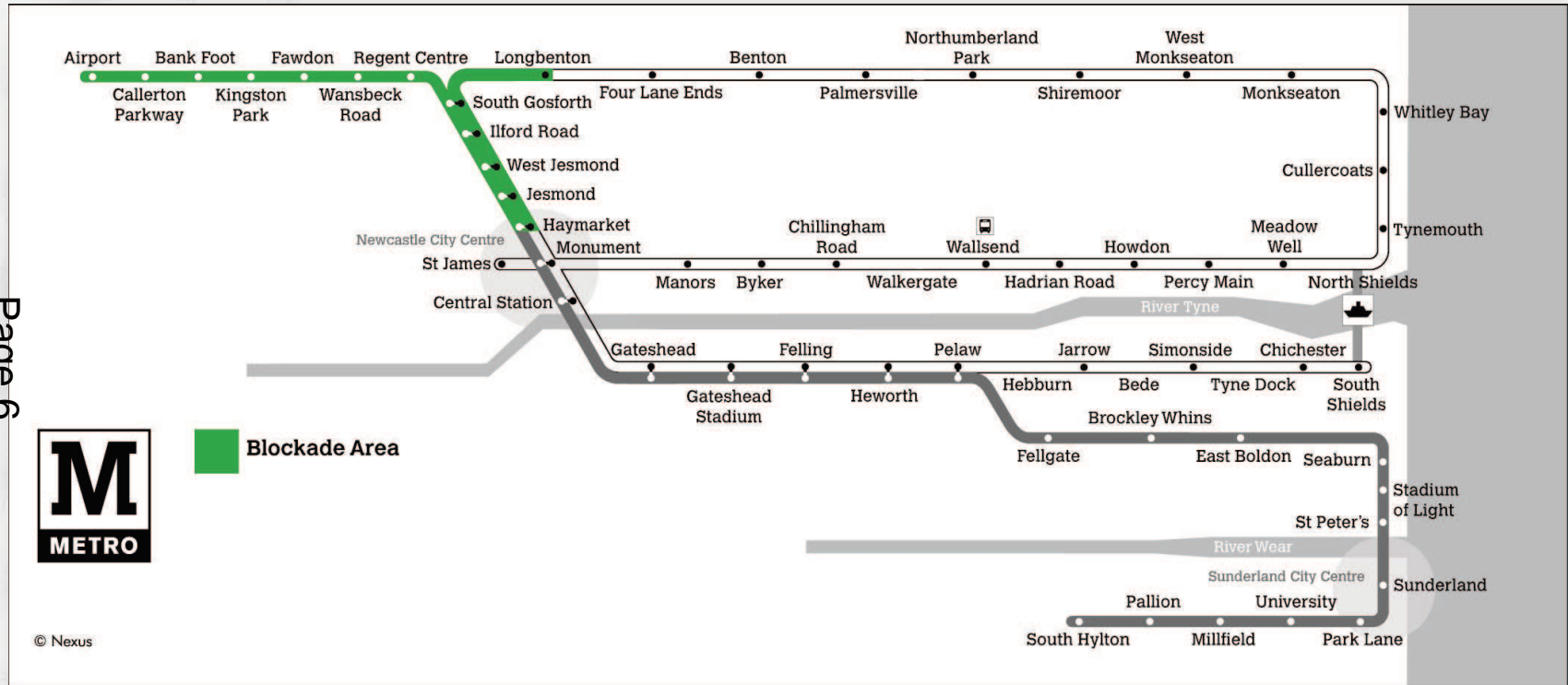
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Area of Major Line Closure



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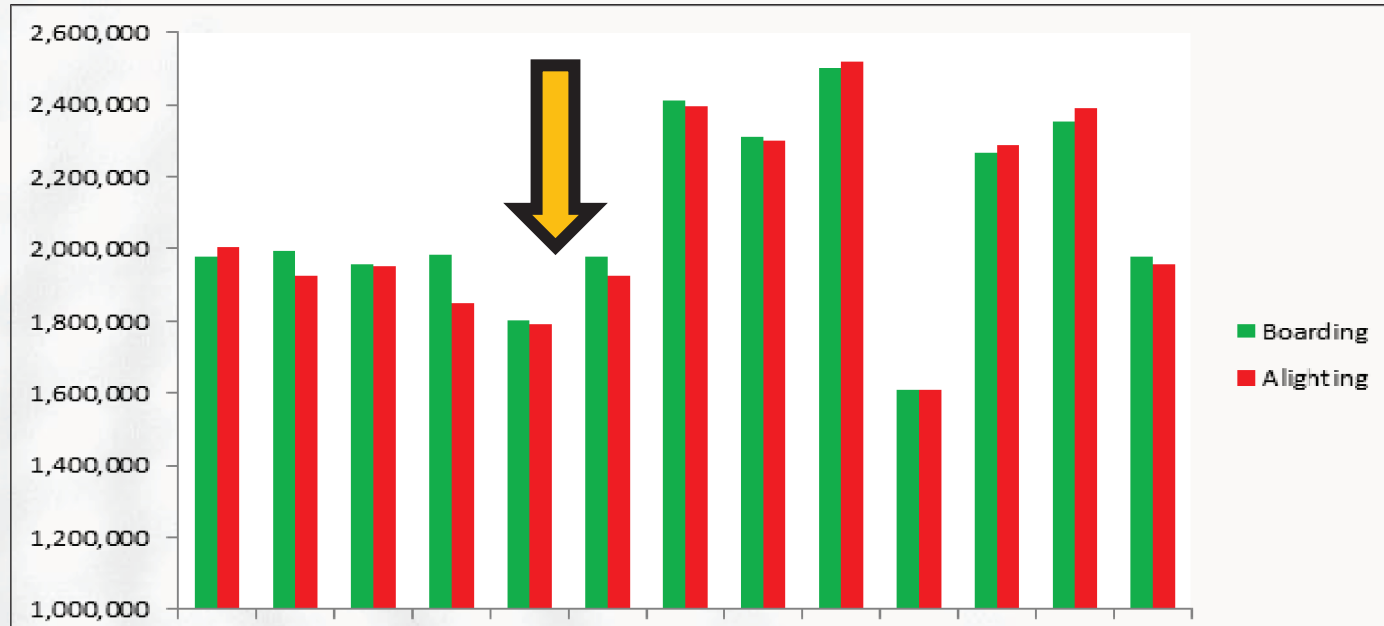
- Airport/Longbenton to Haymarket (including Manors link line)

Revised service plans



- No trains Airport to Haymarket 4 August to 30 August inclusive
- Replacement bus service for all stations
- Express shuttle bus Airport to city centre
- Doubled train service Four Lane Ends to St James
- Reduced peak frequency Haymarket to Pelaw

Planning considerations



- 19 July school holidays start
- 26-28 July Sunderland Airshow
- 2 September Schools return
- 14-15 September Great North Run weekend

Reducing disruption

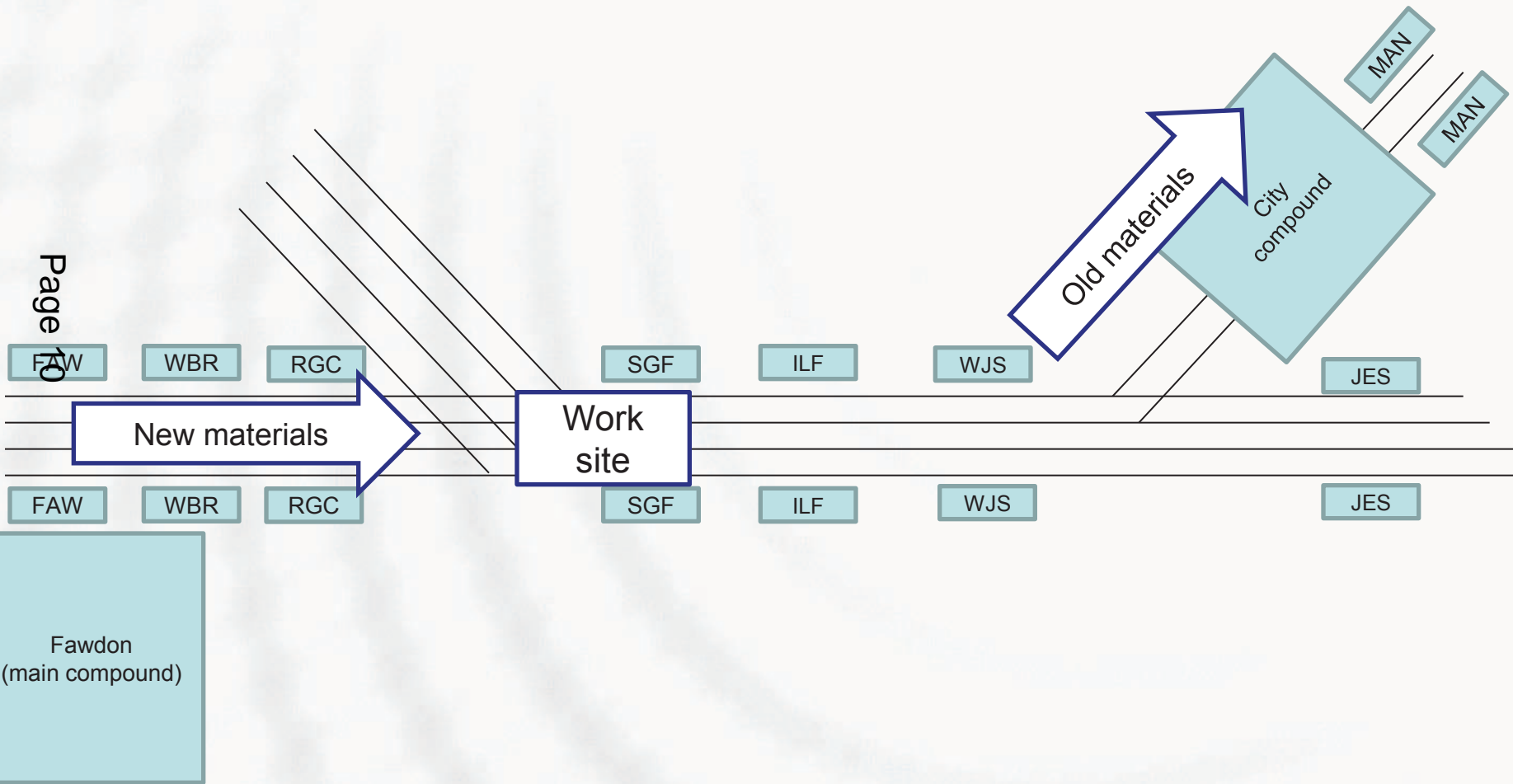


- 24 hour and 7-day working. (Reduces disruption by 15 days compared to weekend possessions).

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- Pre-welding track sections reduces need for line closure
- Over resourcing to achieve higher productivity
- Minimal work across Metro September 2013 to February 2014 – from 1900 hours in 2012/13 to 900 hours in 2013/14

Method of works



Method of works



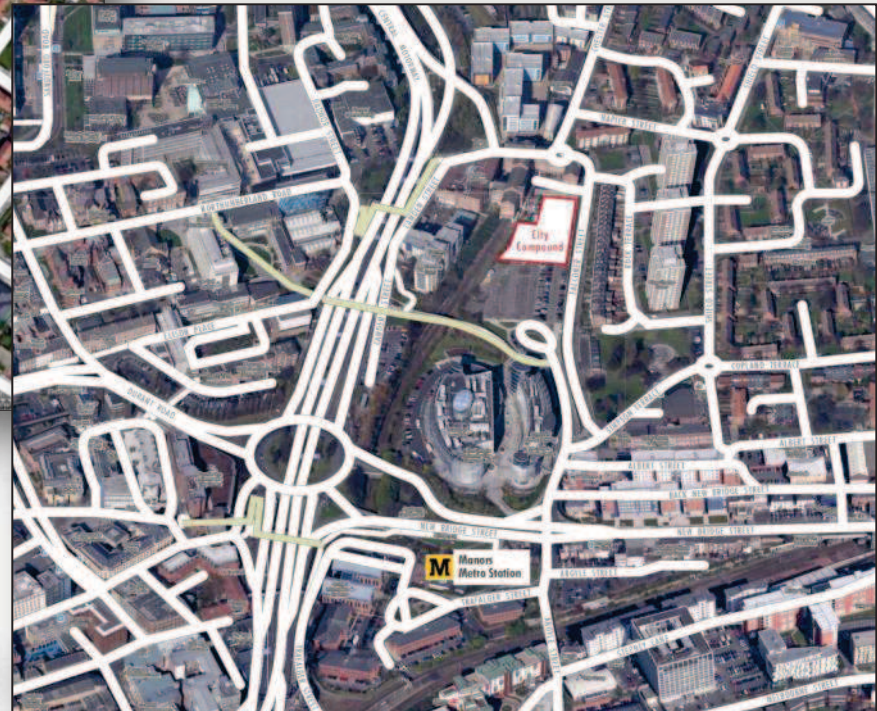
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Site compounds



City

Fawdon

Site compounds



Limekiln Rd
Aug 2012

Communications Campaign



Stakeholder engagement

- Early communication to protect key services
- Final planning incorporates stakeholder needs

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Customer information

- Early warning of works
- Clear explanation of scope
- Detailed travel advice across multiple channels

Neighbourhood relations

- Street-level engagement and clear information
- Day-to-day relationship management

Customer information



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Hey there, it's really important that you read this

A major line closure is required for 4 days. Stations between Gateshead Stadium, Hebburn and Brockley Whins will be affected. 29 March until 1 April (Easter weekend).

- 30,000 social media followers
- 300,000 website visits per month
- Employer and service user channels

Major line closure

To allow for modernisation of overhead power lines
Gateshead Stadium to Hebburn and Brockley Whins
Friday 29, Saturday 30, Sunday 31 March and Monday 1 April

Bus replacement services
Gateshead - Hebburn, bus 900
Gateshead - Brockley Whins, bus 901
If you wish to travel beyond Gateshead Stadium change to the bus replacement service at Gateshead station.
Please buy your Metro ticket on the bus replacement service.
During the work only platform 1 at Hebburn and Gateshead Stadium will be in use
Where trains are running a 15 minute frequency will be provided (7.5 minute between South Gosforth and Gateshead Stadium).

To maintain the train frequency we may need to run single car trains between Brockley Whins and South Hydon.
Your journey will take longer so allow extra time, especially if travelling to a music event in Newcastle or to the football in Sunderland. We're sorry for any inconvenience.
To help plan your journey call Traveline on 0871 200 22 33.
Trains are planned to run system wide on Tuesday 2 April.
Updates on planned modernisation work are available at [@My_Metro](#) and [f/mymetro](#)

www.traveline.info
0871 200 22 33

nexus.org.uk/metro

Neighbour relations



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Installation of Sleepers and Rails



Major Line Closure

Ramping



Major Line Closure

Plant to be used



360 Excavators

3D & GPS Dozer



Road Rail Vehicle



Tamper

Bridge replacement works Carville Road



February 2013

Area of proposed site compound showing land ownership, proposed road closure and footpath diversion.



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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 relief 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 at end of replacement



Questions and feedback



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