



# Tees Valley Metro: Phase 1

Project Summary



## Contents

	<b>Page</b>
<b>1. Background</b>	<b>1</b>
<b>2. Making Phase 1 Happen</b>	<b>3</b>
<b>3. Future Phases</b>	<b>8</b>

**Figure 1**            **Tees Valley Rail Network**

**Figure 2**            **Metro Phase 1 Plan**



**Tees Valley Unlimited**

PO Box 199  
Melrose House  
1 Melrose Street  
Middlesbrough  
TS1 2XF

Tel: 01642 264800  
Fax: 01642 230870  
E-mail: [tvu@teesvalley-jsu.gov.uk](mailto:tvu@teesvalley-jsu.gov.uk)  
[www.teesvalleyunlimited.gov.uk](http://www.teesvalleyunlimited.gov.uk)

---

## 1. Background

### What is the Tees Valley Metro Project?

- 1.1. One of the main components of the transport network in the Tees Valley is the rail network, shown in Figure 1. Rail has shown significant growth in recent years, and is key to providing good public transport access between the main centres, the port and airport and our major regeneration sites.
- 1.2. Whilst the network that the railway pioneers developed in this area runs close to many of the main centres and regeneration areas, station provision is based around historic patterns of travel. Some of the existing facilities also require renewal to meet modern needs.
- 1.3. To support our future plans, we need a rail network that has high quality vehicles, frequent services and goes to where people will want to travel in the future. This is the principle behind the **Tees Valley Metro** project. The aim is to provide a 21<sup>st</sup> century transit system for the Tees Valley, using our existing rail network in a more cost effective and efficient way.
- 1.4. The Tees Valley Metro project will deliver:
  - A service frequency of 15 minutes between Darlington and Saltburn, and between Hartlepool and Nunthorpe during the working day – compared with 30 - 60 minutes today;
  - Darlington to Saltburn end-to-end journey time of no more than 48 minutes – compared with 53 minutes today;
  - Additional tracks to provide sufficient capacity to meet the demands of the next 20 - 30 years, including freight movements;
  - A new station at Durham Tees Valley Airport, replacing the existing Teesside Airport station;
  - Additional new stations at Morton Palms, Teesside Park, Middlehaven, The Ings, Nunthorpe Parkway, James Cook University Hospital and Queens Meadow;
  - Improvements to existing stations; and
  - Newer, lighter trains.
- 1.5. The five Tees Valley Authorities have worked with One NorthEast and Network Rail to develop a long term plan to deliver the Tees Valley Metro project. But the way that the rail industry is structured, together with the recent economic conditions, means that the Metro project will need to be delivered in a series of phases, to match funding availability and future rail franchises.

- 
- 1.6. What is being taken forward at the present time is a first phase of the Tees Valley Metro project.

**What is in Phase 1?**

- 1.7. Transport funding from the Government runs in five year cycles. The current cycle runs between 2009 and 2014. Having developed the full Tees Valley Metro project with Network Rail at the end of 2008, we have identified a first phase that can be implemented in this funding period, and as part of the current rail franchise, operated by Northern Rail.
- 1.8. To do this, the Local Authorities and Network Rail examined which elements of the whole project were needed before 2014 to meet travel patterns and regeneration proposals, as well as which elements were critical to the overall project, and so should be implemented first.
- 1.9. Phase 1 of Tees Valley Metro therefore comprises:
- Darlington Bank Top east side new platforms;
  - Durham Tees Valley Airport station relocation (and de-commission the existing Teesside Airport station);
  - Eaglescliffe station improvements;
  - Thornaby station footbridge replacement;
  - Middlesbrough station platform works;
  - James Cook University Hospital station;
  - Redcar Central station improvements (for the Wilton site);
  - Saltburn station improvements; and
  - Hartlepool station improvements.

These measures are shown in Figure 2.

- 1.10. We are also working with Northern Rail to operate our local services using refurbished trains, as well as improving information, waiting facilities and security at existing stations, up to the end of their current franchise in 2013.

---

## 2. Making Phase 1 Happen

### What will be done at each existing station?

2.1. More detailed design work is currently being developed with Network Rail to determine exactly what measures will be provided at each station. The current proposals include for the following:

- **Darlington Station:** two new bay platforms will be built on the east side of the existing Bank Top station, connecting to the main building by a new footbridge and lifts. These will serve Darlington to Saltburn services, except for the Bishop Auckland services, which will continue to use the mainline platforms. The existing car parking places that will be lost with the new platforms will be replaced at a similar distance from the station, and a new entrance, including pick-up/drop-off facilities, is being considered on the eastern side.
- **Eaglescliffe Station:** a new ticket office and waiting facility will be provided, which will be staffed for much of the working day. New shelters will be provided on the platform and new electronic information displays will be provided at the entrance to the station and on the platforms. An extension to the existing car park is also being considered.
- **Thornaby Station:** the existing footbridge will be replaced with a modern structure that caters for those with limited mobility.
- **Middlesbrough Station:** the re-opening of the north-facing platform (by Platform 2) is being considered, together with improvements to the northern entrance to the station.
- **Redcar Central Station:** the project team is currently considering proposals to the existing eastbound platform footbridge, waiting shelters and passenger information facilities.
- **Saltburn Station:** new shelters and new electronic information displays will be provided on the platforms.
- **Hartlepool Station:** in line with the new bus interchange, a new glazed waiting area is being provided on the main platform, and the existing bay platform will be repaved and new waiting shelters provided by the end of 2010. The platform on the north side will be resurfaced and new artwork put up to improve the look of the station. New electronic information screens will also be provided at the entrance to the station and on the platforms.

2.2. The exact measures at each existing station will be confirmed later in 2010.

---

### **Where will the new Stations be?**

- 2.3. The new **Durham Tees Valley Airport** station will be near the road bridge that connects the Airport link road to the A67. This is near the site of the planned new hotel development.
- 2.4. A platform in each direction will be provided, along with stairs and ramps to the road bridge. A new waiting area will also be provided, potentially with electronic information screens displaying rail and air departure information. The station will be linked to the airport terminal by a separate footpath, and it is intended to provide a regular shuttle bus service.
- 2.5. The new **James Cook University Hospital** station will be near to the existing footbridge at the rear of the hospital site.
- 2.6. One platform will be provided, on the hospital side of the railway line, and small waiting shelter will also be provided, with passenger information facilities. The station will be linked to the hospital by a footpath, with high quality lighting.

### **How much will it cost?**

- 2.7. The new stations are estimated to cost £15 million, and the works at Darlington are estimated at £16 million. Work committed to date on the other elements of Phase 1 totals around £4 million.
- 2.8. As more detailed design work is done, a more up-to-date cost estimate will be available in late 2010.

### **Where is the funding coming from?**

- 2.9. The Government provides an allocation to each of the nine English regions to spend on transport schemes that are of regional importance. In May 2009, the North East Region allocated some £29 million to the first phase of Tees Valley Metro, recognising its importance to the economic recovery of the Tees Valley.
- 2.10. This funding will be topped up with contributions from the Local Authorities and third parties, the latter where there are particular benefits of having a new station and/or an enhanced service.

### **What are the rail operators contributing?**

- 2.11. Under the current franchise arrangements, Northern Rail is not committed to contribute any funding to Phase 1 of the Tees Valley Metro project. However, we are working closely with them to get their agreement to the provision of newer, refurbished trains within the area at the same time as the improvements happen.



- 
- 2.12. Northern Rail has also been asked to confirm that it will take over the operation and maintenance of the two new stations for the rest of the franchise period, but at no extra cost to the public purse.

**What are the expected benefits?**

- 2.13. The improvements at Thornaby, Redcar Central, Saltburn and Hartlepool are intended to provide much better facilities for existing and new rail passengers, with a focus on removing perceived barriers for use of the railway by those with limited mobility, and giving people much more comfortable and safe environments to wait in. These stations will become important destination stations for the leisure facilities that the Tees Valley offers, starting with the Tall Ships Races in August 2010.
- 2.14. At Eaglescliffe, in addition to these improvements, the extended car park and new ticket office facilities will be of benefit to those local users wishing to connect to the longer distance Grand Central services, which provides a direct connection to London four times a day.
- 2.15. At Middlesbrough, any new platform provided will allow local trains to run more reliably when there is an incident with the Transpennine services, or vice versa – at the moment, these services share platforms at the station. Improvements to the northern entrance will link directly to the Boho development and the new Middlesbrough College site.
- 2.16. At Darlington, the new local platforms will provide a new entrance to the east side of the station, linking to the new Central Park development and the Teesside University campus.
- 2.17. The aspiration for local services is to ensure that the 2 trains per hour leave at consistent times in the hour and call at all stations in between – at the moment, the actual times of departure from Darlington are irregular and not all trains stop at all stations. This will mean more trains serving stations such as Dinsdale and Allens West, as well as Eaglescliffe.
- 2.18. The new station at Durham Tees Valley Airport will help support the longer term growth of the Airport, and the new business park planned there. It will reduce the distance between the station and the terminal by over 50% as the crow flies, and allow every train to stop at the station, as opposed to just once per week, as at present. The terminal building will be closer to a rail station than comparable airports such as Leeds Bradford, East Midlands and Humberside.
- 2.19. The new station at James Cook University Hospital will provide an alternative public transport link to this increasingly important facility for the Tees Valley and North Yorkshire area, allowing further expansion of facilities at the hospital without attracting a lot of extra car use and the need to increase parking numbers. The site of the station will also provide a new public

---

transport link into Middlesbrough, and beyond, for new and existing housing sites to the east of the rail line.

### **What are the main risks?**

- 2.20. The biggest single risk is cost. If the revised cost estimates at the end of the more detailed design stage exceed the funding available from all sources, then there will be a need to either apply for additional funding, or to prioritise those elements that are considered greater value for money.
- 2.21. There is a risk that significant public sector funding cuts from the latter part of 2010 onwards will reduce the budget available for the first phase even further, but this will be managed through negotiations at a regional level on the safeguarding of the allocations already made for the project.
- 2.22. Much of the land required to build the improvements is within the ownership of either Network Rail or the Local Authorities. Darlington Borough Council and Network Rail are looking at options to replace the car parking spaces that will be lost at Bank Top station with a preference to use existing land that each has.

### **Who is leading the project?**

- 2.23. The project is being led by Tees Valley Unlimited, a partnership between the five Tees Valley Authorities, regional regeneration agencies and business leaders to drive forward the future development of the Tees Valley economy.
- 2.24. Much of the technical development work is being undertaken by Network Rail and their nominated consultants, and Northern Rail is also part of the project management team, given that they are the current rail operator.

### **When will we see the improvements?**

- 2.25. Improvements at Hartlepool station are already underway, and the majority of works are expected to be completed by the time of the Tall Ships Races in August 2010.
- 2.26. The improvements at Eaglescliffe and Thornaby are being progressed with a view to completing them by March 2011. The improvements at Redcar Central and Saltburn should then follow by the end of 2011.
- 2.27. Platform works at Darlington and Middlesbrough will take slightly longer to develop and implement, given the need to work with minimal impact on existing services. The current programme has these works completed by Spring 2013.
- 2.28. It is expected that the station at Durham Tees Valley Airport will be commissioned upon completion of the works at Darlington, which is expected to be Spring 2013.

- 
- 2.29. As the new station at James Cook University Hospital is on a different rail line, this can open in advance of any works at Darlington (and maybe Middlesbrough), and so we would hope to open the new station here in Summer 2012.

#### **Will there be lots of disruption?**

- 2.30. Much of the construction work will take place alongside the existing rail line, or on part of existing stations. There will inevitably be times when some facilities are closed or work is required on the rail line itself, and in these cases, alternatives arrangements will be made wherever possible. Work would be scheduled to be kept to a minimum and publicised well in advance.
- 2.31. As well as information displays at the stations themselves, passengers can keep up to date with the progress of the works on the Tees Valley Unlimited transport portal – [www.connectteesvalley.com](http://www.connectteesvalley.com) – or via the Northern Rail website – [www.northernrail.org](http://www.northernrail.org).

#### **What about the rest of the rail network?**

- 2.32. Aside from the longer term phases of the Tees Valley Metro project, there will be additional investment in other stations across the network, focusing on improved waiting facilities, information displays and security.
- 2.33. The Tees Valley Authorities and Northern Rail are looking to complete facilities at all stations that meet a minimum set of standards through a new type of rail quality partnership agreement.

#### **What will happen next?**

- 2.34. Local Authorities will be holding a series of events to allow the public to give their views in person at a number of exhibition events that will be held in local areas to publicise the schemes in more detail and set out what they mean in practice for local people. Please look out for local information on the times and locations for these future events.
- 2.35. Tees Valley Unlimited and Network Rail will continue to manage the progress on Tees Valley Metro Phase 1, as well as maintain constant links to design work being undertaken to allow larger freight to be accommodated on rail as part of the Teesport expansion proposals, thus keeping lorries off the roads.
- 2.36. A more detailed project update will be provided in late 2010 as the next stage of the design process for the new platforms and new stations draws to its conclusion.

---

### 3. Future Phases

#### **Will rail fares continue to rise?**

- 3.1. Many rail fares are regulated by the Government, but the Metro improvements should increase the number of people using local train services, and hence reduce the costs for rail operators. This should improve the financial returns across the network and reduce pressure on fares in the future.

#### **What about the remainder of the Tees Valley Metro project?**

- 3.2. The remainder of the proposed new stations across the Metro network (Morton Palms, Teesside Park, Middlehaven, The Ings, Queen's Meadow and Nunthorpe Parkway) are linked to future regeneration sites and developments that will increase demand for travel. It is only logical that these be brought forward when such developments are likely, which is after 2014.
- 3.3. It should be noted that the works planned at Darlington as part of Phase 1 would allow us to examine bringing forward a small number of these new stations before 2014 if development programmes change, or if new investment opportunities arise.
- 3.4. Further detail on the cost and value for money of improving the frequencies on both the Darlington to Saltburn and Hartlepool to Nunthorpe lines will be provided through the renewal of the Northern Rail franchise in 2013. Until agreement is reached on which organisation would cover any additional costs of improved frequencies, there seems little benefit in building any more infrastructure to specifically support this work.
- 3.5. So the most optimistic future date for the completion of the full Tees Valley Metro project is 2015 (for Darlington to Saltburn) and 2020 (for Hartlepool to Nunthorpe).

#### **What about future extensions?**

- 3.6. Tees Valley Unlimited is currently looking at its priorities for the next two investment periods, 2014 – 2019 and 2019 – 2024. As part of this work, we are examining even longer term extensions to the Metro network to serve key areas. Those being examined include links to Guisborough, Bishop Auckland, Wynyard, Ingleby Barwick, East Cleveland and The Headland at Hartlepool.
- 3.7. We are also looking at how to link the rail improvements planned with the proposals for the Tees Valley Bus Network Improvements project.
- 3.8. This work is at an early stage, however, and the focus of our efforts is on delivering the first phase of the Tees Valley Metro project and laying the foundation for the 21<sup>st</sup> Century transit system – this is our aim.

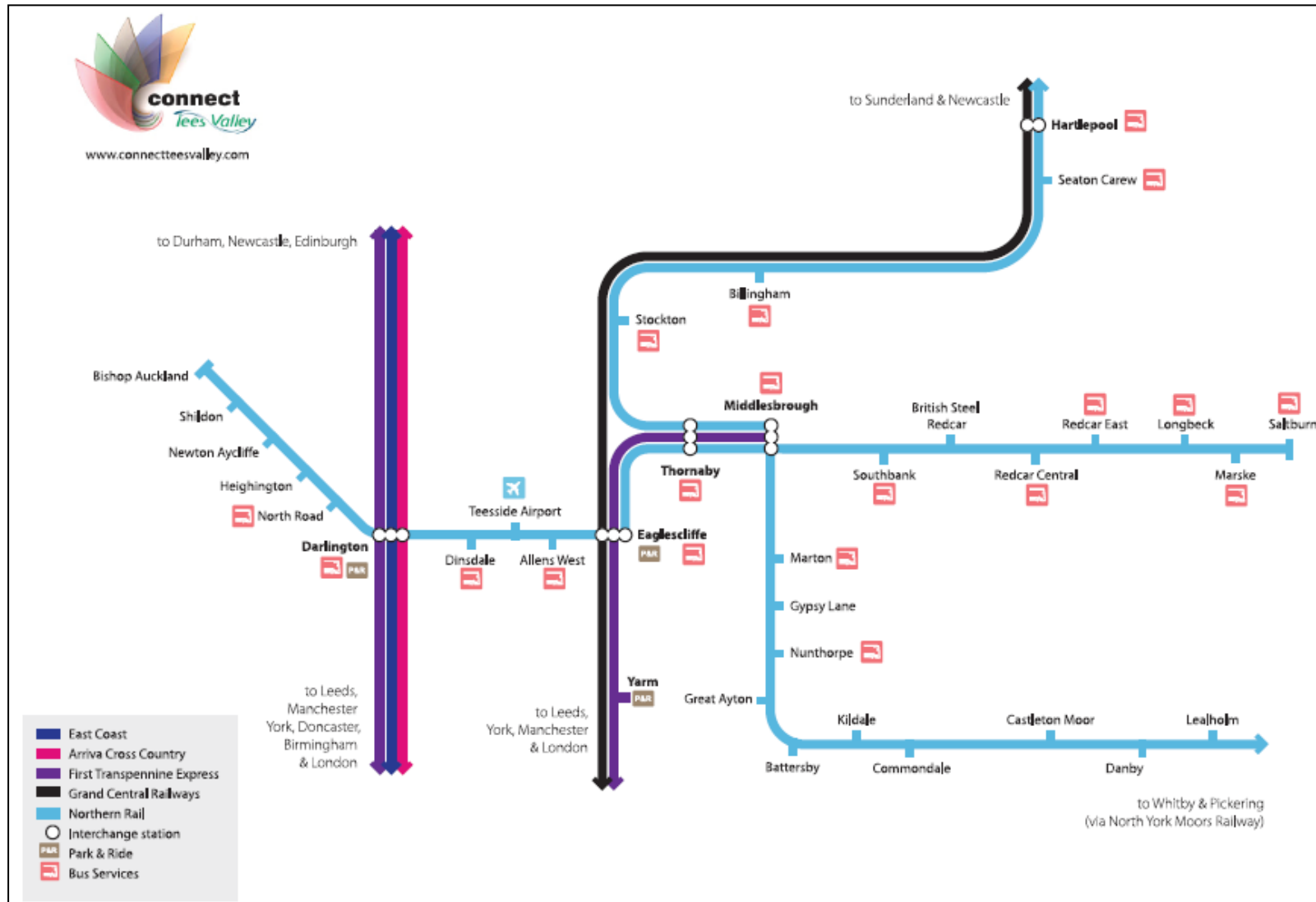


Figure 1

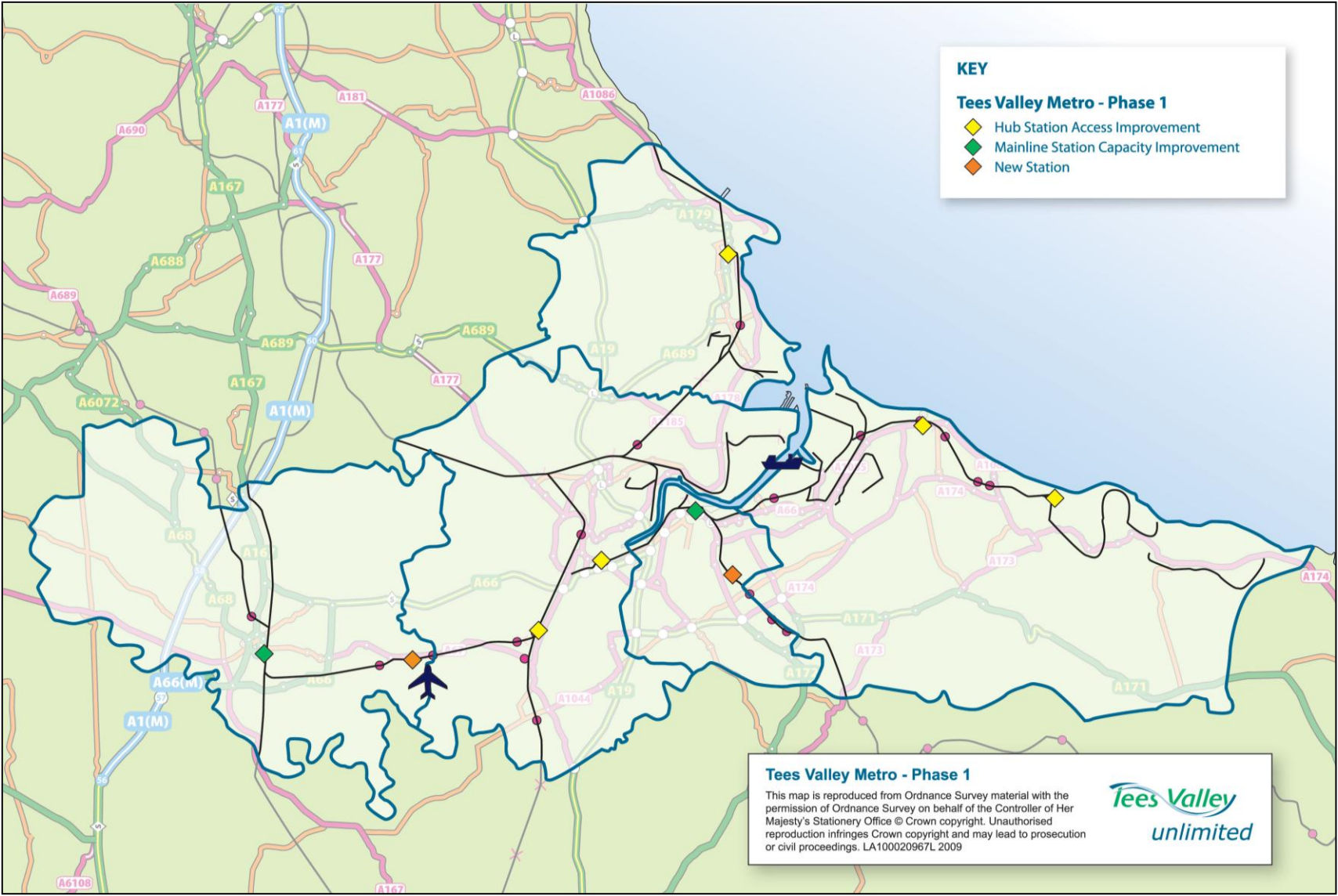


Figure 2





# Tees Valley unlimited



## Tees Valley Unlimited

PO Box 199  
Melrose House  
Melrose Street  
Middlesbrough  
Tees Valley  
TS1 2XF

Tel: 01642 264800

Fax: 01642 230870

E-mail: [tvu@teesvalley-jsu.gov.uk](mailto:tvu@teesvalley-jsu.gov.uk)

Web: [www.teesvalleyunlimited.gov.uk](http://www.teesvalleyunlimited.gov.uk)  
[www.connectteesvalley.com](http://www.connectteesvalley.com)



Photographs used are copyright © 2009 Tees Valley Joint Strategy Unit, and its licensors.  
Some photographs have been used with kind permission of Stockton-on-Tees Borough  
Council Media Store 2009, Gilmar Ribeiro - G2 Photography, Peter Mernagh Digital Images,  
Gary Walsh and Shutterstock Images