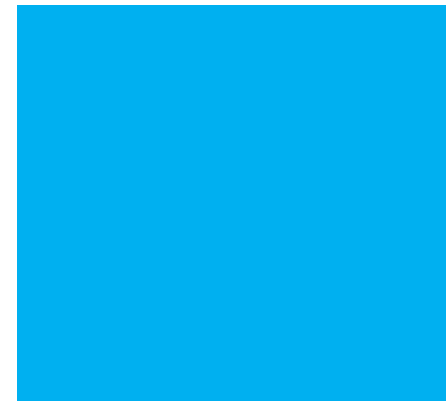


Metro to Washington

RailEl Technical Seminar: Light Rail

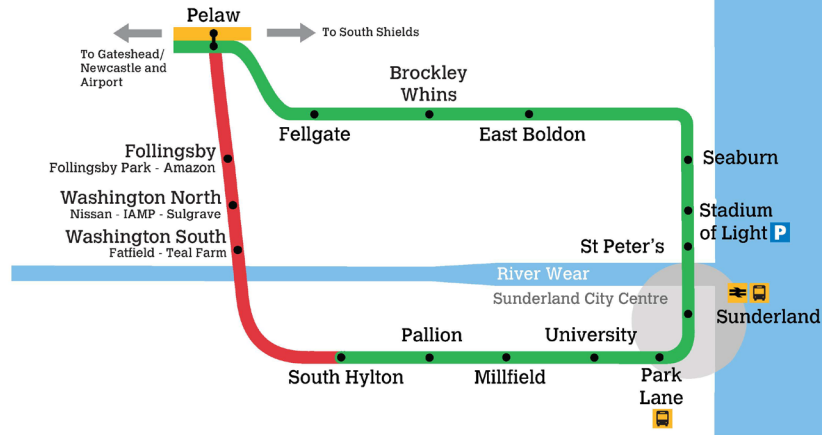
Tom Hardwick
Head of System Development
May 26





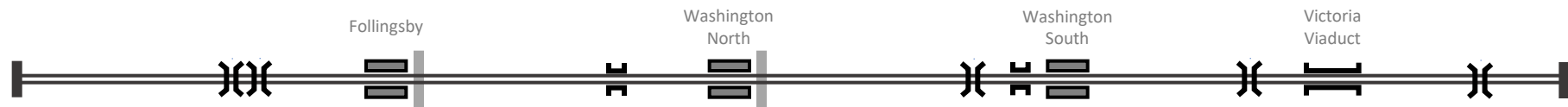
Metro to Washington proposals

This map is indicative only.
As at June 2025, exact station locations and names are still to be confirmed.

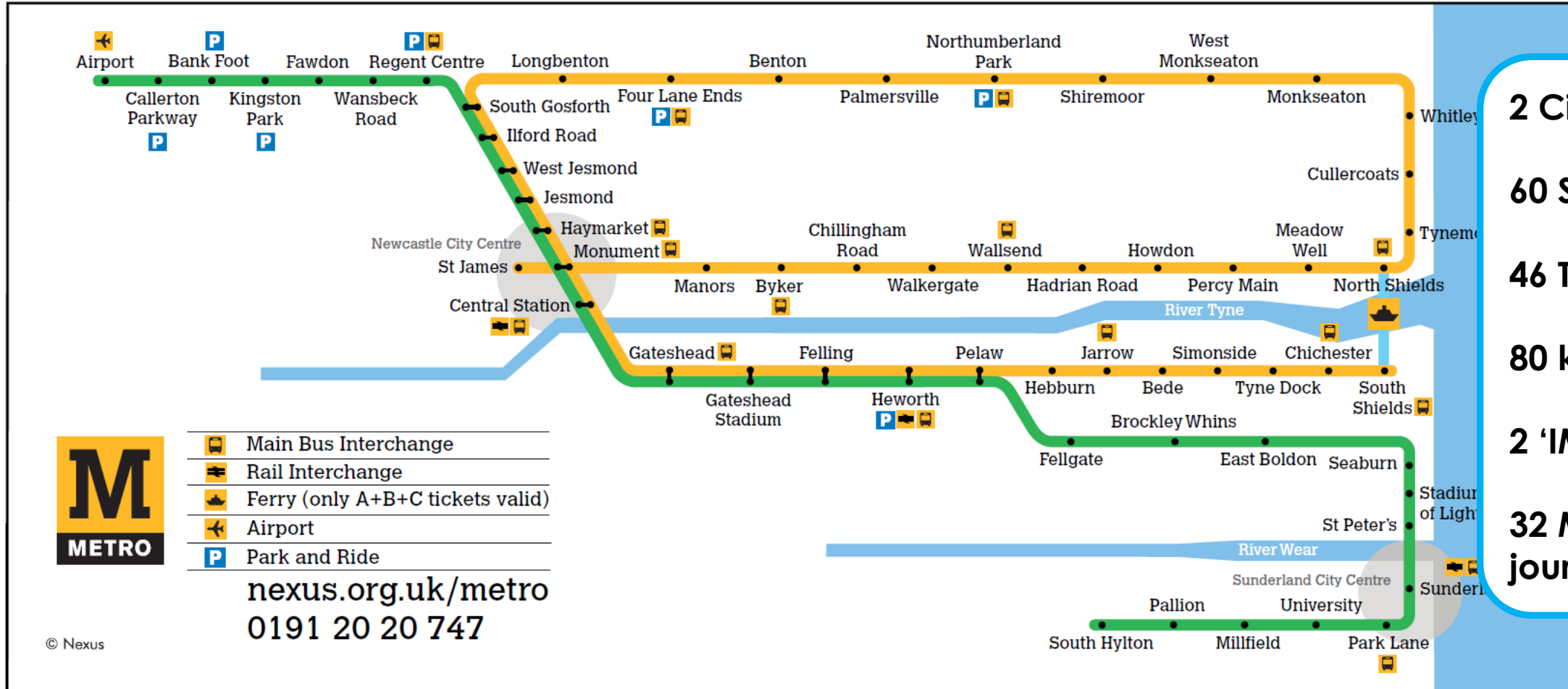


Metro to Washington

- Tyne and Wear Metro
- Metro to Washington
- Key Challenges



Tyne and Wear Metro



2 Cities

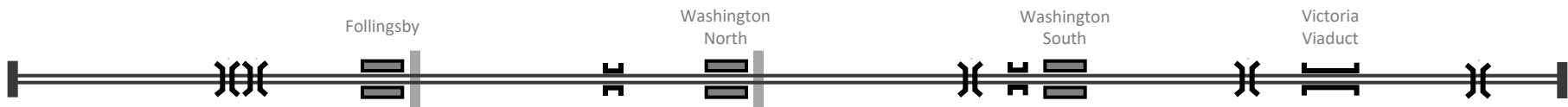
60 Stations

46 Trains

80 kms

2 'IMs'

32 Million journeys

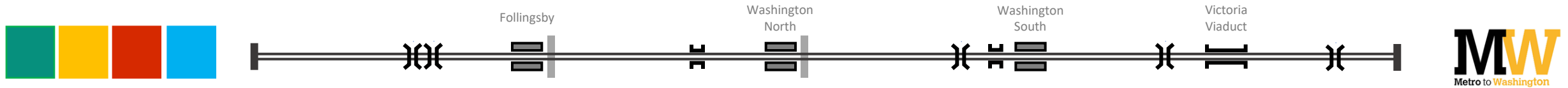


Metro to Washington

1. Overview

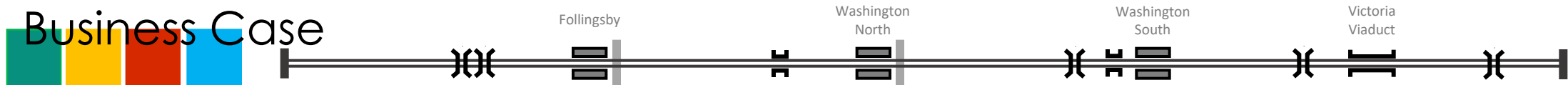
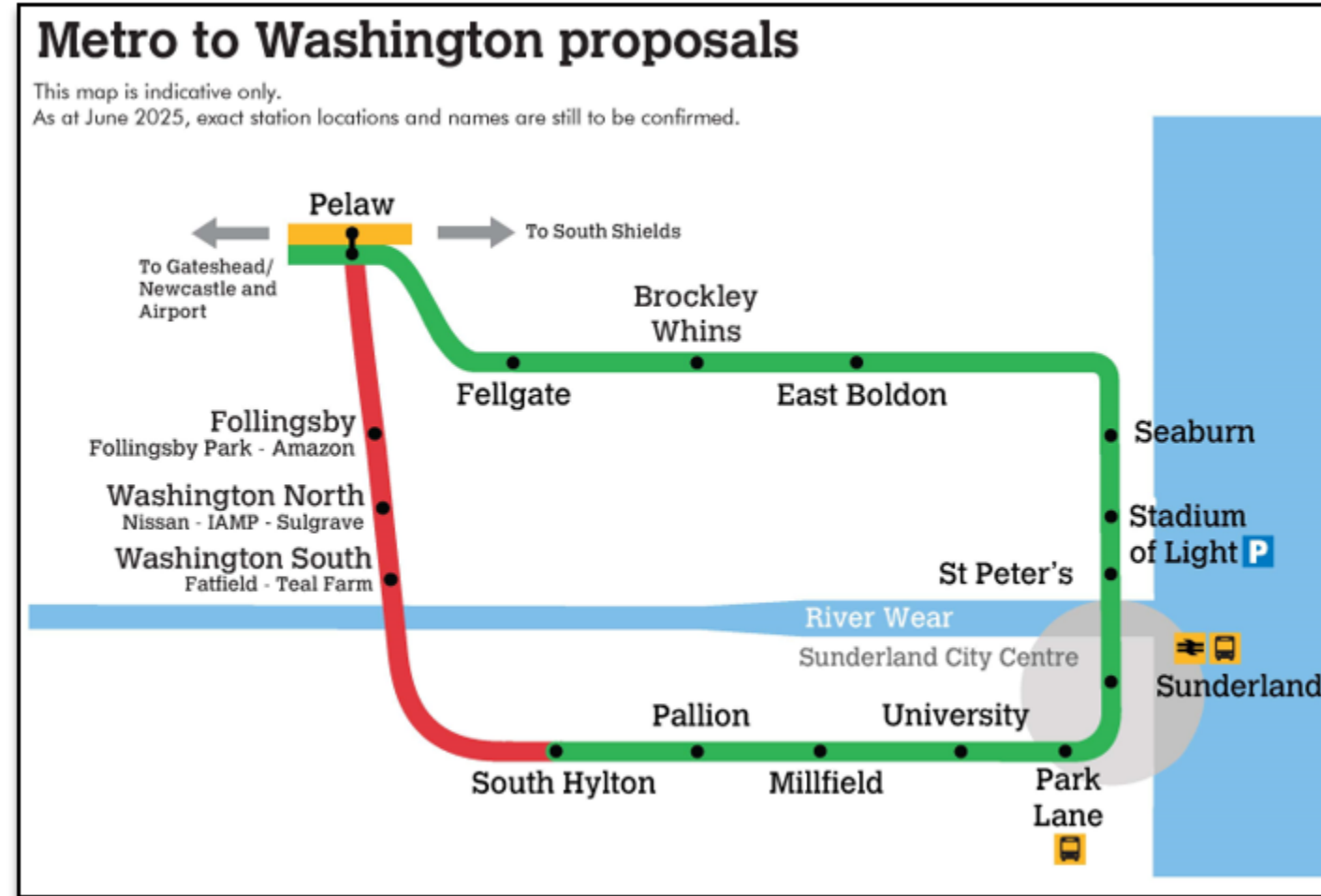
2. Vision and Objectives

3. Programme



Overview

- Proposed 13km extension to the Tyne and Wear Metro network
- Connects existing stations at Pelaw and South Hylton via Washington
- Forms a key part of North East Mayor Kim McGuinness' vision to transform local transport and create an integrated network spanning the region
- North East CA have funded Nexus to develop an Outline Business Case

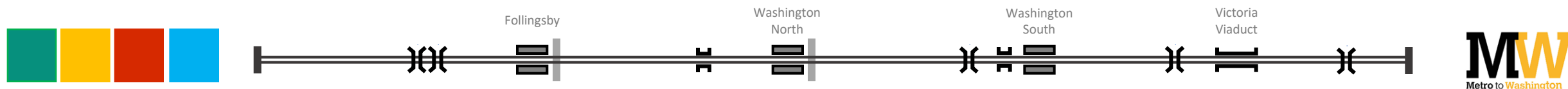


Vision and Objectives

UNLOCK access to highly skilled jobs and opportunity, connecting a world-leading manufacturing zone and kickstarting inclusive economic growth across the region.

DELIVER clean, green, accessible and modern integrated transport for a healthier, forward-looking North East.

BUILD a resilient and secure public transport solution to meet demand in Washington and the wider region, making people feel safe and confident in a place they are proud to call home.



Vision and Objectives

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Support delivery of the Leamside Line

1) Facilitate the delivery of the Leamside Line

2) Retain access for freight traffic



Access to Opportunity and Health

3) Improve access to commercial, cultural and sporting opportunities

4) Improve access to healthcare

5) Improve the education and skill base of residents of Washington

6) Increase in the number of homes within walking distance of a Metro station



Economic Growth

7) Reduce unemployment and improve access to employment

8) Number of local people employed on the scheme*



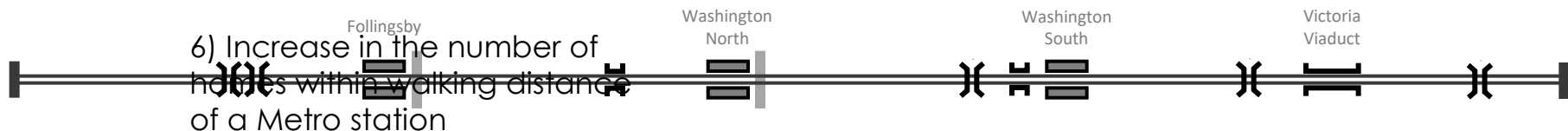
Sustainability and Resilience

9) Improve congestion & faster journey times

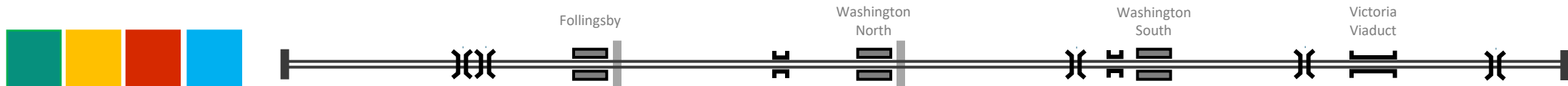
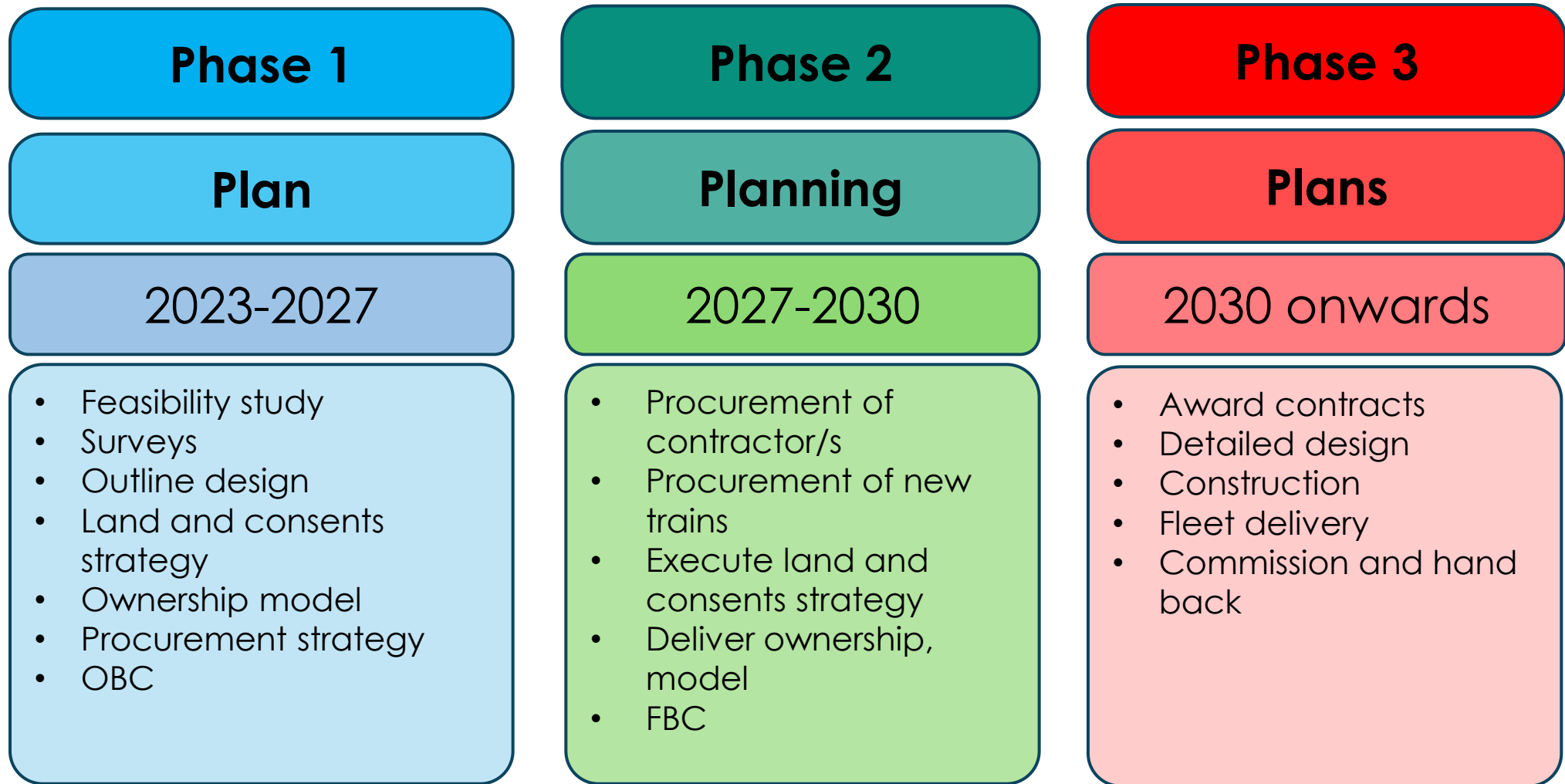
10) Reduce emissions/cleaner air

11) Improve climate resilience

12) Pride in Place*

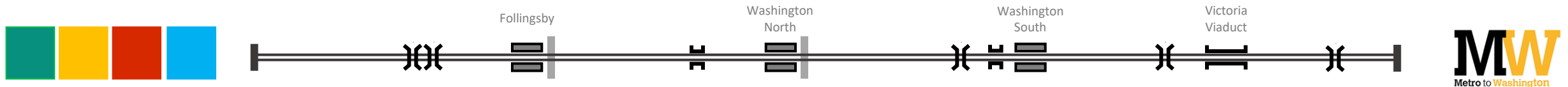


Programme

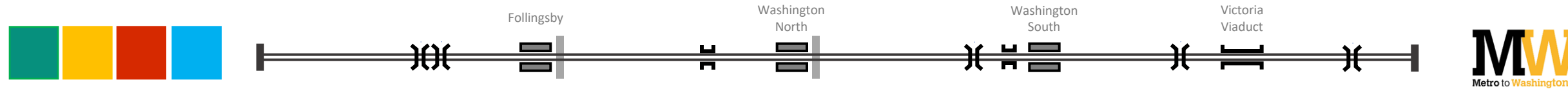
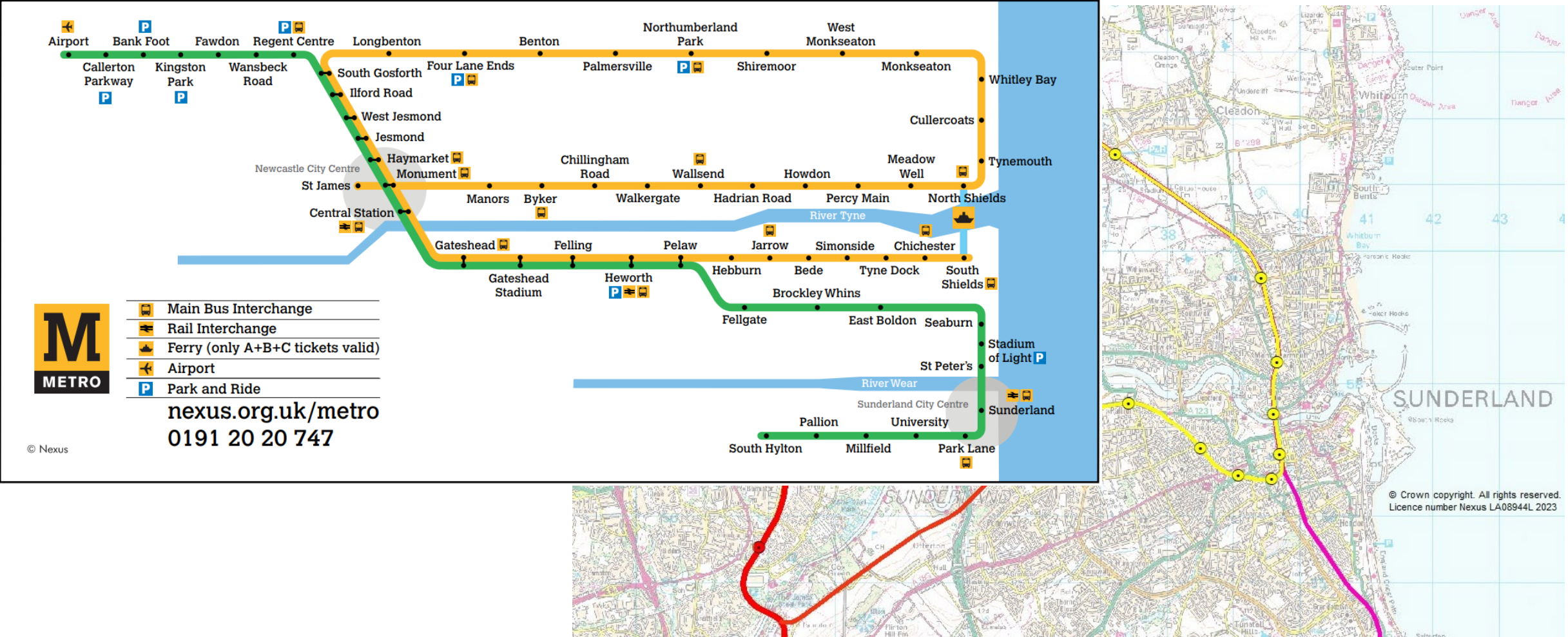


Key Challenges

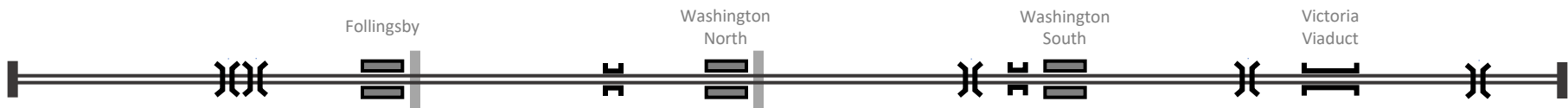
1. Integrating into Metro
2. Integrating into the community
3. Integrating into the Future



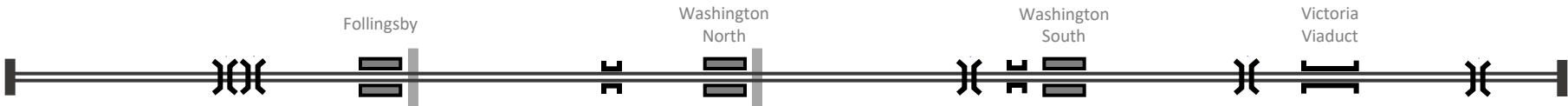
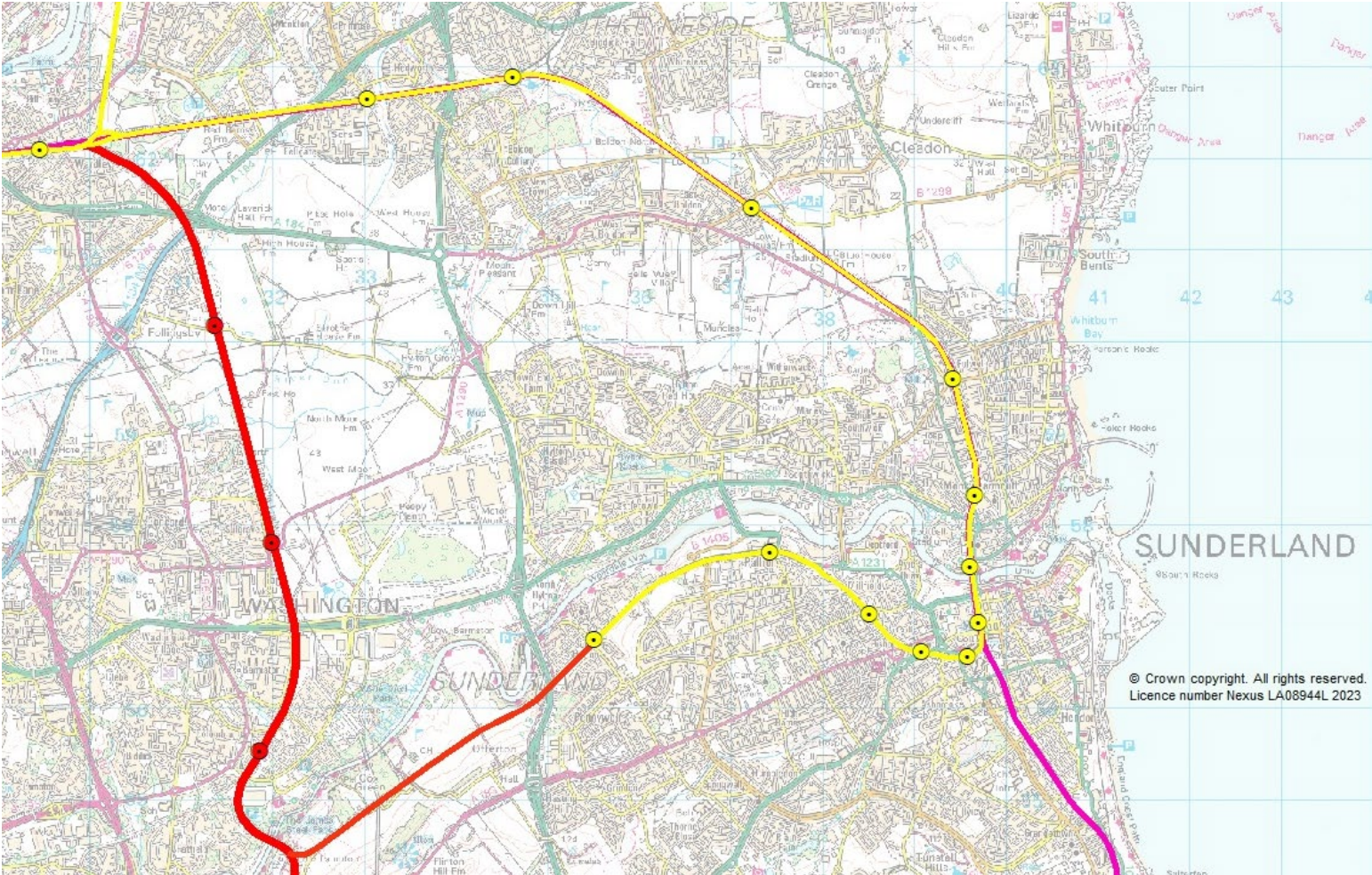
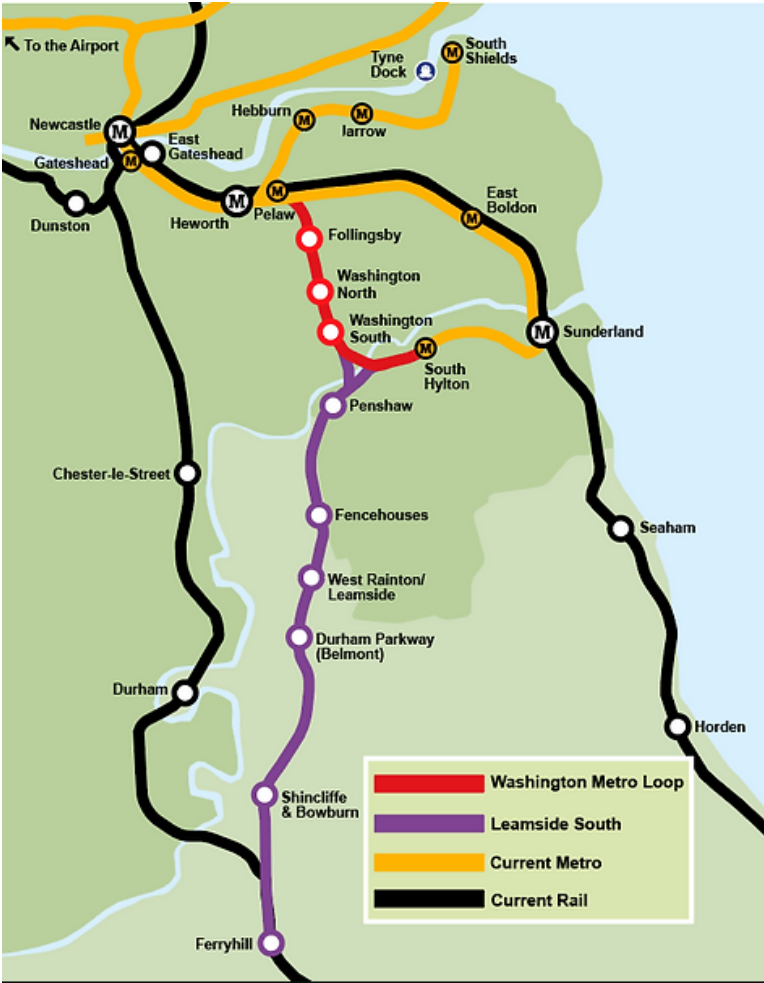
Challenge 1 – Integrating into Metro



Challenge 2 – Integrating into the community

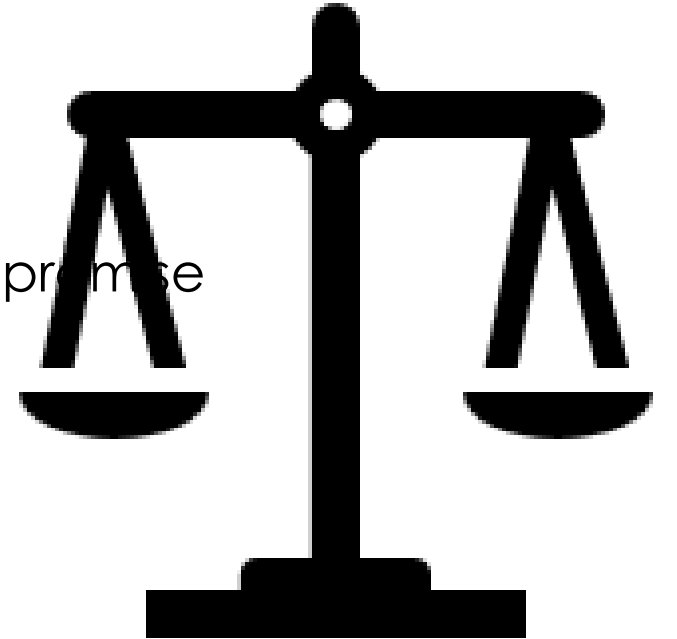


Challenge 3 – Integrating into the future



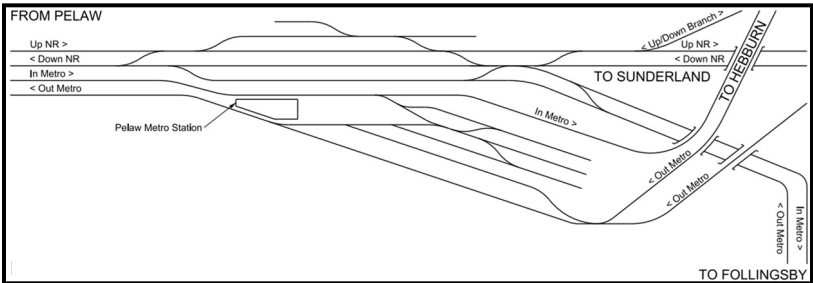
Challenge 3 – Integrating into the future

- All major projects need to produce a Benefit to Cost Ratio or BCR
- The Benefits of a scheme need to outweigh the costs to ensure a positive BCR and demonstrate Value for Money (VfM).
- Additional Costs with no direct project benefits weaken the VfM.
- However avoiding costs now on Metro to Washington could compromise Leamside.
- The trade off between the two varies in complexity.



Challenge 3 – Integrating into the future

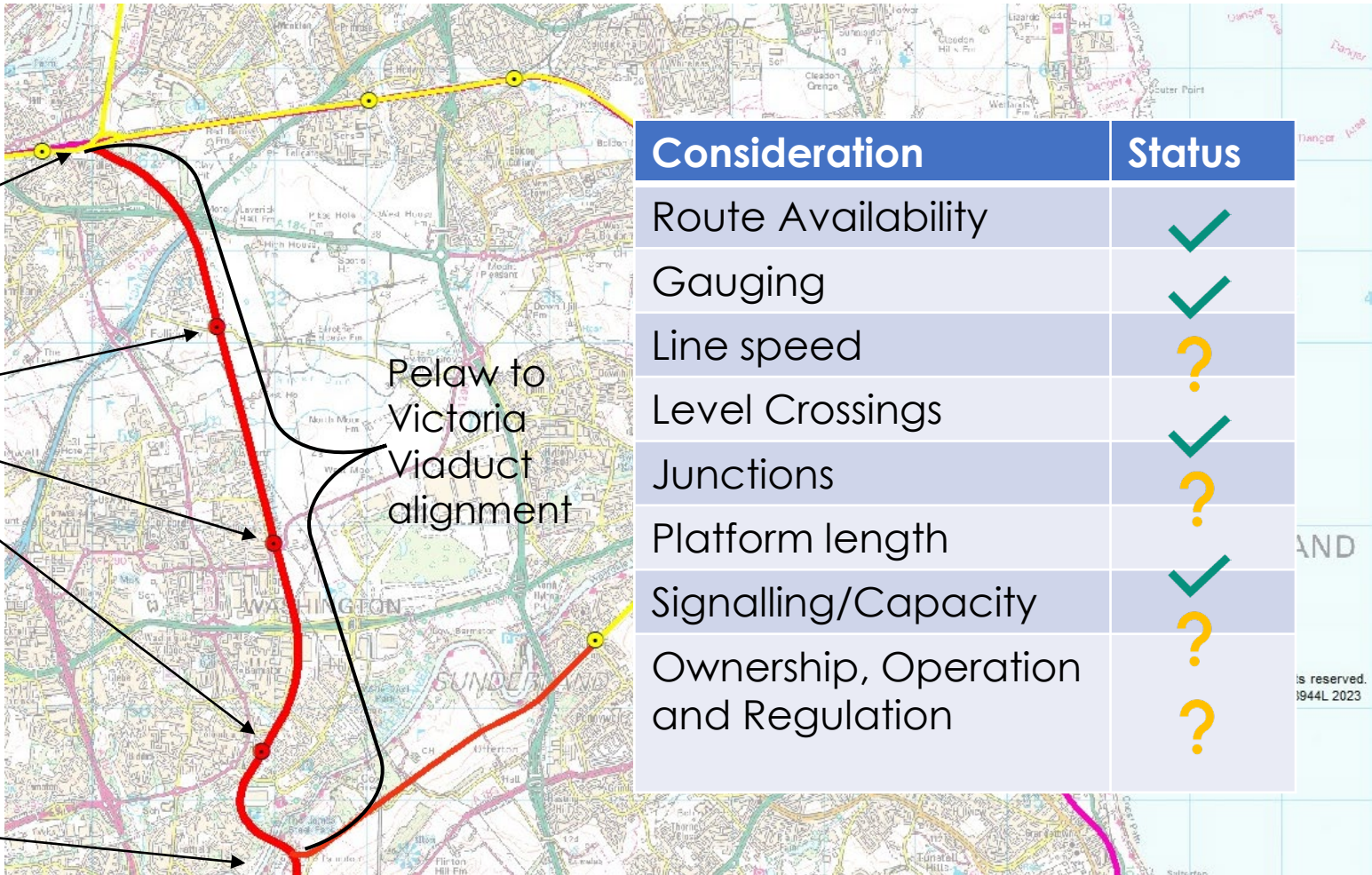
Pelaw Junction



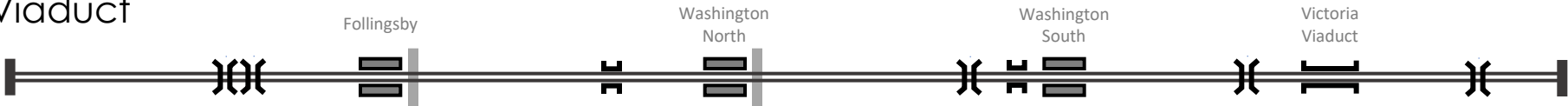
Stations:
Follingsby, Washington
North, Washington South



Victoria Viaduct



Consideration	Status
Route Availability	✓
Gauging	✓
Line speed	?
Level Crossings	✓
Junctions	?
Platform length	✓
Signalling/Capacity	?
Ownership, Operation and Regulation	?





Thank you
Any questions?