

Tyne & Wear Metro

- yesterday, today and tomorrow



Bernard Garner
Director General, Nexus

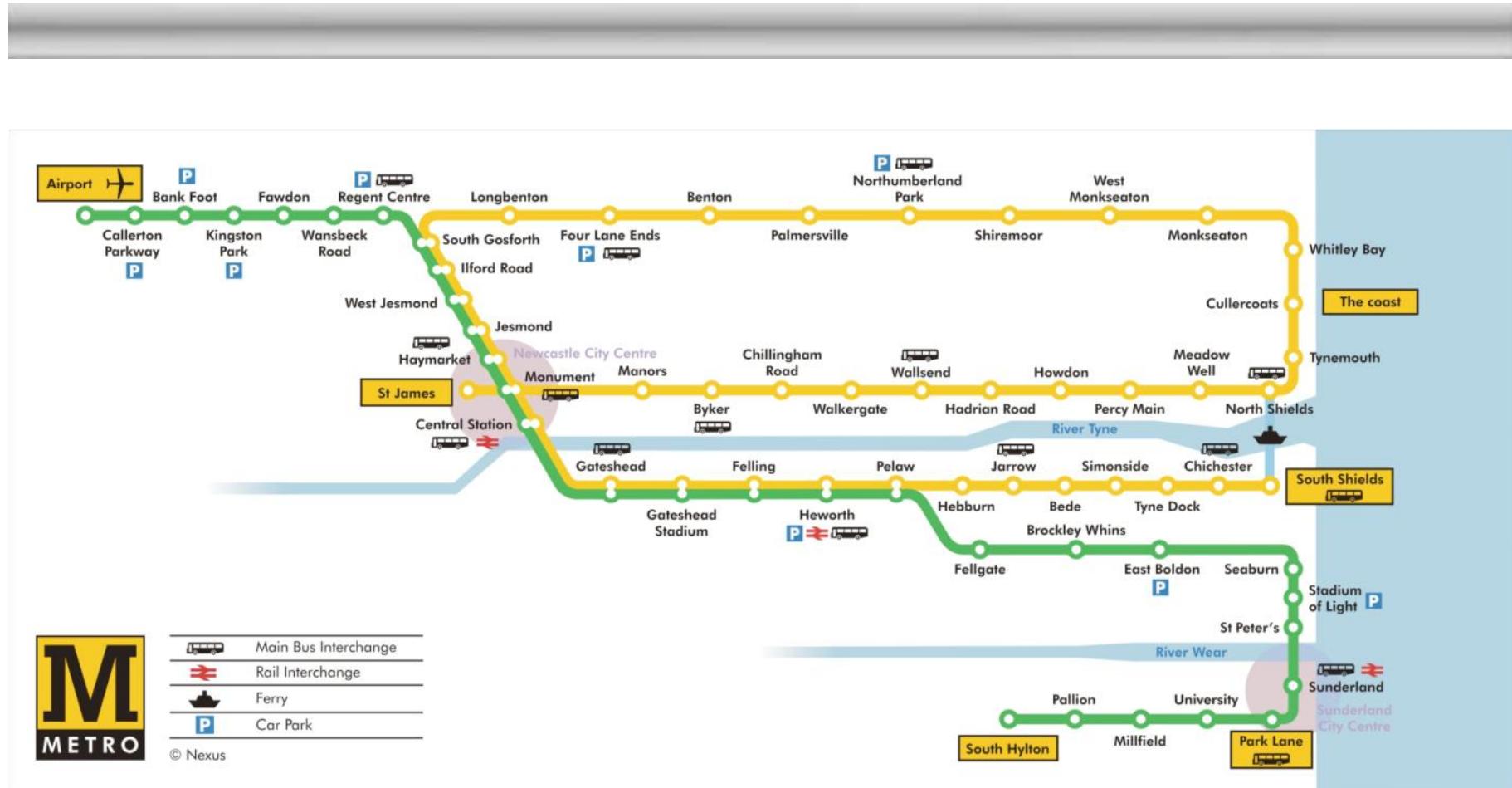
General Background – Where is it?



Tyne & Wear



Tyne & Wear Metro map



Unique in UK



In early 1980s Tyne and Wear Metro was:

- Core of integrated transport system
- Closed, largely unmanned stations
- Vertically integrated
- Light rail technologies

BUT BUS DEREGULATION 1986



By 2004/05



- 78km network of 28 stations (now 60)
- Passenger growth to 38 million journeys a year
- Removes 15 million car journeys from roads
- Creates 10,000 daily city centre visits
- Expands labour pool for employers
- Worth £8 to economy for every £1 investment



BUT, underlying problems



- Lack of long term funding commitment
- Lack of investment in renewals and upgrades
- Key infrastructure life expired
- Not meeting customer expectation

The Problem



Customer Expectation



1980

Ford Cortina



2010

Ford Mondeo

The Solution



METRO REINVIGORATION

- 3 phase proposition submitted to Government 2007
- Government response
 - 2007 – support for Phase I
 - 2010 – support for Phase II subject to:
 - 10% local contribution
 - Value for money through Operating Concession
 - Pro-active asset management strategy

Phase II – Metro Operating Concession



- Promoted by Nexus/working closely with DfT
- Compliance with EU Utilities Directive (2008-2010)
- Agreed with DfT and staff/Tus that there will be an In-House Bid

Concessionaire's responsibilities



To deliver to Nexus prescribed standards

- Operation and management of Metro train services and stations
- Metrocar maintenance and refurbishment



Asset Management through Nexus Rail



- Move from knowledge based to data based investment criteria
- Move to Programme Management rather than Project Management
- Introduce improved Project Controls and Risk Management

Nexus Rail responsibilities



- Asset management and renewals
- Heavy maintenance of station facilities eg escalators and lifts
- Maintenance of ticket machines and gates



Metro Reinvigoration

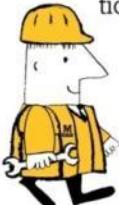


Metro: all change – a major modernisation programme Government

Phase 1:
£60m - private sector/government funded
Key city stations modernised; new ticket machines and barriers; smart ticket systems launched

Phase 2:
£350m Government Commitment
Vital infrastructure renewed; stations modernised; original train fleet refurbished

Phase 3:
To be developed
New signal systems; new train fleet; ticket technology updated



Phase 1

vital modernisation (2008-2011)

- £20m Haymarket station and office development
- £9.6m Sunderland station refurbishment
- £4.3m Simonside station opens
- 225 new ticket machines
- Barriers at 13 key stations
- Smart ticket technology



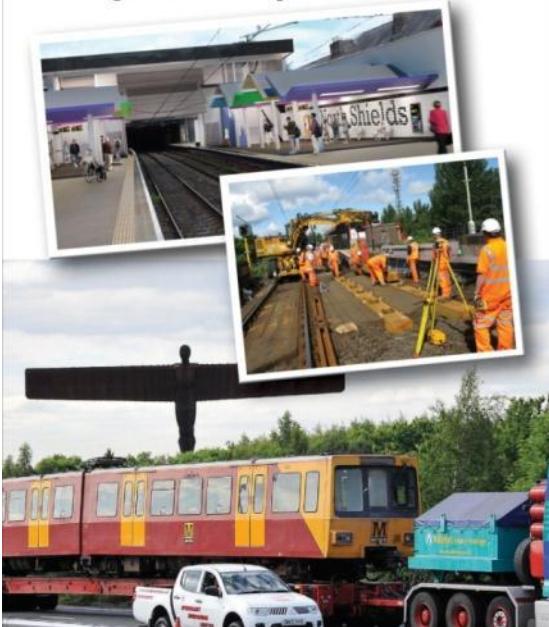
Metro Reinvigoration



Phase 2

steps into the future (2010-2021)

- 60 km of track, power lines and communications renewed
- 90 Metrocar trains fully refurbished
- 45 stations rebuilt or refurbished
- Access for disabled passengers improved across Metro
- New and better passenger information
- 100+ bridges, tunnels and structures strengthened and replaced



Phase 3

what happens next? (2021-2030)

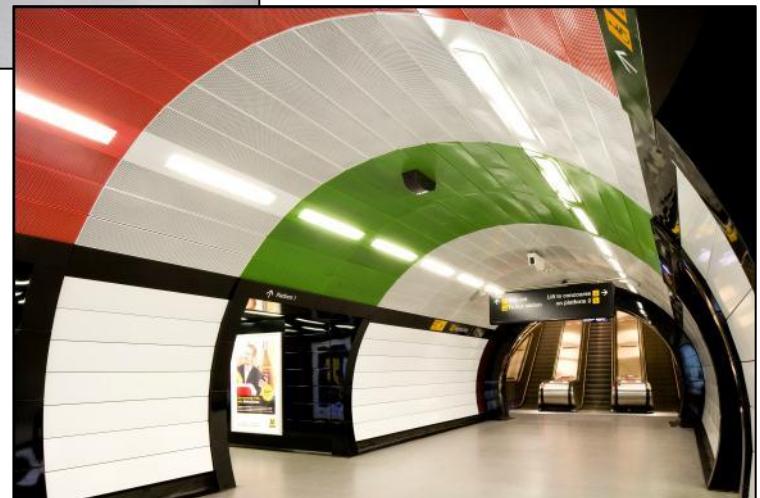
- Original Metrocar fleet replaced
- New signal systems increase passenger flow
- Ticket technology keeps pace with changing passenger behaviour
- Further access improvements at stations



Where are we now?



- Phase I – now substantially delivered



Where are we now?



- Phase II – ongoing



Where are we now?



- Phase III – being planned for post-2020
 - Network Development
 - Conventional
 - Conversion to tram technology?
 - Tram/trains?
 - Integration
 - Land use?
 - Other modes?
 - Retailing?
 - Market Leading Technology
 - Funding Options

The Prize



- Long term future of Tyne and Wear Metro secured
- The benefits that the system delivers embedded in long term urban regeneration and development plans

Thank You