

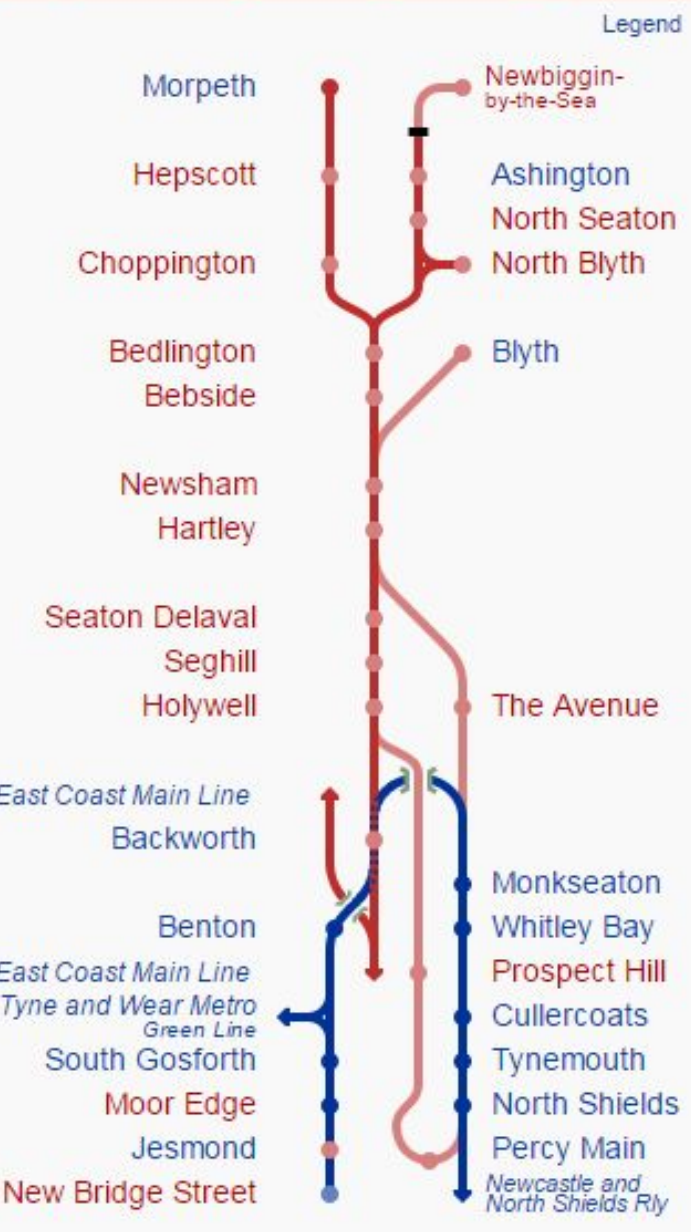
# Ashington, Blyth & Tyne Line

Woodhorn - Newcastle









- June 1840 linked collieries to River Tyne
- 1841 opened to passengers
- 1874 absorbed into North Eastern Railway
- 1948 Nationalisation – British Railways
- 1964 Passenger Services withdrawn - Beeching
- 1977 North Tyneside loop in Metro network
- ABT network remains open for freight
- 1990's Local Council's priority
- 1999 / 2010 Wansbeck MP – 2 adjournment debates
- 2009 Ass'n Train Operating Companies - published £34m proposal to reopen
- 2013 Council commitment to develop scheme
- 2016 Completion of GRIP 2 - Scheme is feasible
- 2017 Value Engineering

# Governance for Railway Investment Projects

## 'GRIP' stages

Network Rail  
June 2016

1

Output  
Definition

2

Pre-  
Feasibility

3

Option  
Selection

4

Single Option  
Development

5

Detailed  
Design

6

Construction  
Delivery

7

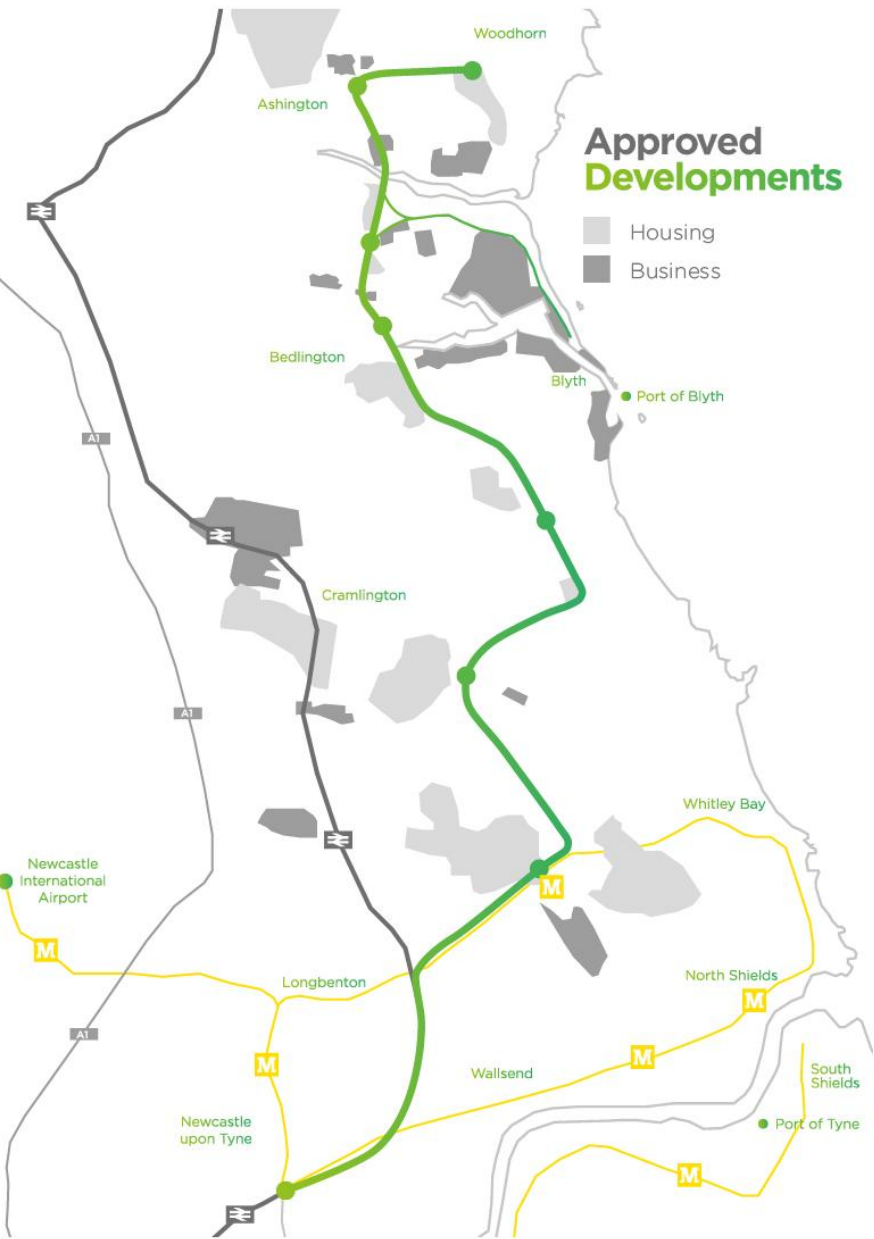
Scheme  
Handback

8

Project  
Review  
& Close

# SCOPE OF PROPOSED SCHEME

- Facilitate reintroduction of passenger services on the Blyth and Tyne Railway
- Options for the provision of a half-hourly service and a half hourly peak and hourly off-peak service
- 7 new stations
- Aspiration for a 30 minute end to end journey time
- Future prospects for freight traffic should be accommodated



**Approved Developments**

- Housing
- Business

**1,200 hectares**

of land for commercial development



Serving a population of approximately

**180,000 residents**

**2,620 jobs created**

in and around the local communities



**10,630 new homes**



A direct link to Newcastle Central Station in

**30 minutes**



**Improved national connectivity**

Increase operating potential of the line from



**16 hours to 24 hours**

Helps ease congestion on highway network



Easy link to Tyne and Wear **Metro network**



**Increased Annual GVA £70 million**

# GRIP 2 - Feasibility

- Key finding - the optimum specification is technically feasible although risks have been identified
- High level indicative cost circa £195m (40% risk bias)

POSSIBLE

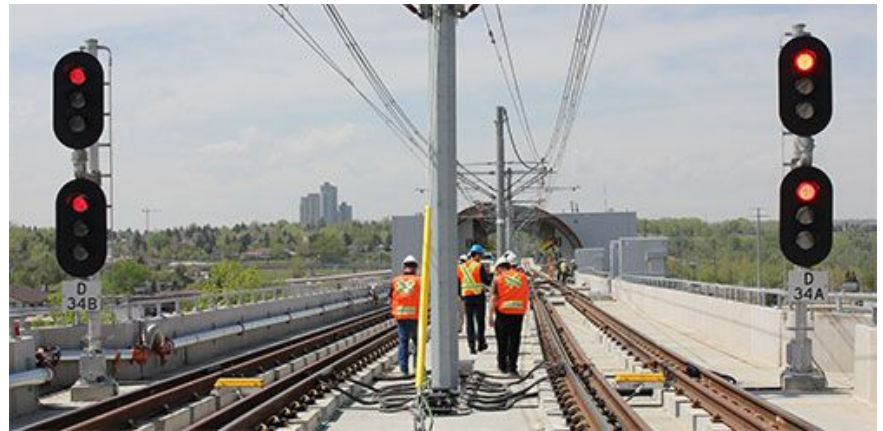
IMPOSSIBLE





# WAY FORWARD

- Completion of GRIP 3 is key
  - Certainty around cost and timescales
  - Confidence to funders / investors
- However, needs to be at right price
  - Current GRIP 3 estimate of ~£5m under review with Network Rail





# VALUE ENGINEERING

## Cost Challenge Exercise with Network Rail

- Confirm key functional drivers of the project
- Review scheme of works and identify opportunities for efficiencies
- Identify key threats
- Action Plan going forward



# VALUE ENGINEERING OPPORTUNITIES

VALUE ENGINEERING OPPORTUNITY	POTENTIAL SAVING
<b>Level Crossings</b> - Full re-signalling is no longer required, hence the extent of level crossings works is not as large.	£18m - 20m
<b>Signalling</b> - The majority of interlocking may not be required as re-signalling is no longer required.	£15m - £17.5m
<b>Electric Power and Plant</b> - Less electric power and plant required due to re-signalling not progressing	£3m - £5m
<b>Track</b> - Opportunity to keep some pre-1976 rail rather than complete replacement. Precedent does exist.	£7m - £13m

# HIGH LEVEL RISKS

RISK	ACTION
<p><b>Freight</b> – e.g. Biomass - may increase after the commencement of passenger services beyond current pathing allowances.</p>	<p>Discuss with Network Rail Strategic Freight Manager regarding future freight potential of the line</p>
<p><b>Ground conditions</b> - may be worse than expected e.g. noted that working in a former mining area.</p>	<p>Early ground investigation to be carried out</p>
<p><b>Path and platform capacity</b> - GRIP 2 report confirmed capacity but continues to be pressure for increased services elsewhere on network.</p>	<p>Refresh operational model as scheme progresses</p>
<p><b>Level Crossing</b> - Office of Rail and Road (ORR) Level Crossing team may object to Level Crossing proposals.</p>	<p>Early engagement with ORR Level Crossing experts, aim to Demonstrate improvement overall on the route</p>



# WAY FORWARD

- Target:
  - 4 months to complete value engineering
  - Spring 2018 - Commence GRIP 3
  - Scheme opening 2022
- Tasks in parallel:
  - North of Tyne Devolution discussions
  - Refresh Business Case
  - Stakeholder Engagement
  - Develop Funding Strategy including alternative delivery models
  - Franchise Operator Liaison

Woodhorn - Newcastle

# Newcastle to Northumberland Line

