



# Tees Valley Unlimited Rail Progress Report

December 2013



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## Tees Valley Rail Progress Report

# December 2013



Prepared by Tees Valley Unlimited on behalf of:



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# Tees Valley Rail Progress Report

## 1. Introduction



- 1.1. The Tees Valley is one of two local enterprise partnerships (LEPs) in the North East of England and consists of five local authorities - Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland, and Stockton-on-Tees. The sphere of influence of the Tees Valley LEP also extends into parts of neighbouring County Durham and North Yorkshire. The Tees Valley and its wider sphere of influence has a population of around 875,000, of which more than 650,000 live in the five Tees Valley local authority areas.
- 1.2. Tees Valley Unlimited (TVU), a partnership between the five Tees Valley Local Authorities, business leaders and other key representatives from the private sector, is the organisation which facilitates the LEP. TVU has mapped out its vision for the Tees Valley economy over the next 15 years through its Economic and Regeneration Statement of Ambition (SoA) and is now developing its Strategic Economic Plan (SEP) in line with government proposals to devolve more funding to LEPs covering areas such as transport and infrastructure.
- 1.3. Short-term priorities continue to be set out in the TVU Business Plan, with some of these, notably the Tees Valley Enterprise Zone site, now being rolled out across the area. Both these documents, along with the emerging SEP, highlight the important role that transport will play in delivering the growth ambitions of the LEP.
- 1.4. The Statement of Transport Ambition (SoTA) for the Tees Valley complements the SoA by identifying specific objectives and priorities for transport, which will help make the vision a reality. It is vital that links from our key assets at Teesport and Durham Tees Valley Airport to national and international hubs and markets are maintained and built upon to support our global industries. Rail and road links between the Tees Valley and London and other city regions must be retained and enhanced and journey times reduced in order to optimise the accessibility of the Tees Valley to national markets. The £85 million already secured up to 2015 will go a long way to developing a reliable and integrated bus, rail and strategic road network for the Tees Valley.
- 1.5. This includes significant investment in the bus network through the Tees Valley Bus Network Improvements (TVBNI) scheme, major investment in the rail network, as highlighted in this report and the delivery of various schemes to relieve congested junctions on the trunk road network in on-going partnership with the Highways Agency, most recently through the Pinch Point Programme. It is anticipated that proposed devolution funding from 2015 onwards, through the emerging SEP and Local Growth Fund process, will provide further opportunity for the Tees Valley to more effectively deliver its strategically important transport priorities.

- 1.6. Enhanced connectivity throughout the Tees Valley is equally important to ensure that residents and visitors can access employment, education, health care, retail, leisure and other key opportunities. As residential, retail and employment areas continue to be redefined, the ability to move around the Tees Valley quickly and easily continues to be of vital importance, particularly to a significant proportion of the population who do not have access to private transport.
- 1.7. Three transport challenges have been prioritised, which are consistent with the Government's primary goals for transport. These commonly agreed challenges are:
  - Improve the journey and experience of transport users of urban, regional and local networks, including interfaces with national and international networks;
  - Improve the connectivity and access to labour markets of key business centres; and
  - Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.
- 1.8. To enhance the connectivity of the Tees Valley, support our economic and regeneration ambitions and achieve our three challenges, we will:
  - Continue to invest in our bus network alongside the 20 or so routes that will benefit from the TVBNI scheme by 2015, examining cost effective ways to provide linkages to the core commercial routes that will benefit from this investment, and developing an integrated smart ticketing system alongside other partners in the North East;
  - Continue to work with the rail industry and other partners to secure the Tees Valley rail ambitions by using the network in a much more efficient way to connect our main centres and effectively services new growth areas. We expect greater involvement in the specification of future rail franchises in order to achieve this by providing services that better meet the needs of future users rather than relying on historic patterns of demand and scheduling;
  - Continue to provide targeted highway infrastructure investment to support specific development proposals and improve the management of the strategic road network as part of an Area Action Plan agreed with the Highways Agency; and
  - Continue to support enhanced links to and from our national and international gateways including Teesport and Durham Tees Valley Airport.
- 1.9. The Statement of Transport Ambition is available to download from:

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

## 2. Background

- 2.1. 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, airport and our major regeneration sites.
- 2.2. 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 still based around historic patterns of travel. Some of the existing facilities also require renewal to meet modern needs.
- 2.3. 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 now and in the future. This is the principle behind the Tees Valley's rail ambitions which aim is to provide a 21<sup>st</sup> century transit system using our existing rail network in a more cost effective and efficient way.

- 2.4. Tees Valley Metro was the 'brand' that was attached some time ago to the ambitions to improve the provision of local rail services across the area. The desire to deliver a step change in local rail facilities and services, which was the basic ethos of Tees Valley Metro, has never waned but the scope of the scheme and the way it can be delivered has been required to adapt to circumstances over time.
- 2.5. Historically, for example in the latter days of Cleveland County Council and more recently when Tees Valley Regeneration developed the Tees Valley Metro brand and led the project, there were plans for a completely new light rail system for the whole of the Tees Valley to effectively replace the current rail network and support the area's economic growth ambitions. This was at a time when a number of other light rail schemes were under consideration across the country. Unfortunately a business case for such a wholesale investment in a £250-£300m project for the Tees Valley could not be made and this was clearly the case elsewhere with virtually no other light rail schemes, other than extensions to existing systems, ever emerging.
- 2.6. Tees Valley Metro then inevitably became more focussed on utilising the existing rail network more effectively which was more in line with recent Government thinking on getting the most out of existing assets. The main objectives of the Tees Valley Metro concept such as new/improved stations, enhanced frequencies/timetables and newer rolling stock were retained but their delivery was very much geared around a 'heavy' rail solution and was necessarily constrained, to an extent, both by limited available funding opportunities and by rail industry processes.
- 2.7. However funding was successfully obtained to develop the Tees Valley Metro rail proposals further and significant work was then undertaken in partnership with Network Rail. This provided a good understanding of what constraints existed on the network, particularly in relation to aspirations for increased frequencies and further developed schemes to address these as well as proposing improvements to a number of existing stations and completing preliminary design work for two new stations.
- 2.8. On the back of this work a Phase 1 programme for Tees Valley Metro was developed to deliver short-term deliverable priorities focussed on station investment and the provision of improved facilities for passengers. In addition to the funding secured for the Network Rail study and design work, a further £8.5million was secured through both the Regional Funding allocation and more recently through the Local Sustainable Transport Fund (LSTF) to deliver significant infrastructure investment. During this time there have also been service frequency enhancements on some lines in the Tees Valley.
- 2.9. The detail of the success of Phase 1 is provided below and the challenge now is to ensure that this can be matched by improvements to rolling stock and service patterns, which will be picked up in the section 4.

### 3. Tees Valley Metro Phase 1 – What is being successfully delivered on the ground?



3.1. The extensive list of projects outlined in this section have all been planned and delivered through Tees Valley Metro Phase 1. These are also summarised in Table 1.

#### 3.2. Hartlepool Station

Tees Valley Metro provided a £1.4million contribution to the major station improvements and public transport interchange facilities here. The waiting environment and associated passenger facilities have been transformed and since implementation the typical annual increase in patronage at Hartlepool has been 5% which is higher than the average level of growth elsewhere.

#### 3.3. Seaton Carew Station

Just over £100k of funding has delivered major improvements including vegetation clearance and accessibility improvements, new shelters, full CCTV coverage and provision of a small car park. Since then patronage has increased by 43% in 3 years.

#### 3.4. Saltburn Station

More than £110k of funding has delivered significant improvements here including new shelters, improved information and signage, including a new electronic information screen and full CCTV coverage.

#### 3.5. Eaglescliffe Station

Nearly £250k has already been invested here to upgrade and reopen the old ticket office, which is now staffed by Chester-le-Track Ltd, and to install new real time information screens at the station. This will be followed by nearly £1million of further investment at this increasingly important interchange station including a new waiting room, full CCTV coverage and further improvements to passenger facilities on the platform, resurfaced ramps with new handrails and an extended and fully resurfaced new car park. The remaining works are programmed for completion by May 2014.

#### 3.6. Dinsdale Station

Nearly £200k of works to provide station improvements at this station was delivered during the summer of 2013. These include new shelters, full CCTV coverage, new real time information screens, improved signage and other passenger facilities. These will be followed in early 2014 by vegetation clearance and resurfaced access ramps with new handrails which for operational reasons are being delivered to coincide with the project to replace the road bridge at Dinsdale.

### 3.7. Middlesbrough Station

£180k of funding has delivered improvements to the North Side entrance and public realm on this side of the station. This is an increasingly important access to the station with a growing footfall due to the on-going regeneration of this area including the relocation of the major Middlesbrough College campus on Middlehaven.

### 3.8. Allens West, Billingham and Stockton Stations

A £260k package of station improvement works was completed at these 3 locations in April 2013. This included new or refurbished shelters, full CCTV coverage, improved information and signage, improved cycle facilities and the provision of new anti-slip surfacing and new handrails for the footbridge at Billingham.

### 3.9. Marton, Gypsy Lane and Nunthorpe Stations

A £430k package of station improvements was completed in May 2013. Improvements included the installation of a new PA system at all 3 stations, full CCTV provision, new shelters, improved passenger information and signage, additional lighting at Marton and new cycle shelters at Nunthorpe.

### 3.10. James Cook Station

£2.1million of funding is being used to deliver this long awaited new station which as well as serving the key destination of James Cook University Hospital will also serve a number of existing residential areas of Middlesbrough and also the planned major leisure facility and further housing development on the adjacent Prissick site in the future. The new station is officially programmed to open in Spring 2014.

### 3.11. Redcar Central Station

The £1.2million upgrade to station facilities and public realm at Redcar Central is now under way. Improvements to the access, car park and public realm outside the Station Business Centre is programmed for completion by February 2014 and will be followed by improvements to the West Dyke Road entrance, the enhancement/remodelling of the eastbound platform and new shelters, full CCTV coverage, real time information screens, and a range of other improvements to passenger facilities throughout the station. This is programmed for completion by May 2014 and will complement significant regeneration works to the sea front and town centre including the £31million Redcar Leisure and Community Heart development, immediately adjacent to the station, which is also due to open during 2014.

### 3.12. Marske, Longbeck, Redcar East and South Bank Stations

A package of works totalling just over £300k is currently being designed and is programmed for implementation by April 2014. As at some of the other stations already outlined, improvements will include new shelters, full CCTV coverage, improved information and signage and enhanced lighting at South Bank.

### 3.13. Thornaby Station

The Tees Valley Metro project has committed nearly £600k towards the cost of providing a fit for purpose pedestrian footbridge at this increasingly busy and important station where patronage has nearly tripled in the 10 years since the station was radically enhanced. The new footbridge project which is being led by Stockton Council to enhance a proposed replacement scheme put forward by Network Rail, is programmed for delivery during 2014.

### 3.14. This shows the extent of coverage of rail investment that has recently been secured by TVUI, where every Northern Rail station in the Tees Valley has or will soon benefit from significant investment. An important part of this investment has seen the roll out the 'Connect Tees Valley' brand at all stations to provide a common feel and consistency with improvements being delivered elsewhere on the public transport network. North Road Station is also being upgraded through the joint

Darlington and Durham LSTF scheme to improve stations on the Bishop Line. Darlington (East Coast) and Middlesbrough, Thornaby and Yarm (Transpennine) have benefitted more from on-going investment in station and passenger facilities through these respective franchises.

- 3.15. In addition to this significant capital investment, TVU has also played a fundamental role in securing improved calling patterns for local services at Dinsdale, Allens West, Eaglescliffe, South Bank, Marton, Gypsy Lane and Nunthorpe in recent years.

#### 4. What now for Tees Valley Metro?



- 4.1 The preceding sections have outlined what the Tees Valley Metro project now is (and importantly what it isn't) and highlighted the significant investment that has now been delivered or secured to help provide the required step-change in the provision of passenger facilities at all Tees Valley stations.
- 4.2 One of the key remaining challenges, to ensure that the whole network meets the modern day needs of the Tees Valley, is the delivery of fit for purpose rolling stock to match the station investment. It is commonly agreed that the vast majority of current trains that operate in the Tees Valley (known as 'Pacers') are well past their life expiry. They are functional at best but their ride quality is poor compared to other trains, they are noisy and generally do not offer the passenger the type of travel experience on offer elsewhere. This is critical when an important goal for the Tees Valley is to grow the market and get new passengers (in particular car users) to use the network on a regular basis.
- 4.3 There is also an important issue of perception, particularly for business and leisure visitors to the Tees Valley. Such visitors invariably arrive in the Tees Valley on high quality Inter-city trains such as those operated by the East Coast, CrossCounty and Transpennine franchises. They are likely to change onto local trains at locations such as Darlington, Thornaby and Middlesbrough where the onward travel experience could not be more different. The image and first impressions of the Tees Valley would be significantly improved to visitors and investors alike if the quality of local rail links could match those of long distance services.
- 4.4 Investment in rolling stock will not come cheap and is not something that the Tees Valley could realistically invest in on a unilateral basis to provide a dedicated fleet for the area. Having said that it may be possible in future to make a 'contribution' from devolved transport funds towards the cost of upgrading rolling stock, although this will need to form part of a wider discussion on transport priorities. However, in the short-term the Government will continue to specify the trains to be provided and a franchise operator will deliver this, so the critical issue for the Tees Valley will be to have an effective voice in the process where decisions on the local rail franchise specification are made.

- 4.5 The Government is now looking to re-franchise the services currently operated by Northern Rail in February 2016. They are also looking seriously at devolving certain decision making powers in relation to this franchise (and also potentially the TPE franchise too) to a more 'local' level in the North of England. TVU and the local authorities are involved in on-going work at the regional level to develop a North East Business Unit (NEBU) proposition to ensure that the Tees Valley can have the appropriate influence on the specification and operation of a new franchise from February 2016. The North East local authorities (through ANEC) are also an in principle partner of the Rail North organisation to ensure that the NEBU proposition can work within this devolved arrangement should it be taken forward.
- 4.6 Irrespective of the final devolved solution, should there be one, the NEBU arrangement potentially provides the ideal opportunity for the specification of enhanced rolling stock to be written into the new franchise and this must now be the main priority for the region.
- 4.7 The other main priority for the Tees Valley is the provision of sufficient capacity to deliver both our passenger and freight aspirations. Railfreight, whilst critical to the Tees Valley economy and recognised as such in the Strategic Infrastructure Plan, was therefore covered elsewhere and was not specifically part of the Tees Valley Metro project.
- 4.8 However, an indication of how important railfreight is to the Tees Valley economy is given by the fact that TVU was able to secure £1.4m to invest in a project to gauge clear the route from Teesport to the East Coast Mainline at Darlington, that will allow the transportation of international size containers in and out of Teesport by rail. £700k from PD Ports meant that a £2.1m local contribution was provided to Network Rail to deliver the project, which is well under way and programmed for completion in early 2014. The largest single element of the scheme involves the replacement of the road bridge at Dinsdale, referred to in 3.6 above. TVU will continue to lobby strongly for further gauge enhancements and other rail freight improvements where they are required.
- 4.9 The provision of enhanced capacity for local passenger services was certainly a key element of Tees Valley Metro, although again it is important to revisit some historic assumptions on what service patterns the Tees Valley requires. When Tees Valley Metro was a light rail scheme, the aspiration was for a 15 minute frequency across the network (from Darlington to Saltburn and from Hartlepool to Nunthorpe). As has been discussed above there was not a business case for this scheme. In the current climate it will now be very difficult to make the investment case, certainly in the short-term, for a doubling of the frequency from Darlington to Saltburn and the quadrupling of the existing frequency from Hartlepool to Nunthorpe, when this will require the provision of many more extra trains.
- 4.10 It has therefore now been agreed by TVU and its partners that the next key priority for rail in the Tees Valley is the provision of enhanced rolling stock across the whole network and the provision of a half hourly service at all stations. The delivery of this enhanced timetable should include the appropriate recasting of existing timetables to ensure that services and connections on all routes are planned to meet the needs of the modern day Tees Valley economy. For example, all local services must have good and efficient connections with longer distance services at the likes of Darlington, Thornaby and Middlesbrough. There should be no gaps in provision such as the hourly gap in the morning peak from Saltburn and Redcar which falls at the busiest time. Northern Rail state that this is required to allow a train to run to/from Nunthorpe but this should not be an either/or decision. All lines should have optimal services and connections at peak times. The routing of existing services should also be reviewed because it surely cannot be efficient to run services from Carlisle or Hexham to Nunthorpe, given all the risks to reliability on this long route.
- 4.11 Darlington Station will play a critical role in freeing up this capacity and providing flexibility for the future operation of both long distance and local services, thus ensuring that the network functions effectively. Currently Darlington presents the significant constraint in this regard because the opportunities to stop at the station and/or cross the main lines (which all local Darlington/Bishop Auckland to Saltburn services must do) are limited and fixed. The impact of this is that the current service provision in terms of frequency and calling patterns of local services out of Darlington is the

maximum that can be delivered with existing resources. This means for example that a potential new station at Durham Tees Valley Airport could not be served without losing calls elsewhere, or that local services cannot be revised to better serve the new James Cook station in the future.

- 4.12 This is why the re-modelling of Darlington Station is a key rail infrastructure priority for the Tees Valley. Not only will it provide the much needed capacity required to enhance local rail timetables, but crucially it will deliver efficiencies and time savings for mainline services and deliver benefits for rail freight too. The scheme has been recognised as a regional priority through the on-going North East Rail Strategy work and through a scheme prioritisation process that is being developed by the East Coast Local Authorities Group. The Tees Valley must continue to support this strong lobby to Network Rail and DfT to include the scheme within the national investment programme.
- 4.13 The other key rail priority for the Tees Valley, that has also been flagged up as a regional priority, is the retention of direct Transpennine services between Middlesbrough (plus Thornaby and Yarm) and Manchester Airport (plus Leeds, Manchester and other locations). Inextricably linked to this is the electrification of the line from Northallerton to Middlesbrough and Teesport which will complete the Transpennine route to bring the passenger benefits we are looking for but will also provide significant opportunities for rail freight too.

## 5. Next Steps



- 5.1 It has been agreed that the Tees Valley Metro 'brand' should not be used in future to describe the excellent on-going work to deliver rail improvements across the Tees Valley or our wider rail ambitions. This is to ensure that any continued misconceptions, which still exist, that these ambitions still in some way involve the delivery of a new stand-alone light-rail system, can be removed or corrected.
- 5.2 However as discussed the ambitions to deliver an improved rail network that better serves the modern day Tees Valley economy remain as strong as ever, particularly as key rail franchises are due for renewal very soon and this could present significant opportunities to influence change.
- 5.3 TVU and its partners will continue to manage the delivery of the schemes originally packaged as Tees Valley Metro Phase 1. This, along with the additional investment secured through LSTF, will ensure that passengers now benefit from improved waiting facilities, information and security at all local stations in the Tees Valley. Crucially it will also ensure the delivery of the long awaited new station to serve The James Cook University Hospital and adjacent residential areas and leisure facilities. All these schemes are programmed for completion by Spring 2014.
- 5.4 We will continue to work closely with our industry partners to ensure that the gauge enhancements work between Darlington and Teesport will be complete by early 2014, thus opening up new

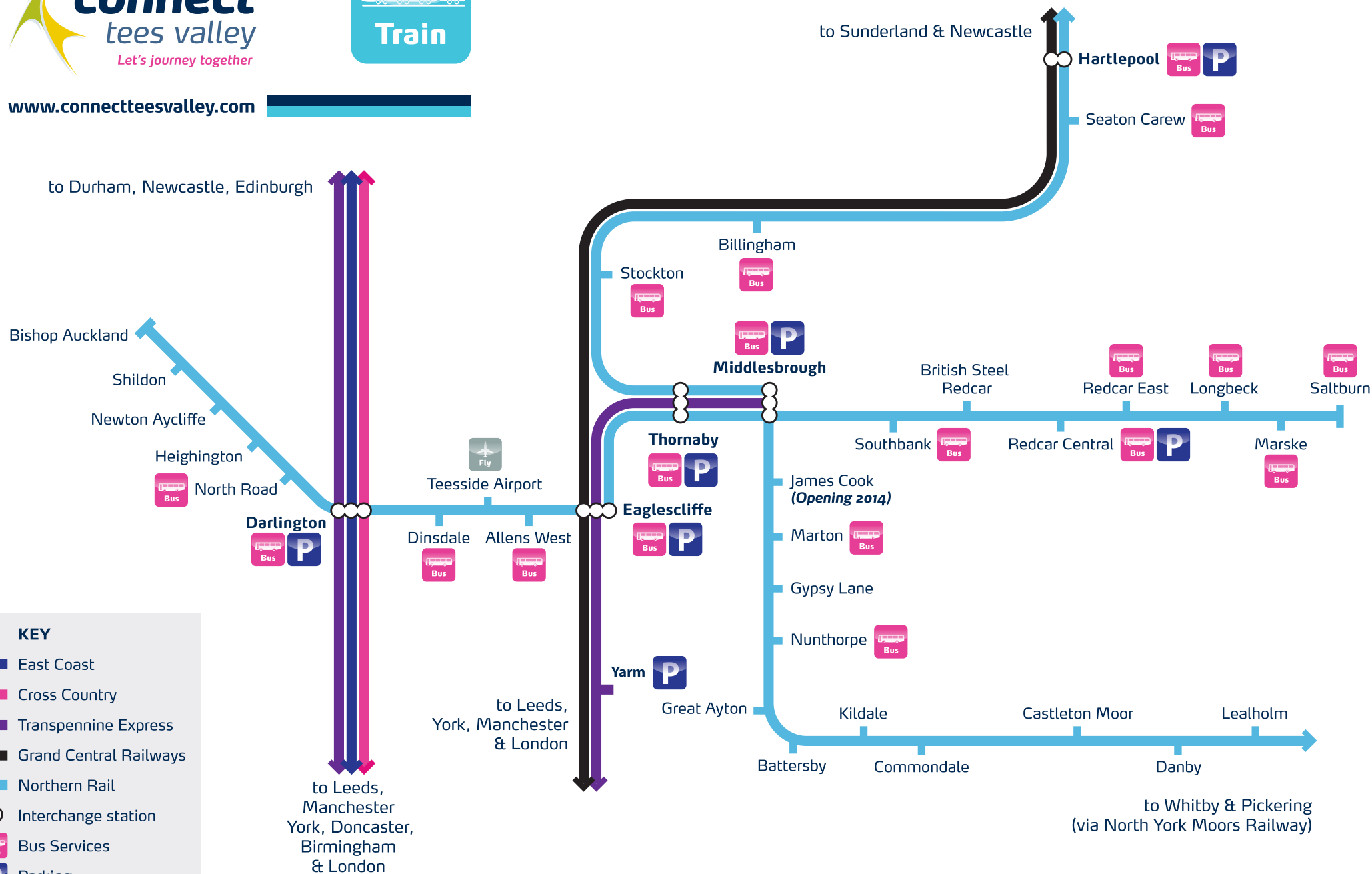
railfreight opportunities. Beyond this we will continue to work with partners and lobby strongly for further capacity improvements for railfreight as these are required.

- 5.5 In partnership with Network Rail and other key stakeholders, we will also continue to develop and lobby for the platform and re-modelling works at Darlington Bank Top station to be included in Network Rail's investment programme. As well being a pre-requisite for the provision of any further new stations and frequency enhancements on the Tees Valley local rail network, the scheme can also bring benefits to mainline passenger and freight services.
- 5.6 TVU will continue to make the case and lobby strongly for the retention of direct long distance rail links to the Tees Valley. The importance of links between Darlington and London has been recognised in early documentation related to the East Coast franchise renewal in 2015, which is welcome. The main priority for the Tees Valley is now the retention of direct Transpennine services from Middlesbrough to Manchester Airport followed by the electrification of the line between Northallerton and Middlesbrough/Teesport.
- 5.7 We will continue to work with regional partners and input to key studies such as the North East Rail Strategy and East Coast Mainline Authorities Group business case study, to ensure the Tees Valley rail priorities are fully reflected. Both of these key studies are due to conclude in the first quarter of 2014. We will also continue contribute to a regional position on HS2 as more information emerges and consultation occurs.
- 5.8 Finally, and crucially in terms of our ambitions for local rail, we will continue to work with partners to develop the NEBU proposals and options for delivering this through potential new devolved arrangements. The new Northern franchise in 2016 will offer an opportunity for the Tees Valley to influence the specification and lobby strongly for an improved local timetable and improved rolling stock, to ensure that the local rail network is more fit for purpose in meeting the needs of the modern day Tees Valley economy. This will complement the significant investment TVU has already secured to improve stations and passenger facilities across the Tees Valley.
- 5.9 As well as lobbying Network Rail and DfT for scheme funding through industry and franchise processes, TVU is now also looking at how the emerging SEP can be used to lever in more funding in the future to deliver our rail ambitions.

Table 1 - Tees Valley Rail Improvements – Scheme Details

Station	Improvements	Notes
Darlington	<ul style="list-style-type: none"> <li>- new platforms on the east side to cater for long distance and local services</li> <li>- new footbridge and lifts to improve access through the station and between platforms</li> <li>- enhanced public realm and car park facilities on the east side of the station</li> <li>- possible improved public transport interchange at the station and enhanced use of the station portico on the west side, along with public realm enhancements</li> </ul>	<ul style="list-style-type: none"> <li>- outline GRIP0 design and costing completed by April 2012</li> <li>- subject to further design, approval and funding, scheme could be implemented by Autumn 2018</li> </ul>
Dinsdale	<ul style="list-style-type: none"> <li>- new waiting shelters, CCTV, cycle parking, information displays, new customer information screens and access improvements</li> </ul>	<ul style="list-style-type: none"> <li>- most improvements were completed in Summer 2013. The access improvements will coincide with the completion of bridge replacement works at Dinsdale in early 2014</li> </ul>
Eaglescliffe	<ul style="list-style-type: none"> <li>- new staffed ticket office</li> <li>- new waiting rooms (with toilet) and shelter</li> <li>- new customer information screens</li> <li>- extension to the existing car park</li> <li>- accessibility improvements to the existing ramps</li> </ul>	<ul style="list-style-type: none"> <li>- complete in January 2012</li> <li>- scheduled for completion by May 2014</li> <li>- “ “ “</li> <li>- “ “ “</li> <li>- “ “ “</li> </ul>
Thornaby	<ul style="list-style-type: none"> <li>- replacement of existing footbridge</li> </ul>	<ul style="list-style-type: none"> <li>- scheduled for completion during 2014</li> </ul>
Middlesbrough	<ul style="list-style-type: none"> <li>- improvements to the northern station entrance</li> </ul>	<ul style="list-style-type: none"> <li>- works were completed in early 2013</li> </ul>
Redcar Central	<ul style="list-style-type: none"> <li>- improvements to the station frontage</li> <li>- enhanced linkages to the town centre and the civic quarter</li> <li>- extension to the existing eastbound platform to increase the waiting area</li> <li>- new, permanent artwork displays</li> <li>- new waiting shelters and information displays</li> <li>- new customer information screens</li> <li>- landscape improvements to existing car park</li> <li>- refurbishment of the existing footbridge</li> </ul>	<ul style="list-style-type: none"> <li>- to be completed in early 2014</li> <li>- “ “ “</li> <li>- scheduled for completion by May 2014</li> <li>- “ “ “</li> <li>- “ “ “</li> <li>- “ “ “</li> <li>- “ “ “</li> <li>- to be implemented by Network Rail in 2014</li> </ul>
Saltburn	<ul style="list-style-type: none"> <li>- new waiting shelters, CCTV and information displays</li> <li>- new customer information screen</li> </ul>	<ul style="list-style-type: none"> <li>- works completed in May 2012</li> <li>- installed during Summer 2013</li> </ul>
Hartlepool	<ul style="list-style-type: none"> <li>- a new glazed waiting area on the main platform</li> <li>- new waiting shelters and information displays</li> <li>- new customer information screens</li> </ul>	<ul style="list-style-type: none"> <li>- works completed in Summer 2011</li> <li>- “ “ “</li> <li>- “ “ “</li> </ul>

Station	Improvements	Notes
Seaton Carew	<ul style="list-style-type: none"> <li>- new waiting shelters, information displays and access improvements</li> <li>- provision of small car park/vehicle turning area</li> </ul>	<ul style="list-style-type: none"> <li>- works completed in Summer 2010</li> <li>- works completed in early 2012</li> </ul>
James Cook Station	<ul style="list-style-type: none"> <li>- new single platform station on the west side of the existing rail line</li> <li>- new footway/cycleway connection to The James Cook University Hospital</li> </ul>	<ul style="list-style-type: none"> <li>- scheduled for completion by Spring 2014</li> <li>- “ “ “</li> </ul>
Communications Upgrade – Darlington To Saltburn Line	<ul style="list-style-type: none"> <li>- new routers to drive Public Address system and any CIS</li> </ul>	<ul style="list-style-type: none"> <li>- works completed in Spring 2013</li> </ul>
Communications Upgrade – Nunthorpe Line	<ul style="list-style-type: none"> <li>- new routers to drive Public Address system and any CIS</li> </ul>	<ul style="list-style-type: none"> <li>- works completed in Spring 2013</li> </ul>
Intermediate Station Improvements – Stockton And Middlesbrough Areas	<ul style="list-style-type: none"> <li>- new waiting shelters, CCTV, cycle parking, information displays and access improvements</li> <li>- possible new customer information screens</li> </ul>	<ul style="list-style-type: none"> <li>- works completed in May 2013</li> </ul>
Intermediate Station Improvements – Redcar & Cleveland Area	<ul style="list-style-type: none"> <li>- new waiting shelters, CCTV, cycle parking, information displays and access improvements</li> </ul>	<ul style="list-style-type: none"> <li>- to be implemented by April 2014</li> </ul>
Teesport – Darlington Gauge Enhancements	<ul style="list-style-type: none"> <li>- changes to existing structures along the route to provide W12 clearance for large container traffic. The largest single project involves the replacement of the bridge at Dinsdale to provide the necessary clearance for rail traffic</li> </ul>	<ul style="list-style-type: none"> <li>- work now progressing well and is due for completion in early 2014</li> </ul>







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