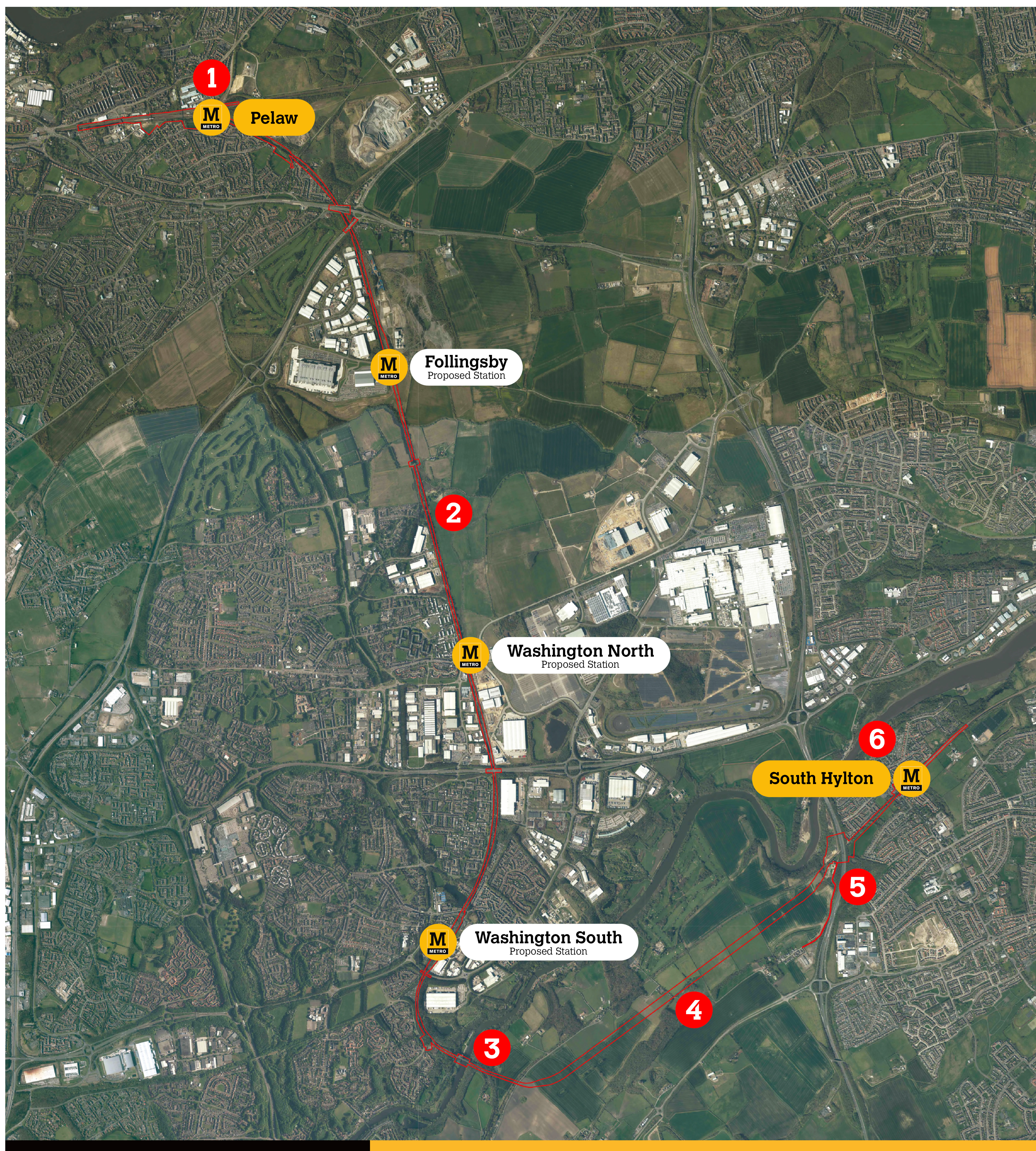
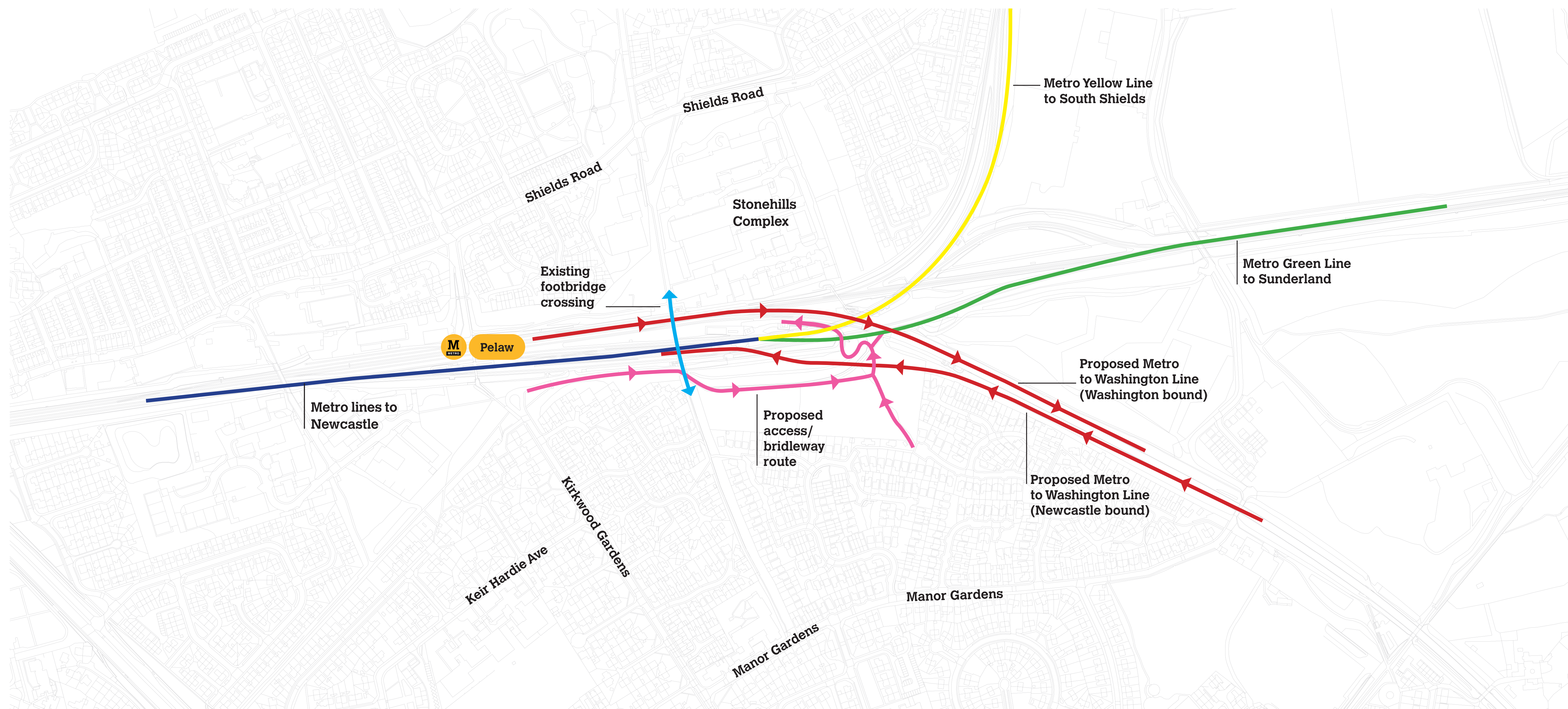




Metro to Washington extension proposals



nexus.org.uk



Pelaw Junction

1

The Metro to Washington extension will connect to the existing Metro network at Pelaw and South Hylton. At Pelaw a new track will need to be installed to allow the trains travelling from Washington to join the existing network. To facilitate the new track, the existing footbridge to Stonehills Complex will need to be replaced and the existing bridleways and access roads altered to retain existing connections.



Follingsby

The station would sit to the south of Follingsby Lane and include ramp, lift and stair access to both platforms. Follingsby is the preferred option for a Park and Ride car park, helping people to access city centres by rail and reducing traffic on key routes.



Leamside Line

2

Metro to Washington will use the former Leamside Line alignment from Pelaw to the River Wear. The North East Mayoral Strategic Authority (North East MSA) is developing a separate business case to reinstate the southern section of the Leamside Line for heavy rail trains.



Washington North

Washington North station is located at the intersection of the former Leamside Line and the A1290 providing access to the Sulgrave area of Washington and connections to the local bus network. To accommodate the station, the A1290 will be diverted south over the railway where it will connect to Glover Road and Spire Road via the existing roundabout.

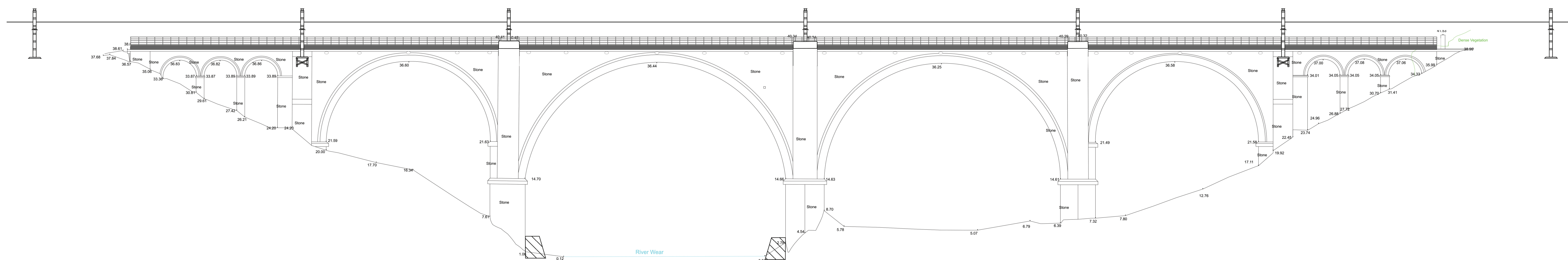


Washington South

Located to the south of the former Washington station, the proposed site for Washington South is near to the Fatfield, Columbia and Teal Farm districts of Washington. Connectivity from east to west will be retained through the introduction of an accessible footbridge.

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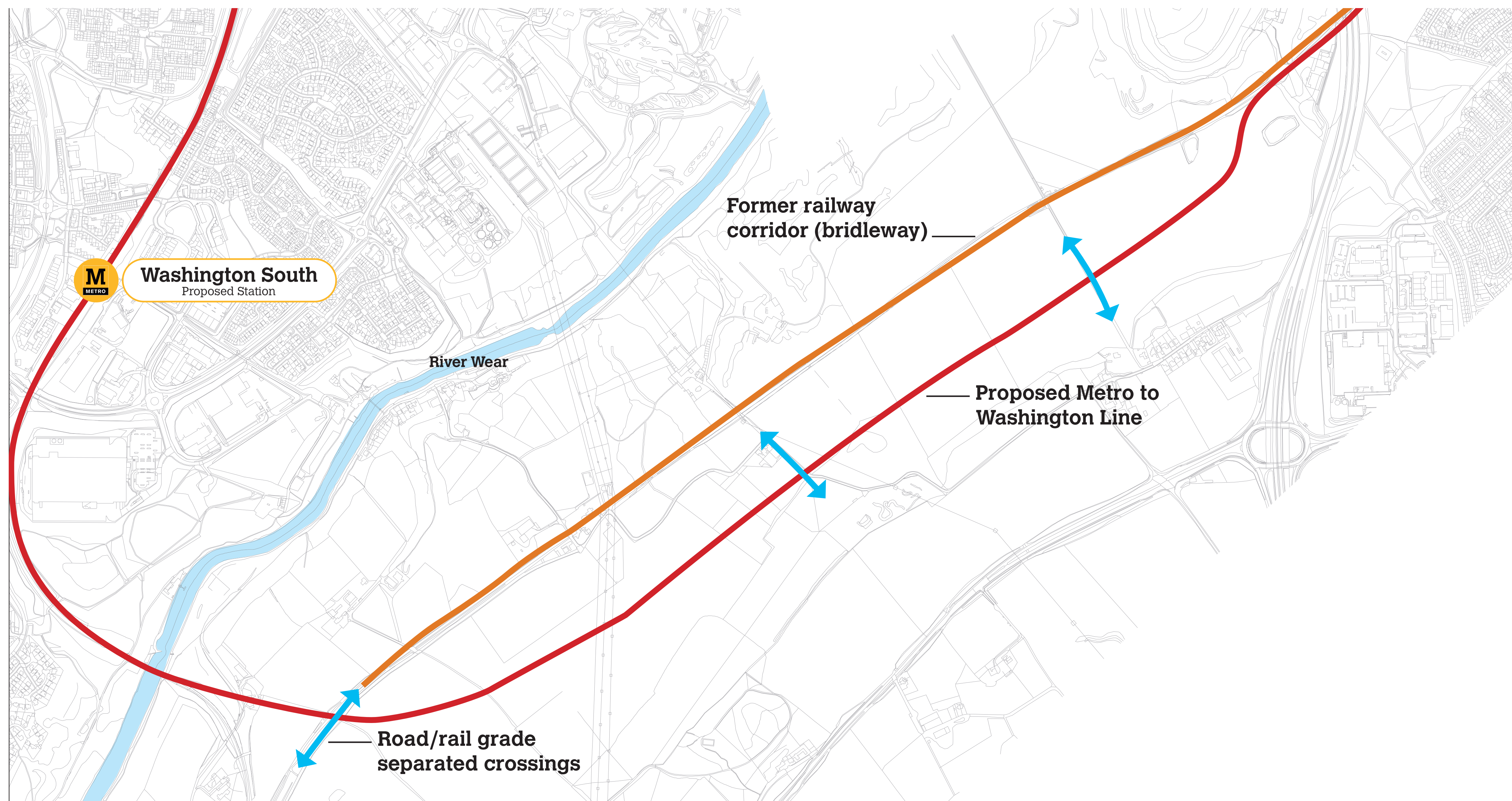


Elevation 2 - Proposed (North East Elevation)
1:300

Victoria Viaduct

3

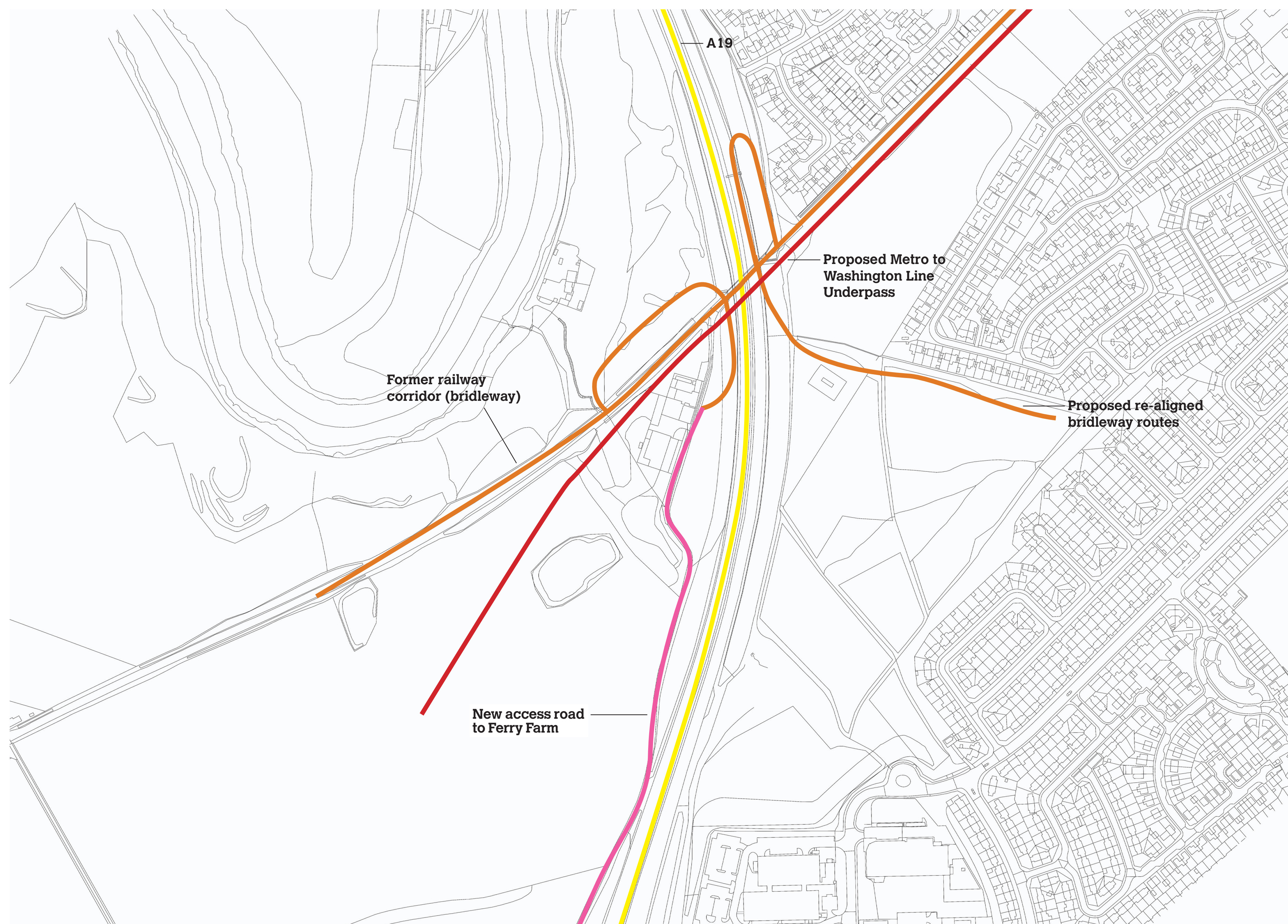
The current proposal reuses the historic viaduct for a twin-track railway. Masts for overhead power would be installed in a sensitive manner, as has been done on similar historic viaducts elsewhere in the UK.



Southern alignment

4

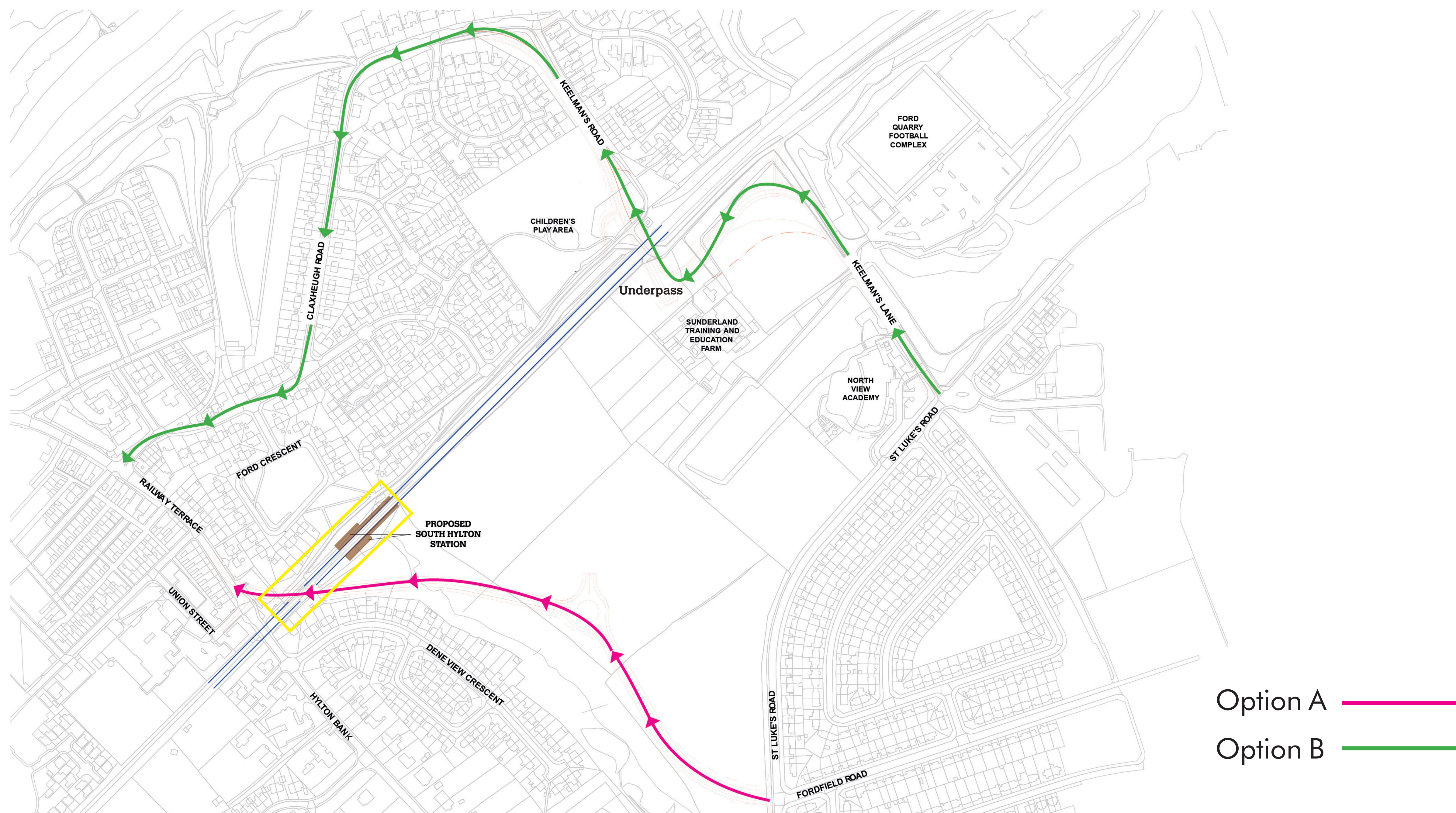
Once the Metro route has crossed the Victoria Viaduct, it will run on a new track alignment to the south of Coxgreen Road towards South Hylton. This avoids cutting through ancient woodland, the need for multiple large, intrusive new road bridges and disturbing a large section of a popular local bridleway.



A19

5

The new railway will join up with the existing bridleway before passing under the A19 at the site of the existing underpass. A new underpass will be designed to accommodate both the railway and bridleway users. Public right of way access to the playing fields and Offerton Village will be maintained by bridges over the railway.



Option A ———
Option B ———

South Hylton

6 Options

Option A – (shown by purple arrows) This option would see a new road connecting Railway Terrace to St Luke's Road, via a tunnel constructed underneath the existing station site.

Option B – (shown by green arrows) This option would see the existing underpass at Keelman's Road upgraded, enabling vehicle access to South Hylton via Keelman's Lane and Claxheugh Road.



South Hylton – Option A

A key challenge at South Hylton is the need to retain permanent vehicle access to properties located north of the railway. Two options have been shortlisted. Both would see Hylton Bank closed to vehicles, with alternative road access constructed, as well as moving the station further to the east to allow access to both platforms.



South Hylton – Option B

A key challenge at South Hylton is the need to retain permanent vehicle access to properties located north of the railway. Two options have been shortlisted. Both would see Hylton Bank closed to vehicles, with alternative road access constructed, as well as moving the station further to the east to allow access to both platforms.