

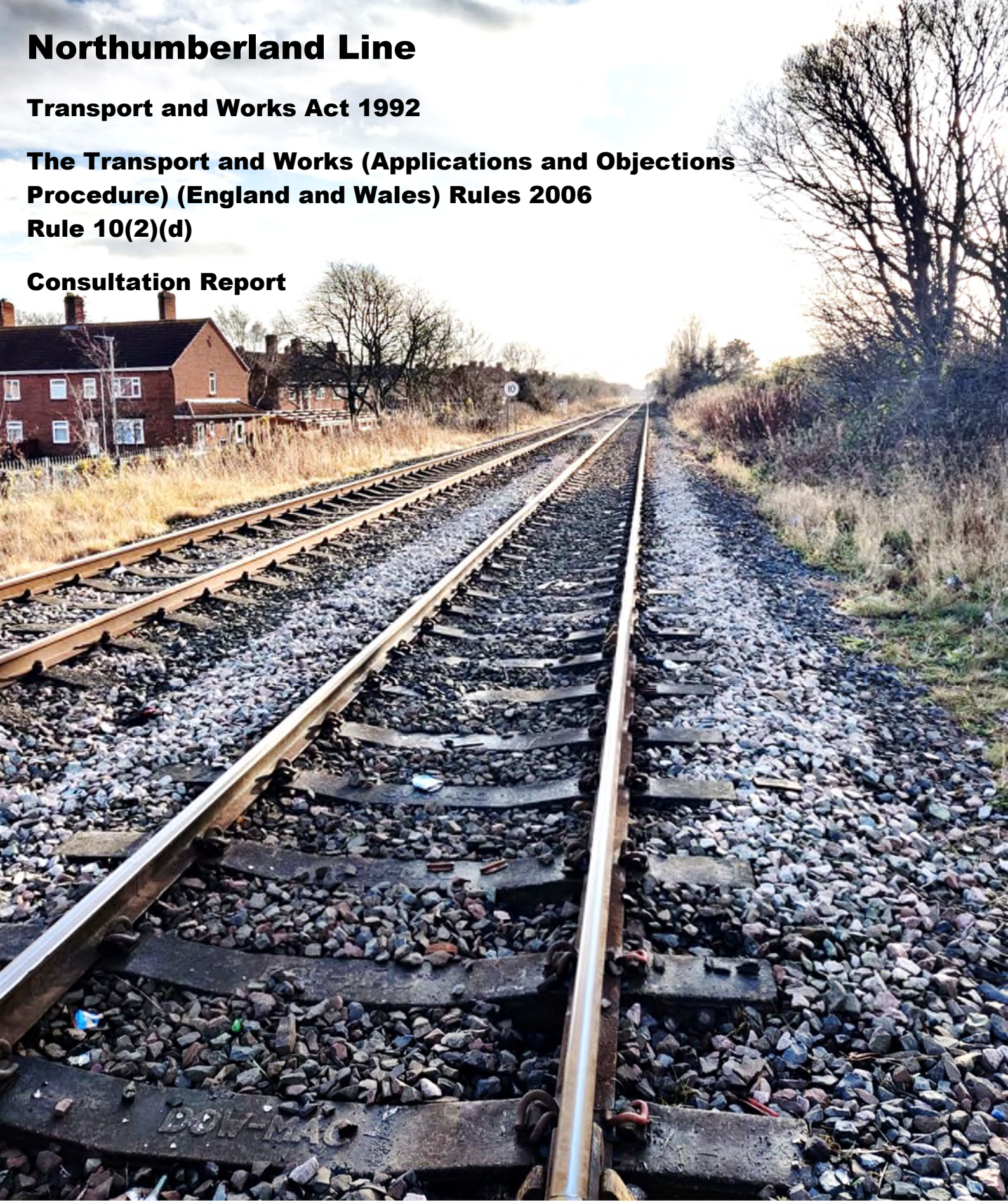
Northumberland Line

Transport and Works Act 1992

**The Transport and Works (Applications and Objections
Procedure) (England and Wales) Rules 2006**

Rule 10(2)(d)

Consultation Report



Northumberland
County Council



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Transport and Works Act 1992

Transport and Works (Applications and Objections
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The Northumberland Line Order

Consultation Report

(Rule 10(2)(d))

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1. Introduction

1.1. Northumberland County Council (NCC) is applying to the Secretary of State for Transport for an Order under the Transport and Works Act 1992 known as the Northumberland Line Order (the Order). The Order contains provisions to help facilitate the Northumberland Line project (the Project) which will reinstate rail passenger services between Ashington and Newcastle.

1.2. This report summarises the consultation which has been undertaken by NCC in relation to the Project, ahead of the application for the Order. The report has been prepared in accordance with rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006 (the 2006 Rules) which requires the applicant to submit:

‘A report summarising the consultation that has been undertaken, including confirmation that the applicant has consulted all those named in column (2) of the tables in Schedules 5 and 6 to these Rules where authority is sought for works or other matters described in column (1) of those tables, or if not, an explanation of why not.’

1.3. This report comprises the following sections:

- Section 2 provides a brief introduction to the proposals to re-instate passenger services on the Northumberland Line and the proposed consenting approach.
- Section 3 outlines the public consultation undertaken by NCC in connection with the Project.
- Section 4 provides details of the consultation undertaken with the statutory stakeholders prescribed in the 2006 Rules, including landowners and statutory undertakers. The majority of this consultation was undertaken in parallel with the public consultation.
- Section 5 provides a summary of this consultation report.

2. The Northumberland Line and the consenting approach

The Project

- 2.1. The Project will improve connectivity and accessibility in South East Northumberland by bringing rail passenger trains back into service between Ashington and Newcastle.
- 2.2. The Project aims to stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions by providing new and improved transport links for local residents, businesses and visitors. In doing so, the Project seeks to:
 - Improve access from towns such as Ashington and Blyth to employment hubs like Newcastle, as well as opening up new opportunities for education and travel.
 - Provide a real incentive for potential employers to relocate to and invest in the area.
 - Provide vital infrastructure to help deliver the region's aspirations for population and economic growth.
 - Help to attract visitors and improve local tourism.
 - Enhance public transport connectivity within and beyond the region.
 - Help to reduce congestion and improve air quality on key corridors by moving people away from car travel and onto public transport.
 - Support the delivery of significant growth in sectors such as renewable energy, offshore oil and gas and engineering.
- 2.3. The Project will include the construction of six new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park, as shown in Figure 1 overleaf. The station at Northumberland Park will be adjacent to the existing Metro station. The journey time for the re-introduced passenger service between Ashington and Newcastle will be around 35 minutes.
- 2.4. In addition, works will be required within the existing rail corridor to refurbish and replace the track and other rail infrastructure and to upgrade several existing level crossings along the route to reflect safety requirements arising from increased rail traffic. At Newsham the existing alignment of the A1061 (South Newsham Road) is proposed to be diverted across a new road bridge crossing the railway.

Figure 1 Northumberland Line



- 2.5. Other level crossings will need to be closed, but alternative provision will be made to cross the railway line where appropriate (for example, by providing new footbridges). The Project will also need to temporarily close (and where necessary and feasible, divert) public rights of way during construction and, in some cases, permanently divert public rights of way to accommodate the new stations and other works associated with the Project.

The consenting approach

- 2.6. The majority of the works required are proposed to be authorised by planning permissions under the Town and Country Planning Act 1990. These permissions will either be obtained through planning applications made to the local planning authority (for example, in relation to the proposed new stations and new footbridges/underpasses) in two or more ‘tranches’ or through the utilisation of permitted development rights under the Town and Country Planning (General Permitted Development) (England) Order 2015 (the GPDO) (for example, in relation to the upgrade works within the existing railway corridor).
- 2.7. As such, the Order is intended to authorise only a limited range of matters associated with the delivery of the Project, including:
- 2.7.1. the carrying out of a limited range of ‘ancillary’ works (e.g., the provision of parking bays at certain level crossings, the creation of means of access, temporary worksites and haul roads and works associated with new rights of way);
 - 2.7.2. the closure of level crossings;
 - 2.7.3. the extinguishment and diversion of rights of way;
 - 2.7.4. the extinguishment of private rights;
 - 2.7.5. the compulsory acquisition of land and rights; and
 - 2.7.6. the temporary possession and/or use of land during construction of the Project.
- 2.8. All consultation undertaken in connection with the Project was carried out on a holistic basis – the proposals were consulted on together, regardless of whether they were to be authorised by the Order or by planning permission, to avoid confusion amongst stakeholders.

3. Public consultation

- 3.1. NCC undertook an initial public consultation for the Project in September and October 2019. The consultation focused on raising awareness of the Project and finding out more about what local people wanted from the service. The responses in 2019 indicated that 96% of respondents supported the principle of re-instating passenger services on the Northumberland Line.
- 3.2. In Autumn 2020, proposals for the Project had been sufficiently developed by NCC to enable further public consultation to take place, including on the proposed six new stations, new footbridges and a potential underpass, changes to level crossings, other works in the railway corridor and the land required to facilitate the Project (both on a permanent and temporary basis).
- 3.3. The four-week public consultation opened on 16 November 2020 and closed on 14 December 2020.
- 3.4. As stated in section 2 of this report, the public consultation consulted on the Project as a whole, rather than on an isolated 'per feature' (geographical) or 'consenting route' (thematic) basis. This strategy was adopted to enable all consultees to gain a broader knowledge and understanding of the Project and better frame the feedback responses. The Project was divided into six geographical sections, with each section comprising a station alongside the various other elements within the geographical boundary (e.g., footbridges, potential temporary work sites and level crossing works). Moving north to south, the sections were:
- Ashington to North Seaton Viaduct, including Ashington station.
 - North Seaton Viaduct to Bedlington Viaduct, including Bedlington station.
 - Bedlington Viaduct to Blyth Bebside, including Blyth Bebside station.
 - Chase Meadows, Newsham and New Hartley Curve, including Newsham station.
 - New Hartley Curve to Holywell, including Seaton Delaval station.
 - Holywell to Benton North Junction, including Northumberland Park station.

- 3.5. NCC undertook extensive stakeholder mapping and identification prior to the public consultation which assisted in shaping the consultation strategy.
- 3.6. The remainder of this section describes the publicity materials, information resources and feedback mechanisms utilised as part of the Project's public consultation. Section 4 provides information on the engagement with the stakeholders prescribed by the 2006 Rules, as listed at Appendix F, together with affected landowners.

Publicity materials

- 3.7. The Project utilised a variety of delivery methods and material formats to promote and encourage consultation participation.
- 3.8. A **targeted mailshot** (via email/letter) was undertaken with named stakeholders, as listed at Appendix A.
- 3.9. A **postcard** promoting the public consultation was sent on 10 November 2020 to all residential and business addresses within a 200m buffer of the railway corridor line. The 200m buffer was amended in some areas (e.g., to avoid a situation where only some residents on a particular road received the postcard). To further boost publicity a print supply of postcards was provided to a number of local shops and other venues (refer Table 1), and also to stakeholders (refer section 3.8). Appendix B contains a copy of the postcards used for the mailshot and distribution to venues.

Table 1: Distribution of postcards to local businesses / venues.

Business/Venue	No. of postcards distributed to business/venue	Location
Sainsburys	100	Northumberland Park
Aldi	100	Northumberland Park
Lakes and Dales	100	Seaton Delaval
Co-op Remscheid Way	100	Ashington
Co-op Milburn Road	100	Ashington
ASDA Blyth Superstore	100	Blyth
SPAR Bedlington	100	Bedlington
Co-op Food Bedlington Station	100	Bedlington
ASDA Ashington	100	Ashington
NCC Libraries and Integrated Services	500	Across NCC geographical area
NCC County Hall Reception	100	Morpeth

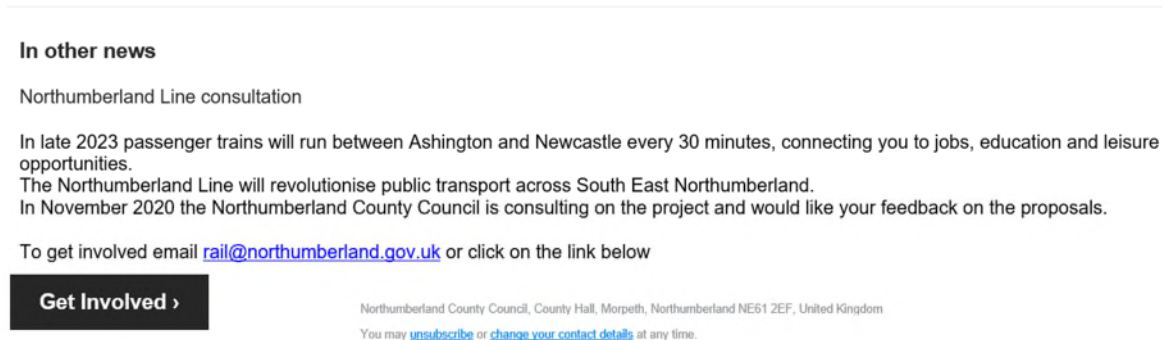
- 3.10. **Posters** were distributed to local shops and other venues (refer Table 2)., These posters included a QR code providing a direct link to the online resources including the online survey. The poster was also distributed electronically to those stakeholders listed at Appendix A. A copy of the poster is provided at Appendix B.

Table 2: Distribution of posters to local businesses / venues

Business/venue	No. of posters distributed to business/venue	Location
Sainsburys	6	Northumberland Park
Aldi	6	Northumberland Park
Lakes and Dales	4	Seaton Delaval
Co-op Remscheid Way	4	Ashington
Co-op Milburn Road	4	Ashington
ASDA Blyth Superstore	4	Blyth
SPAR Bedlington	4	Bedlington
Co-op Food Bedlington Station	4	Bedlington
ASDA Ashington	12	Ashington
NCC Libraries and Integrated Services	30	Across geographical area
NCC Local Centres & Depots	40	Across NCC geographical area
NCC County Hall Reception	20	Morpeth

- 3.11. NCC issued three press releases to BBC Newcastle; Tyne Tees; Global Radio; Newcastle Journal/Chronicle; News Post Leader; Morpeth Herald; Northumberland Gazette and the Berwick Advertiser as part of the consultation. The first press release on 16 November 2020 aimed to raise awareness of the consultation¹. The second on 2 December 2020 sought to remind the public of the opportunity to comment on the proposals at the consultation's halfway point². The final press release was issued on 15 December 2020 and summarised the consultation's uptake³.
- 3.12. The full text of each press release is available at Appendix B.
- 3.13. A **Northumberland Libraries email newsletter** included an item on the consultation giving details of how to access the information and provide feedback. This had a reach of 3,106 NCC library members, as well as county councillors and other partners.

Figure 2: Northumberland Libraries e-mail notice



- 3.14. **Social media posts** via NCC's Twitter and Facebook (main channels - each with approximately 25,000 followers) - promoting the consultation between 16 November and 14 December were viewed 96,491 times reaching 199,980 people⁴ who follow NCC's social media channels. Included in these posts were links to the Northumberland Line web page on the NCC website and a link to the 'Have Your Say' consultation hub. Altogether, these links were clicked 1,468 times across the campaign⁵.

¹ <https://www.northumberland.gov.uk/News/2020/Nov/Have-your-say-on-major-rail-line-plans.aspx>

² <https://www.northumberland.gov.uk/News/2020/Dec/Hundreds-have-their-say-so-far-on-rail-scheme.aspx>

³ <https://www.northumberland.gov.uk/News/2020/Dec/Public-thanked-as-rail-consultation-closes.aspx>

⁴ As at close of public consultation, 14 December 2020.

⁵ As at close of public consultation 14 December 2020,

- 3.15. **Council intranets** at both NCC and North Tyneside Council were utilised to raise internal awareness of the consultation. Across Northumberland and North Tyneside, the intranets have a combined reach of approximately 7,000 employees.

Information resources

- 3.16. The consultation utilised a variety of material types and delivery modes to maximise consultation reach and participation. The consultation was primarily delivered online due to the restrictions imposed by the Coronavirus pandemic, but hard copies and alternate formats such as braille or large print were available on request.
- 3.17. A [consultation booklet](#) provided information on the Project proposals, including commentary on elements related to the Order.
- 3.18. The consultation booklet was available in a variety of formats including hard copy and digital (to download/view). An audio transcribed version by the Royal National Institute of Blind People (RNIB) was added to the consultation resources during the public consultation. 500 print copies of the booklet were distributed across those local businesses and other venues listed at Table 3. Hard copies were available on request from NCC's Customer Services. An electronic copy of the consultation booklet was also distributed to those key and named stakeholders listed at Appendix A.

Table 3: Distribution of print materials – consultation booklets to local businesses / venues.

Business/venue	Location
Sainsburys	Northumberland Park
Aldi	Northumberland Park
Lakes and Dales	Seaton Delaval
Co-op Remscheid Way	Ashington
Co-op Milburn Road	Ashington
ASDA Blyth Superstore	Blyth
Co-op Food Bedlington Station	Bedlington
ASDA Ashington	Ashington

- 3.19. Prior to the launch of the consultation, NCC's website already hosted a dedicated Northumberland Line [webpage](#) providing updates on the proposals. During the consultation, the website provided information on the consultation exercise including a direct link to the online materials and 'Have your Say' section. NCC's webpage was viewed a total of 851 times during the consultation period. In addition to this, consultees had the option of going directly to the consultation hub.
- 3.20. The consultation was hosted online at NCC's [consultation hub](#). Mirroring the format and content of the consultation booklet, the information provided on the consultation hub was broken down into six geographical regions (refer Section 3.4) with all the proposals relating to each geographical region presented in a single section for that region.
- 3.21. In the absence of face-to-face presentations (because of Coronavirus restrictions), NCC prepared a **video presentation** on the proposals. Hosted on YouTube, the [project presentation](#) was embedded in the Northumberland Line consultation hub landing page and, as of 10 May 2021 had been viewed 1,684 times.
- 3.22. A **Frequently Asked Questions** (FAQ) document was prepared to support the consultation (refer Appendix B). The FAQ was available to download from the consultation hub and as an audio transcript. Hard copies (and alternate formats) were available on request.

Capturing feedback

- 3.23. The consultation provided a variety of feedback opportunities. Consultees were encouraged to provide feedback through NCC's consultation hub as follows:
- All consultees were asked to grade their level of support for the proposal to re-open the railway line to passenger services from fully supportive, mostly supportive, neutral, slightly supportive, and not supportive. A non-compulsory free text field provided space for consultees to elaborate on their responses should they wish.
 - For each of the key features of the railway line detailed in the consultation booklet, including features related to the Order, consultees were given the option to provide a free text comment. Stakeholders were able to respond on as many or as few of the features as interested them. This open-ended comment approach enabled objective feedback to be captured without constraint.

- Contact information was requested for those stakeholders interested in becoming 'Northumberland Line Champions' within their community to assist the project in building relationships, encouraging involvement, and providing a mechanism for the dissemination of information going forwards.
- Postcode, sex, age, and type of respondent (business / resident) was also recorded for data monitoring purposes by NCC.

- 3.24. A copy of the hard copy version of the **consultation response form** is provided at Appendix B – the form was available on request in alternate formats.
- 3.25. All feedback from the public consultation was received directly by NCC. All written feedback via e-mail/post and the feedback form was included for analysis and consideration. All personal details were redacted before comments were shared with the project team.
- 3.26. Two-way dialogue was made more challenging due to Coronavirus restrictions. NCC's Customer Services team were contactable via telephone and e-mail. 303 stakeholders contacted the Customer Services team via e-mail or phone during the consultation period, of these 156 requested hard copies of the consultation materials. While no consultation feedback was accepted by telephone, the Customer Services team logged all calls received.

Summary overview of consultation responses and reach of engagement

- 3.27. The consultation utilised a variety of media; the measurable reach of the engagement material is summarised in Table 4.

Table 4: Measurable reach of engagement materials

Material		Measurable reach
Consultation booklet	500	Numbers of print copies distributed at various locations. (Table 3)
Consultation booklet	156	Number of print copies issued by NCC (on request).
Postcard	1500	Number of print copies distributed by NCC (Table 1).
Postcard	9,391 addresses	Mailshot residential and business properties within 200m buffer of the railway line.
Posters	138	Print copies distributed by NCC (Table 2).
Social Media	1,468 clicks 96,491 user views	Each click represents direct access of the social media post. Reach of campaign as at 14/12/2020.
Press releases	16 th November 2020 2 nd December 2020 15 th December 2020	Press releases were carried by local media channels including the Northumberland Chronicle.
Direct mailing – email / letter	250+	Number of named stakeholders reached (refer Appendix A)
Website	851 views	NCC Northumberland Line website views as at 14/12/2020. Note the number of visitors to the consultation hub, where the main consultation was hosted is not captured by the platform.
Project presentation	1684 views	As of 10.05.2021
Customer Services	303	Number of enquiries at close of public consultation (14/12/2020)

- 3.28. Over 1000 responses were received from the public and other stakeholders on the Project in general terms. Of those responses, 92% were slightly, mostly, or fully supportive of the Project, with only 5% not supportive as illustrated in Figure 3.

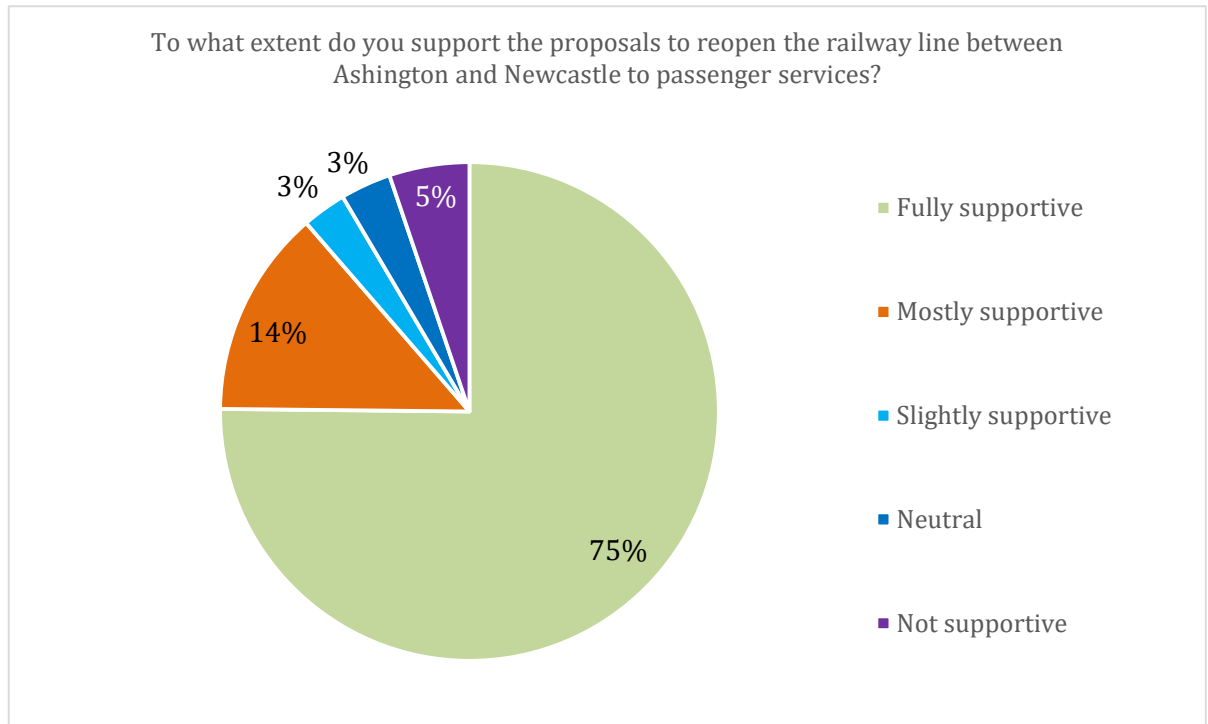


Figure 3: Support for Northumberland Line

- 3.29. All comments received through the public consultation have been analysed and considered by the project team. Six consultation summaries, one for each geographical section of the railway line, provide a synopsis of the feedback on the emerging proposals and how this has shaped and refined the project deliverables. Available to download from the consultation hub and website a copy of each summary is also provided at Appendix C.
- 3.30. The feedback gathered through the public consultation has informed applications for planning permission to Northumberland County Council and North Tyneside Council; orders made under the Level Crossings Act 1983 and the application for the Order made to the Secretary of State.
- 3.31. A Statement of Community Engagement (SCE) has been submitted in support of each of the planning applications for the new stations that have been submitted to the local planning authorities to date and will also be produced for the 'second tranche' of applications, including the application for Flood Compensation Works at Newsham, and applications for underpasses or footbridges to replace crossings at Hospital and Palmersville Dairy.

- 3.32. Each SCE outlines the pre-application consultation, engagement and communications that have taken place with key stakeholders and the local and wider community in connection with the proposals for the station. The SCE's also outline the public consultation's aims, methods of engagement and how feedback from it has helped to refine the development proposals.

4. Consultation with bodies prescribed by the 2006 Rules and affected landowners

- 4.1. Rule 10 (2)(d) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules requires applicants for Orders under the Transport and Works Act 1992 to compile a report, summarising the consultations undertaken and confirming that those named in Schedules 5 and 6 to the 2006 Rules (“the Schedule 5 and 6 bodies”) have been consulted (or if not, why not).
- 4.2. As set out above, consultation for the Project was undertaken on a ‘holistic’ basis and the Schedule 5 and 6 bodies were consulted as part of the overarching public consultation exercise. However, NCC did send these bodies specific letters, making clear they were identified as ‘statutory’ stakeholders. Appendix F contains the bodies listed in Schedules 5 and 6 to the 2006 Rules and sets out whether they were consulted as part of the public consultation, how consultation with the body took place and, where relevant, an explanation as to why a particular body was not consulted. This is summarised below.
- 4.3. It should also be noted that due to the nature of the Project, consultation and engagement with some stakeholders (statutory and non-statutory) commenced prior to or during the public consultation and is anticipated to continue as the project progresses.

Schedule 5 and 6 bodies (excluding statutory undertakers)

- 4.4. Most of the Schedule 5 and 6 bodies were contacted via e-mail prior to the launch of the public consultation on 16 November 2020 (refer Appendix D1).
- 4.5. Where it was considered appropriate to provide these statutory stakeholders with plans (due to their functions/areas of interest) the e-mail correspondence contained an additional paragraph as indicated at Appendix D2.
- 4.6. A copy of the subsequent letter accompanying hard copies provided to these bodies of the relevant Project red line boundaries, proposed changes to Public Rights of Way and proposed haul roads and works compounds is provided at Appendix D3.

- 4.7. Due to an administrative error, some relevant Schedule 6 bodies were not contacted in the November mailing – the affected bodies are indicated at Appendix D4. To correct this, a second mailing to the affected stakeholders was undertaken on 11 December 2020. Appendix D4 contains a copy of the e-mail issued. As it was important to allow these stakeholders time to provide an informed response, they were given an additional two weeks in which to feedback into the consultation via e-mail or letter.
- 4.8. The Schedule 5 and 6 bodies were encouraged to provide feedback through the public consultation response methods as identified in section 3 of this report. Where plans were provided, stakeholders were also provided with details of NCC's property advisor, SLC Property, to enable detailed follow-up discussions to take place.
- 4.9. Seven responses were received from the Schedule 5 and 6 bodies.
- 4.10. Natural England noted the sensitive nature of sites and their vulnerability to changes in air quality specifically along the New Hartley to Holywell section of the track. These sites include New Hartley Ponds Site of Special Scientific Interest (SSSI) and Holywell Ponds SSSI.
- 4.11. Ashington Town Council gave their support to the Project as a catalyst for positive economic impact. However, they raised concerns about the Project's impact on the natural environment in particular wildlife habitat, biodiversity and native flora and fauna and its environmental footprint.
- 4.12. Seaton Valley Community Council wrote in full support of the Project, in particular its role in improving travel links in the Seaton Valley area
- 4.13. Historic England also wrote in support of the Project and its potential to promote economic vitality and the causal benefits for the historic environment, serving as a reminder of the areas origins and providing context and foundation for its development into the future. Historic England has requested an ongoing dialogue about the potential impact of the temporary sites along the Holwell to Benton North Junction section of the line in particular the impact on the Conservation Area at Backworth.
- 4.14. The Coal Authority provided guidance with regards to historic mining activity across the area in general terms and the need for a Coal Mining Risk Assessment or equivalent reports where necessary.

- 4.15. The Environment Agency provided general guidance on the risk of flooding and need for further dialogue with the relevant local authority, Northumbrian Water, and itself where works are carried out in a flood risk area and/or may impact an existing watercourse, surface water, ground water and/or sewer.
- 4.16. Northern Gas Networks wrote to advise of the likely proximity of Northern Gas Network assets. Mapping of the utility resource should be used to inform a future dialogue.

Statutory undertakers

- 4.17. Given the on-going design work, potentially affected statutory undertakers (which fall into Schedule 5 to the 2006 Rules, so are “Schedule 5 and 6 bodies”) that were not affected landowners were consulted separately from the overarching public consultation exercise.
- 4.18. Based on preliminary information gathered, a number of statutory undertakers who were considered to potentially have apparatus in the vicinity of the Project were contacted by email on 24 February 2021. The correspondence provided an outline of the Project, directed the recipients to the NCC website where a copy of the consultation booklet could be reviewed, invited comments on the Project and offered the opportunity to discuss potential impacts with SLC Property.
- 4.19. To date a number of statutory undertakers have been in touch with the NCC project team and further information has been shared with them about the Project. As a result, engagement with these potentially affected statutory undertakers is on-going.
- 4.20. Certain potentially affected statutory undertakers have been subsequently identified through the land referencing undertaken in respect of the Project. These have been contacted prior to the application where time has allowed – all such statutory undertakers will be served notice of application for the Order in accordance with the 2006 Rules.

Landowners

- 4.21. NCC has undertaken a process of on-going engagement with potentially affected landowners throughout the development of the Project. In addition, as part of the public consultation exercise, NCC wrote to all landowners who own, occupy or have another legal interest in land where there is potential for some or all of a landholding to be needed to accommodate permanent and temporary works and which would therefore be subject to powers in the Order, with a view to reaching agreement where possible. A copy of the initial consultation correspondence with landowners, issued in early November 2020, is provided at Appendix E as follows:
- Letter E1 where only permanent land use has been identified.
 - Letter E2 where both permanent and temporary land use has been identified.
 - Letter E3 where only temporary land use has been identified.
- 4.22. As further land has been identified as being required to deliver the Project, where possible NCC has written to landowners to notify them of the relevant land requirements, engaged with them to explore whether the land could be secured by agreement and invited feedback.
- 4.23. Feedback from landowners was encouraged through the public consultation mechanisms and/or through NCC's property advisor, SLC Property. SLC Property has undertaken further discussions in response to enquiries from landowners on behalf of NCC and these remain on-going. When requested meetings have taken place with owners and affected parties to understand their feedback and respond to feedback that has been provided. To overcome the difficulties presented by the Coronavirus pandemic, most meetings have been held via Zoom, MS Teams or by telephone. Discussions remain sensitive in nature and are ongoing.
- 4.24. In addition to the statutory consultation, communications are ongoing with landowners with a view to voluntary agreements for acquisition and securing land and rights where possible.

5. Conclusion

- 5.1. In November and December 2020, NCC undertook a public consultation on its proposals for the Northumberland Line. The design and strategic approach to the public consultation exercise was developed to adhere to the statutory requirements from Rule 10(2)(d) of the Application Rules. The public consultation involved a more extensive consultation than simply those elements that are included within the Order, covering the Project as a whole.
- 5.2. Notwithstanding the above, NCC undertook a direct mailing with the stakeholders identified for the purpose of the application for the Order. Where necessary this included providing copies of relevant plan documents.
- 5.3. Feedback for the purpose of the Order was encouraged through the public consultation mechanisms and/or through NCC's property advisor, SLC Property. SLC Property has undertaken further discussions in response to enquiries from Schedule 5 and 6 bodies and potentially affected landowners on behalf of NCC. When necessary, meetings have taken place with owners and affected parties to understand their feedback and answer responses they have provided. To overcome the difficulties presented by the Coronavirus pandemic most meetings have been held via Zoom, MS Teams or by telephone.
- 5.4. NCC recognises that effective and on-going engagement with stakeholders is key to the successful promotion of the TWAQ, as such communication and dialogue is proposed to remain ongoing.
- 5.5. Feedback through the public consultation demonstrates overwhelming support for the project. Over 1,000 responses were received from the public and other stakeholders. Of those responses, 92% were slightly, mostly, or fully supportive of the Project, with only 5% not supportive.

Appendix A Public consultation named stakeholders

(i) Public Consultation stakeholders – by station section

Category	Section	Organisation/Group	Method of communication
community stakeholder - Ashington	Ashington	Koast radio	Post with hard copies
community stakeholder - Ashington	Ashington	WATBike	Post with hard copies
community stakeholder - Ashington	Ashington	WATBus	Post with hard copies
community stakeholder - Ashington	Ashington	Heart of the Hirst	Post with hard copies
community stakeholder - Ashington	Ashington	Age UK Northumberland	Post with hard copies
community stakeholder - Ashington	Ashington	Golden Age Forum	Post with hard copies
community stakeholder - Ashington	Ashington	Ashington Town Council	Briefing/Virtual presentation by NCC
Community stakeholder - general	Ashington	YMCA	Post with hard copies
Community stakeholder - general	Ashington	Northumberland CVA	Post with hard copies
Community stakeholder - general	Ashington	Ageing Well	Post with hard copies
Community stakeholder - general	Ashington	Councillor / Over 55 Clubs	Post with hard copies
Community stakeholder - general	Ashington	Market Traders Association	Post with hard copies
Community stakeholder - general	Ashington	We Love Blyth Group	Post with hard copies
rail interest group	Ashington	The South East Northumberland Rail User Group (SENUG)	Briefing/Virtual presentation by NCC
community stakeholder - Bedlington	Bedlington	Bedlingtonshire Development Trust	Post with hard copies
community stakeholder - Bedlington	Bedlington	Leading Link	Post with hard copies
community stakeholder – Bedlington	Bedlington	Oxygen Community Radio	Post with hard copies
community stakeholder – general	Bedlington	YMCA	Post with hard copies
community stakeholder – general	Bedlington	Northumberland CVA	Post with hard copies
community stakeholder – general	Bedlington	Ageing Well	Post with hard copies
community stakeholder – general	Bedlington	Councillor / Over 55 Clubs	Post with hard copies

Category	Section	Organisation/Group	Method of communication
community stakeholder – general	Bedlington	Market Traders Association	Post with hard copies
community stakeholder – general	Bedlington	We Love Blyth Group	Post with hard copies
Parish Council (affected)	Bedlington	East Bedlington Parish Council	Email with hard copies / Briefing/virtual presentation by NCC
rail interest group	Bedlington	The South East Northumberland Rail User Group (SENUG)	public consultation / briefing/virtual presentation
charity (promotes active lifestyle)	Bedlington	RISE	public consultation
Local business community	Bedlington	name redacted	public consultation
community stakeholder - Blyth Bebside	Blyth	East Bedlington Community Centre	Post with hard copies
community stakeholder - Blyth Bebside	Blyth	Blyth Valley Disabled Forum	Post with hard copies
community stakeholder - Blyth Bebside	Blyth	Blyth Development Trust	Post with hard copies
community stakeholder - Blyth Bebside	Blyth	Briardale Community Centre	Post with hard copies
community stakeholder - Blyth Bebside	Blyth	Port of Blyth	Post with hard copies
community stakeholder - Blyth Bebside	Blyth	Chief Executive Community and Voluntary Action Blyth Valley	Post with hard copies
community stakeholder - Blyth Bebside	Blyth	Blyth Residents forum Page	Post with hard copies
community stakeholder - general	Blyth	YMCA	Post with hard copies
community stakeholder - general	Blyth	Northumberland CVA	Post with hard copies
community stakeholder - general	Blyth	Ageing Well	Post with hard copies
community stakeholder - general	Blyth	Councillor / Over 55 Clubs	Post with hard copies
community stakeholder - general	Blyth	Market Traders Association	Post with hard copies
community stakeholder - general	Blyth	We Love Blyth Group	Post with hard copies
Parish Council (affected)	Blyth	Blyth Town Council	Email with hard copies / Briefing/virtual presentation by NCC
community stakeholder - Blyth Bebside	Blyth	Blyth Town Forum	Briefing/Virtual presentation by NCC

Category	Section	Organisation/Group	Method of communication
rail interest group	Blyth	The South East Northumberland Rail User Group (SENUG)	public consultation / briefing/virtual presentation
community stakeholder - newsham	Newsham	Isabella Community Centre	Post with hard copies
community stakeholder - newsham	Newsham	Silx Teen Bar (People and Drugs Ltd)	Post with hard copies
community stakeholder - newsham	Newsham	The Buffalo Community Centre	Post with hard copies
community stakeholder - newsham	Newsham	Cambois Community Association	Post with hard copies
community stakeholder - newsham	Newsham	Headway Arts	Post with hard copies
community stakeholder - newsham	Newsham	Churches Together	Post with hard copies
Community stakeholder - general	Newsham	YMCA	Post with hard copies
Community stakeholder - general	Newsham	Northumberland CVA	Post with hard copies
Community stakeholder - general	Newsham	Ageing Well	Post with hard copies
Community stakeholder - general	Newsham	Councillor / Over 55 Clubs	Post with hard copies
Community stakeholder - general	Newsham	Market Traders Association	Post with hard copies
Community stakeholder - general	Newsham	We Love Blyth Group	Post with hard copies
rail interest group	Newsham	The South East Northumberland Rail User Group (SENUG)	public consultation / briefing/virtual presentation
community stakeholder - Blyth Bebside	Blyth Bebside	Blyth Development Trust	Post with hard copies
Community stakeholder - Seaton	Seaton	Seaton Valley Community Council	Briefing/Virtual presentation by NCC
Community stakeholder - Seaton	Seaton	New Hartley Community Association	Post with hard copies
Community stakeholder - Seaton	Seaton	Seaton Delaval and Holywell Community Association	Post with hard copies
Community stakeholder - Seaton	Seaton	New Delaval and Newsham Community Association	Post with hard copies
Community stakeholder - Seaton	Seaton	Community and Voluntary Action Blyth Valley	Post with hard copies
Community stakeholder - Seaton	Seaton	Women's Institute Federation - Northumberland Federation of Wis	Post with hard copies

Category	Section	Organisation/Group	Method of communication
Community stakeholder - general	Seaton	YMCA	Post with hard copies
Community stakeholder - general	Seaton	Northumberland CVA	Post with hard copies
Community stakeholder - general	Seaton	Ageing Well	Post with hard copies
Community stakeholder - general	Seaton	Councillor / Over 55 Clubs	Post with hard copies
Community stakeholder - general	Seaton	Market Traders Association	Post with hard copies
Community stakeholder - general	Seaton	We Love Blyth Group	Post with hard copies
Parish Council (affected)	Seaton	Seaton Valley Parish Council	Email with hard copies
rail interest group	Seaton	The South East Northumberland Rail User Group (SENUG)	public consultation / briefing/virtual presentation
community stakeholder - N Park	Northumberland Park	Backworth Residents Association	Post with hard copies
community stakeholder - N Park	Northumberland Park	Bridleways & Riders Action Group	Post with hard copies
community stakeholder - N Park	Northumberland Park	Cycling UK	Post with hard copies
community stakeholder - N Park	Northumberland Park	Earsdon & Wellfield Residents Association	Post with hard copies
community stakeholder - N Park	Northumberland Park	Holystone Action Group	Post with hard copies
community stakeholder - N Park	Northumberland Park	Holystone & St Aidans Sq Residents Association	Post with hard copies
community stakeholder - N Park	Northumberland Park	Longbenton Community Association	Post with hard copies
community stakeholder - N Park	Northumberland Park	Newcastle Cycle Campaign	Post with hard copies
community stakeholder - N Park	Northumberland Park	Northumberland Wildlife Trust	Post with hard copies
community stakeholder - N Park	Northumberland Park	Tyneside Ramblers	Post with hard copies
community stakeholder - N Park	Northumberland Park	West Allotments Residents Association	Post with hard copies
Community stakeholder - general	Northumberland Park	YMCA	Post with hard copies
Community stakeholder - general	Northumberland Park	Northumberland CVA	Post with hard copies
Community stakeholder - general	Northumberland Park	Ageing Well	Post with hard copies
Community stakeholder - general	Northumberland Park	Councillor / Over 55 Clubs	Post with hard copies

Category	Section	Organisation/Group	Method of communication
Community stakeholder - general	Northumberland Park	Market Traders Association	Post with hard copies
Community stakeholder - general	Northumberland Park	We Love Blyth Group	Post with hard copies
rail interest group	Northumberland Park	The South East Northumberland Rail User Group (SENUG)	public consultation / briefing/virtual presentation
Local business community	Northumberland Park	Cobalt Business Park	Email / briefing/virtual presentation
Local authorities (officer level)	Northumberland Park	North Tyneside CC	Briefing/Virtual presentation by NCC
Key stakeholder	Northumberland Park	NEXUS - Executive	Bespoke e-mail from project relationship manager
Community stakeholder - general	Chase Meadows	YMCA	Post with hard copies
Community stakeholder - general	Chase Meadows	Northumberland CVA	Post with hard copies
Community stakeholder - general	Chase Meadows	Ageing Well	Post with hard copies
Community stakeholder - general	Chase Meadows	Councillor / Over 55 Clubs	Post with hard copies
Community stakeholder - general	Chase Meadows	Market Traders Association	Post with hard copies
Community stakeholder - general	Chase Meadows	We Love Blyth Group	Post with hard copies

(ii) Public Consultation stakeholders - WHOLE OF PROJECT

Category	Organisation / Group	Method of communication
Accessibility groups	Natural Ability	Email
Accessibility groups	Adapt NE	Email
Accessibility groups	The Disabilities Trust- Jane Percy House	Email
Accessibility groups	Azure Charitable Enterprises	Email
Accessibility groups	Alzheimers Soc. Morpeth	Email
Accessibility groups	Blyth Valley Disabled Forum	Email
Accessibility groups	N' County Blind Association	Email
Accessibility groups	MIND Tyneside & Northumberland	Email
Accessibility groups	Built Environment Accessibility Panel (BEAP)	Briefing/Virtual presentation by NCC
Emergency services	British Transport Police (BTP)	Email
Emergency services	North East Ambulance Service	Email

Category	Organisation / Group	Method of communication
Emergency services	Northumbria Police	Email
Emergency services	Tyne and Wear Fire and Rescue Service	Email
Emergency services	Tyne and Wear Fire and Rescue Service	Email
Emergency services	Tyne and Wear Fire and Rescue Service	Email
Emergency services	Tyne and Wear Fire and Rescue Service	Email
Emergency services	Northumberland Fire and Rescue Service	Email
Emergency services	Northumbria Specialist Emergency Care Hospital	Email
environment	Royal Society for the Protection of Birds	Email
environment	Marine Conservation Society	Email
environment	The Open Spaces Society	Email with hard copies
environment	The Ramblers' Association	Email with hard copies
Freight operating companies	Lochaber Smelter	Bespoke e-mail from project relationship manager
Freight operating companies	DB Schenker	Bespoke e-mail from project relationship manager
Freight operating companies	DB Schenker	Bespoke e-mail from project relationship manager
Freight operating companies	Direct Rail Services	Bespoke email
Freight operating companies	Freightliner	Bespoke e-mail from project relationship manager
Freight operating companies	GB Railfreight	Bespoke e-mail from project relationship manager
Freight operating companies	GB Railfreight	Bespoke e-mail from project relationship manager
heritage and environment	National Trust	Email
Key stakeholder	SoS Defra	Email with hard copies
Key stakeholder	SoS DfT	Email with hard copies
Key stakeholder	North East Combined Authority (NECA)	Email
Key stakeholder	North East Local Enterprise Partnership	Email
Key stakeholder	North of Tyne Combined Authority	Email
Key stakeholder	Network Rail	Bespoke e-mail from project relationship manager
Key stakeholder	NEXUS - Executive	Bespoke e-mail from project relationship manager
Key stakeholder	NEXUS - Engineering	Bespoke e-mail from project relationship manager
Key stakeholder	NEXUS - Engineering	Bespoke e-mail from project relationship manager
Key stakeholder	Northern Rail	Bespoke e-mail from project relationship manager

Category	Organisation / Group	Method of communication
Key stakeholder	Northern Rail	Bespoke e-mail from project relationship manager
Key stakeholder	Office of Road and Rail	Bespoke e-mail from project relationship manager
Key stakeholder	Transport for the North (TfN) and Rail North Partnership	Bespoke e-mail from project relationship manager
Key stakeholder	Transport for the North (TfN) and Rail North Partnership	Bespoke e-mail from project relationship manager
Local authorities (officer level)	Northumberland CC	Email
Local authorities (officer level)	North Tyneside CC	Email
Local authorities (officer level)	Northumberland CC	Bespoke e-mail from project relationship manager
Local authorities (officer level)	North Tyneside CC	Bespoke e-mail from project relationship manager
Local authorities (officer level)	North Tyneside CC	Bespoke e-mail from project relationship manager
Local authorities (officer level)	North Tyneside CC	Briefing/Virtual presentation by NCC
Local authorities (officer level)	Northumberland CC	Bespoke e-mail from project relationship manager
Local authorities (officer level)	Newcastle City Council	Bespoke e-mail from project relationship manager
Local business community	Cobalt Business Park	Email
Local business community	Lynemouth Power Station	Email
Local business community	North East Chamber of Commerce	Email
Local business community	Newcastle Helix (formerly Science Central)	Email
Local business community	Stephenson Quarter	Email
Local business community	Quorum (and Ballio) Business Park	Email
Local business community	Team Valley	Email
Local business community	National Innovation Centre for Data	Email
Local business community	Northern Design Centre	Email
Local business community	PROTO: The Emerging Technology Centre	Email
Local business community	Active Northumberland	Email
Local business community	East Pilgrim Street Development	Email
Local business community	The Metro Centre	Email

Category	Organisation / Group	Method of communication
Local business community	Port of Blyth	Email
Local business community	Kirkley Hall Zoological Gardens	Email
Local community	The North East Futures University Technology College	Email
Local community	Northumbria University's Innovate Campus	Email
Local community	Baltic Campus Gateshead College	Email
Local community	ACoRP (Association of Community Rail Partnerships)	Briefing/Virtual presentation by NCC
Local community	Community Rail Lancashire	Email
Local community	Atkinson House school	Email
Local community	Cleaswell Hill School	Email
Local community	NCEA Castle School	Email
Local community	The Dales School - Blythdale	Email
Local community	Newcastle College Rail Academy (Gateshead)	Email
Local community	Northumberland Youth Parliament	Briefing/Virtual presentation by NCC
Local community	North Nottinghamshire and Lincolnshire Community Rail Partnership	Email
Local community	Tyne Valley Community Rail Partnership	Email
organisational stakeholder	Church Commissioners	Email
organisational stakeholder	Royal Mail Group	Email
organisational stakeholder	CPRE	Email
organisational stakeholder	Country Land and Business Association	Email
organisational stakeholder	Joint Committee of the National Amenity Societies	Email
organisational stakeholder	The British Driving Society	Email with hard copies
Other transport groups	Heritage Railway Association	Email
Other transport groups	Auto-Cycle Union Ltd.	Email with hard copies
Other transport groups	British Horse Society	Email with hard copies
Other transport groups	The Byways and Bridleways Trust	Email with hard copies
Other transport groups	The Cyclists' Touring Club	Email with hard copies
Other transport groups	Arriva	Email
Other transport groups	Go North East	Email
Other transport groups	Travelsure, Belford	Email
Other transport groups	Stagecoach	Email
Other transport groups	Northumberland CC taxi licensing	Email
Other transport groups	North Tyneside CC taxi licensing	Email



Category	Organisation / Group	Method of communication
Other transport groups	Sustrans	Email
Other transport groups	The Disabled Persons Transport Advisory Committee	Email
Other transport groups	SENUG	Bespoke e-mail from project relationship manager
Other transport groups	Northumbria Long Distance Walkers Association	public consultation
Parish Council (more distant)	Hebron Parish Council	Email
Parish Council (more distant)	Hepscott Parish Council	Email
Parish Council (more distant)	Morpeth Parish Council	Email
Parish Council (more distant)	Longhirst Parish Council	Email
Parish Council (more distant)	Pegswood Parish Council	Email
Parish Council (nearby)	West Bedlington Town Council	Email
Parish Council (nearby)	Newbiggin by the Sea Parish Council	Email
Parish Council (affected)	Blyth Town Council	Email with hard copies
Parish Council (affected)	Blyth Town Council	Email with hard copies
Parish Council (affected)	East Bedlington Parish Council	Email with hard copies
Parish Council (affected)	Choppington Parish Council	Email with hard copies
Parish Council (affected)	Seaton Valley Community Council	Email with hard copies / Briefing/virtual presentation by NCC
Schools - Local community	Northumberland College	Email
Special interest groups	Cultura Trust (formerly known as the (North East England Civic Trust)	Email
Special interest groups	Society of Antiquaries: Newcastle upon Tyne	Email
Statutory Stakeholders	Design Council	Email
Statutory Stakeholders	The Equality and Human Rights Commission	Email
Statutory Stakeholders	Health and Safety Executive	Email
Statutory Stakeholders	Wildlife Trust	Email
Statutory Stakeholders	Canal and River Trust (Yorkshire & North East Advisory Board)	Email
Statutory Stakeholders	Environment Agency	Email
Statutory Stakeholders	Highways England	Email
Statutory Stakeholders	Historic England	Email
Statutory Stakeholders	Coal Authority	Email

Category	Organisation / Group	Method of communication
Statutory Stakeholders	National Park Authority (Northumberland National Park)	Email
Statutory Stakeholders	Natural England	Email
Statutory Stakeholders	BT	Email
Statutory Stakeholders	Century Link	Email
Statutory Stakeholders	City Fibre	Email
Statutory Stakeholders	National Grid	Email
Statutory Stakeholders	Northern Gas	Email
Statutory Stakeholders	Northern Power	Email
Statutory Stakeholders	Vodafone	Email
Statutory Stakeholders	Virgin Media	Email
Statutory Stakeholders	Northumbrian Water	Email
transport	Transport Focus	Email

Appendix B Public consultation materials

(i) Postcards

Northumberland Line public consultation




Have your say on the Northumberland Line

Public consultation on reopening the rail line for passenger trains will be open from 16 November until 14 December 2020 and we would like your feedback on the proposals.

By winter 2023 the Northumberland Line will change the way we travel, with passenger services between Ashington and Newcastle every 30 minutes.

Find out more online at www.nland.uk/line or request a copy of the consultation booklet by calling 0345 600 6400.

**Northumberland**
County Council


The Northumberland Line will see a new era of passenger rail travel between Ashington and Newcastle, bringing employment, education and leisure opportunities. Northumberland County Council is working alongside North Tyneside Council, the Department for Transport, Network Rail, Transport for the North and Nexus on plans for this ambitious scheme, which includes:


- Six new stations
- New bridges
- Changes to level crossings

Due to the Coronavirus pandemic, it is not possible for us to safely hold any face-to-face events. We have created an online consultation, which goes live on 16 November 2020. Find out more and have your say at www.nland.uk/line.

If you would like the consultation materials in hard copy, large print, braille, audio or in another format or language please contact us using the details below.

Email: rail@northumberland.gov.uk
Telephone: 0345 600 6400
Typetalk: 018001 0345 600 6400



**Northumberland**
County Council

Northumberland Line public consultation



Have your say on the Northumberland Line

Public consultation on reopening the rail line for passenger trains will be open from 16 November until 14 December 2020 and we would like your feedback on the proposals.

By winter 2023 the Northumberland Line will change the way we travel, with passenger services between Ashington and Newcastle every 30 minutes.

Find out more online at www.nland.uk/line or request a copy of the consultation booklet by calling 0345 600 6400.



Return address: _____

Dear resident,

The Northumberland Line will see a new era of passenger rail travel between Ashington and Newcastle, bringing employment, education and leisure opportunities. Northumberland County Council is working alongside North Tyneside Council, the Department for Transport, Network Rail, Transport for the North and Nexus on plans for this ambitious scheme, which includes:

- Six new stations
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Email: rail@northumberland.gov.uk
Telephone: 0345 600 6400
Typetalk: 018001 0345 600 6400



title forename surname
property address 1
property address 2
property address 3
property address 4
property address 5
property address 6
postcode

Promo JobID / Promo Ref / / Sack Number / Selection Code /
Delivery Point Suffix



Northumberland Line public consultation

The Northumberland Line is an exciting project which will revolutionise rail travel in South East Northumberland by winter 2023 and we want you to be involved.

Have your say

We're hosting a public consultation and want your feedback on our proposals. These include six new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park, plus new bridges and changes to level crossings.

Find out more and have your say at www.nland.uk/line

The consultation runs from **16 November to 14 December 2020**.



If you would like the consultation materials in hard copy, large print, braille, audio or in another format or language please contact us using the details below.


Email: rail@northumberland.gov.uk

Telephone: 0345 600 6400

Typetalk: 018001 0345 600 6400



(iii) Consultation hub screenshot



My Account

Search here e.g. council tax

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Alerts

<General Alert: Missed recycling collections>

View all

Northumberland Line

Information on the Northumberland Line improving connectivity and accessibility in South East Northumberland.

Home > Roads, streets & transport > Transport policy > Northumberland Line

Page Contents:

> Northumberland Line

Northumberland Line

Northumberland County Council is seeking to improve connectivity and accessibility in South East Northumberland.

What is the Northumberland Line?

The Northumberland Line will bring passenger trains back into service between Ashington and Newcastle.

The scheme aims to stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions by providing new and improved transport links for local people and businesses. By doing so, the scheme will:

- improve access from towns such as Ashington and Blyth to employment hubs like Newcastle, as well as opening up new opportunities for education and travel;
- provide a real incentive for potential employers to relocate to and invest in the area;
- provide vital infrastructure to help deliver the region's aspirations for population and economic growth;
- help to attract visitors and improve local tourism;
- enhance public transport connectivity within and beyond the region;
- help to reduce congestion and improve air quality on key corridors by moving people away from car travel and onto public transport; and
- support the delivery of significant growth in sectors such as renewable energy, offshore oil and gas and engineering.

The story so far

The railway between Ashington and Newcastle used to run both passenger and freight services until the Beeching cuts in the 1960s.

Since then, freight trains have continued to use the line, primarily serving Lynemouth Power Station.

The lack of passenger railway services in the area has contributed to local congestion due to car and bus travel being the only viable forms of transport for many.

The proposals seek to reintroduce passenger services on the line.

Consultation 2020

Public consultation on the Northumberland Line took place late last year and has now closed. Thank you to everyone who provided feedback on the proposals. We will provide an update following consultation shortly.

[A copy of the consultation booklet from 2020 can be downloaded by clicking here.](#)

What happens next?

The timeline below shows our anticipated key milestones for the development of the Northumberland Line:

- **Late 2020** – Public consultation period.
- **Early 2021** – Planning applications submitted for the six stations and Chase Meadows footbridge. Early enabling works start on site. This will mainly be clearance and engineering works with standalone benefits, which don't require planning permission.
- **Spring 2021** – Application for Transport and Works Act Order submitted to Secretary of State.
- **Summer 2022** – Construction on stations begins, subject to necessary approvals being secured.
- **2024** – Current expected start of passenger services.

Latest news

Multi-million-pound investment in Northumberland Line - The news that the green light's been given to multi-million pound funding towards the Northumberland Line has been welcomed by the council and its partners.

Stay informed

If you would like to sign up to the mailing list for the Northumberland Line newsletter please provide your contact details below.

Sign up here

* Required

1. What is your first name? *

2. What is your last name? *

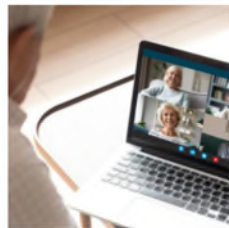
3. What is your email address? *

What's New



News

Everyone will benefit from
Census 2021



News

Tackling loneliness and
mental health through the
power of reading



News

Council welcomes major
new tourism experience



News

Berwick's first full size 3G
football pitch now
complete

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Our local area councils

[Ashington and Blyth](#)
[Castle Morpeth](#)
[Cramlington, Bedlington and
Seaton Valley](#)
[North Northumberland](#)
[Tynedale](#)

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Northumberland Line consultation FAQs

Below are responses to some of the most commonly asked questions about the Northumberland Line. If you have any questions that are not covered in this document or other public consultation materials, please contact us on rail@northumberland.gov.uk.

Contents

Benefits.....	1
Scheme development and delivery	3
Train services and operation.....	4
The stations and surrounding areas	5
Sustainability.....	7
Giving feedback and staying involved	9

Benefits

1. Why are you re-introducing passenger trains to the Northumberland Line?

The railway between Ashington and Newcastle used to run both passenger and freight services until the Beeching cuts in the 1960s. Since then, freight trains have continued to use the line, primarily serving Lynemouth Power Station.

The reintroduction of passenger services on the line has been an aspiration of Northumberland County Council for many years and the current political, social, economic and rail industry context means that it can now be successfully delivered. As a result of being awarded development funding from the DfT, the council has been working alongside partners since 2018 to develop the scheme.

Improving transport links from towns such as Ashington and Blyth is of key importance to encouraging more sustainable access to the main economic centres across Tyne and Wear. Enhancements to transport links within South East



Northumberland County Council

Northumberland will also be instrumental in stimulating economic investment within the region and will help to bring forward much needed housing. The project will address the following issues.

- Car ownership in South East Northumberland is set to increase. This will worsen road congestion, impacting on journey times and the commercial viability of buses across South East Northumberland. A lot of people commute from Northumberland into Tyne and Wear. Road congestion is already an issue and alternative modes of transport need to be provided to ensure people can access employment in a sustainable way.
- Links into Tyne and Wear, particularly Newcastle, are vital for the economic prosperity of Northumberland.
- Current public transport options do not meet the needs of all residents. A lack of available services, long journey times and high public transport costs mean that public transport is not currently a viable option for many people.
- Air quality is a major concern. Collectively, there is a need to reduce harmful vehicle emissions.

2. What benefits will the scheme deliver?

The Northumberland Line aims to stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions by providing new and improved transport links for local people and businesses. By doing so the scheme will:

- Improve access from towns such as Ashington and Blyth to employment hubs like Newcastle and open up new opportunities for education, leisure and travel.
- Provide a real incentive for potential employers to relocate to and invest in the area.
- Provide vital infrastructure to help deliver the region's aspirations for economic growth.
- Help to attract visitors and improve local tourism.
- Enhance public transport connectivity within and beyond the region.
- Help to reduce congestion and improve air quality on key corridors by moving people away from car travel and onto public transport; and
- Support the delivery of significant growth in sectors such as renewable energy, offshore oil and gas.

Scheme development and delivery

3. Is the scheme definitely going ahead?

Although the Northumberland Line has been talked about for many years, the current political, social, economic and industry context provides a strong case for re-opening. The scheme has the support of central government as well as key industry stakeholders such as Network Rail, Nexus and Transport for the North. On the strength of wider industry support and the positive business case, this has given us the confidence to proceed with design and planning.

4. When will construction start?

Early enabling works will start on site in early 2021. This will mainly be clearance and engineering works with standalone operational benefits, which don't require planning permission. Construction of the stations is anticipated to begin in summer 2022, subject to the necessary approvals being secured.

5. When will passenger services be operational?

The scheme is subject to several approval processes that may impact the timeline for delivery. The line is currently anticipated to be open to passengers in winter 2023.

6. Who is delivering the scheme?

The scheme is being delivered by Northumberland County Council, supported by a number of key project partners, including North Tyneside Council, Department for Transport, Network Rail, Transport for the North, Nexus and Northern Rail.

7. Who is funding the scheme?

The scheme is funded by the Department of Transport and Northumberland County Council's capital funding programme.

Train services and operation

8. How frequent will services be?

It is anticipated that there will be two trains per hour from Monday to Saturday 6am to 7.30pm, and one train per hour on Sundays and after 7.30pm Monday to Saturday. Services will run from early in the morning (6am) until late into the evening (11pm) to support the night-time economy.

9. Two trains per hour is not frequent enough; can this be increased in the future?

The scheme has been designed to ensure that future opportunities to expand the services may be available subject to passenger demand and operational availability.

10. Who will operate the trains on the new line?

The current assumption is that the train service will be incorporated into the existing Northern Trains operation. However, we are examining alternative solutions for operating the train services in line with recent Government announcements into the way that railway services may be operated in future. A decision on an operator is expected in winter 2020.

11. What type of trains will you use?

At this stage we are unable to confirm the type of trains that will be used, as this will be dependent on who operates the services. Our aspiration is that electric battery-operated rolling stock will eventually be used on the line, though these may not be available at scheme opening.

12. Will it still be used for freight? Won't that interfere with passenger services?

The freight trains that use the railway line will still be able to and the improvements to track and signalling will enable the new passenger services to operate and still allow some growth for freight in the future. The single-track sections of the line are being reduced in length and a new passing loop installed as well as increases in line speeds to improve the capacity of the route.



Northumberland County Council

13. Will the services extend beyond Newcastle?

This project proposes to deliver a service between Ashington and Newcastle only. However, there may be future opportunities to extend beyond Newcastle as part of a later project. We will look to ensure that if people need to change trains at Newcastle Central for onward connections, that this can be done as simply and seamlessly as possible. The current working assumption is that trains will terminate at Newcastle Central Station; whether the service is extended beyond Newcastle will ultimately be the franchise operator's decision.

14. Will Northumberland Line trains travel from Northumberland Park to Newcastle Central or will passengers have to change onto the Metro?

The proposed Northumberland Line route runs from Ashington to Newcastle Central without the need to change onto the Metro.

15. What will be the price of a ticket? Will it be possible to get a through ticket onto the Metro?

At this stage we are unable to confirm the type of ticketing options that will be used and the cost of tickets. However, we are in discussions with Nexus to explore integrating ticketing with Tyne and Wear Metro services, to enable people to switch between the two services as easily as possible.

The stations and surrounding areas

16. What facilities will be provided at the station(s)?

Each station will have the following:

- | | |
|------------------------|-----------------------------------|
| - Bike parking | - Real time information boards |
| - Car parking | - CCTV cameras |
| - Ticket machines | - Audio frequency induction loops |
| - Seating and shelters | - Lighting |

The stops will have tickets machines but will be unstaffed and will not have ticket offices. Shelters will be provided on each platform, providing waiting passengers with



Northumberland County Council

protection from the weather. These shelters will have 8 to 16 seats, with extra standing space and access via each end.

Toilets will not be provided at stations, but an accessible toilet will be available on all trains serving the new line, which will run roughly every half hour.

The stations will not have dedicated space for cafes or other retail facilities, but their designs allow for the possibility of pop-up businesses, such as coffee carts, in the future. We are keen to find opportunities to support local businesses and involve local people in the development and care of the stations to help ensure that they reflect the needs of the community.

17. How will people get to the stations?

Improving public transport connections is one of the scheme's priorities. This includes making it easy and accessible for passengers to change between modes of transport. We are already talking to local transport providers, including Nexus and Arriva, to understand how the new service can form part of an integrated transport offer. Those within walking and cycling distance of the station sites are encouraged to walk and cycle where possible, and car parking is provided at each of the station sites.

18. Is there parking at all the stations? What will the parking arrangements be? (on-street or car park)?

Each station except Northumberland Park will have a new or extended car park, which will include Blue Badge spaces and Electric Vehicle (EV) charging bays. Blue Badge parking provision will be 6% of total car parking provision, with an additional 5% of spaces being enlarged ones that could be adapted for Blue Badge holders in the future. EV charging facilities will be provided at 6% of the scheme's total car parking spaces, with an aspiration for this to be increased to 10% where practicable.

The number of car parking spaces has been informed by car parking demand assessments and a Transport Assessment (subject to the constraint of the amount of land available). Where possible, the car parks have been designed to accommodate potential expansions.



There is no expectation that rail service users would be required to park on surrounding residential streets and measures will be put in place to prevent this if required. In addition, Northumberland County Council and neighbouring authorities will consider improved sustainable access to the stations to promote walking and cycling modes to access new rail passenger services.

19. Will the stations reflect their localities and communities?

The railway line was previously used by passenger services before they ceased operation in the 1960s. Some of the locations of the stations are within close proximity to the original station sites. The railway line represents the history of how the area grew to be what it is. Coal mining and the railway line are a strong part of the heritage of the communities of Northumberland. The stations seek to embody this history in restoring the railway line to its original use. We are exploring opportunities to develop a series of information boards along the line as a reminder to the rich heritage of the area.

Sustainability

20. How will the scheme integrate with existing transport systems?

In line with the Northumberland County Council's aim to be carbon neutral by 2030, we will aim to encourage sustainable travel to the stations by facilitating good connections by public transport, bike and foot. We are already talking to local transport providers, including Nexus and Arriva, to understand how the new service can form part of an integrated transport offer.

Buses

We have developed our station designs for easy interchange with existing bus routes. In some locations, existing bus stops can be used and in others they will be relocated to make them easier to reach from the stations. The target maximum walking distance from stop to station of around 400 metres. We will also engage with bus operators to explore the potential for new bus services, with a focus on local 'feeder' services between towns and the new stations.

Cycling

Cycle routes to and from the stations will tie into existing cycle routes. Details of these routes will be confirmed later in the design process, but our intention is to widen roads at key points to minimise the risk of conflict with other vehicles.



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Storage for bicycles will be provided at each of the stations, with the exception of Northumberland Park (where sufficient cycle storage is already in place). In addition, we will explore whether electric scooter storage could also be provided, in line with national policy and legal frameworks. The cycle storage will be sheltered and the number of spaces at each station will be approximately 5% of the anticipated passenger count at each location. It will be close to the car park and station entrance, well-lit and covered by CCTV for security.

Walking

The final design for amended walking routes to the stations will be determined later in the design process. However, the council's local Walking and Cycling plans have been prepared with the location of the proposed train stations in mind and consultation on these plans will take place in the near future.

We are aware of areas where routes are currently unpleasant for pedestrians (e.g. on busy roads or through isolated areas) and will explore options to improve these, working with delivery partners where relevant. We would welcome any suggestions on how we could improve local walking routes. Wherever possible, pedestrian links will be designed to be accessible to all.

Taxis

Taxi pick-up and drop-off zones will be provided at all stations and we will also engage with local taxi operators to ensure that the stations cater for them appropriately.

21. How are you making the stations sustainable?

There are several aspects to sustainability, including care of the environment, community integration, and long-term economic benefit. The Northumberland Line project is being designed and delivered to achieve all of these. The passenger services will themselves take people out of cars and reduce pollution. Stations will include facilities for bus/taxi interchange to support local public transport, cycle storage facilities to support personal mobility and healthy lifestyles, and electric car charging points to reduce personal transport pollution. Drainage for the car parks will use Sustainable Urban Drainage Systems (SUDS), and landscaping will soften the visual appearance wherever possible. We are actively working with local community and business groups to identify ways in which the stations and their immediate surrounds may be used to enable and enhance local services for



education, training, and commercial opportunities and the long-term benefit of the region.

Giving feedback and staying involved

22. How can I/my community group get involved?

We welcome feedback as part of our public consultation on the scheme. As part of this, we are inviting local people and groups to sign up to be scheme 'champions' and be ambassadors for the scheme in their local communities.

23. How can I keep up to date with news on the project?

We are also inviting people to sign up to receive scheme email updates. You can make use of any of these options by filling out our response form at <https://nland.uk/line> or emailing us at rail@northumberland.gov.uk.

24. How can I provide feedback about the scheme?

There will be various ways in which members of the public can have their say, including opportunities to comment as part of the planning application process. At the moment, you can view our public consultation materials and respond online at <https://nland.uk/line>, or request hard copy or alternative format materials by phone or by emailing rail@northumberland.gov.uk. Public consultation feedback will be welcomed until **14 December 2020**.

Going forwards, people can keep informed about project progress and feedback opportunities via the project webpage: www.northumberland.gov.uk/line. If you have any questions, please get in touch with us using the phone number and email address above.

25. What happens next?

All feedback must be submitted by **11.59pm on 14 December**. After this date, we will review all the feedback we have received and update our designs prior to submitting the planning applications. As part of the planning applications for the stations, we will submit a Statement of Community Engagement that explains how



Northumberland

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people's feedback has been considered and a short summary will be added to the project website (www.northumberland.gov.uk/line).

(v) Response form – hard copy (normal size print version)



Northumberland Line consultation response form

We want to understand your views on some of the key aspects of the Northumberland Line scheme. Please read our consultation booklet to help you complete this form. The booklet is available online at www.nland.uk/line. If you have any questions after reading the consultation materials, please contact us using the contact details given below.

You can complete this response form online at www.nland.uk/line. Alternatively, you can return the completed form by email to rail@northumberland.gov.uk with the subject line 'Consultation response', or post it to us using our Freepost address: **Freepost NORTHUMBERLAND LINE.**

If you would like this response form or any of the consultation materials in an alternative format, including large print, braille, audio or in another language, please contact us using the details below.

Email: rail@northumberland.gov.uk
Telephone: 0345 600 6400
Typetalk: 018001 0345 600 6400

About this form

This response form is split into sections, asking about specific aspects of the scheme. It starts from Ashington, the most northern point of the scheme, and follows the order of the consultation booklet.

Each section in the response form refers to specific pages within the consultation booklet, where you can find more information about the proposals. To ensure we understand your views on the scheme, we ask that everyone completes the section 'Northumberland Line overview'. You can respond to all of the questions, or simply those which you feel directly make a difference to you.

This response form also contains an optional 'About You' section at the end, which if completed will help us to understand the audience reached by the consultation.

If you need additional space to complete your answers to any of the questions, please enclose additional sheets and include references to make it clear which questions the additional sheets relate to.



Northumberland Line overview (ALL TO COMPLETE)

a. To what extent do you support the proposals to reopen the railway line between Ashington and Newcastle to passenger services?

- ☐ Fully supportive
- ☐ Mostly supportive
- ☐ Neutral
- ☐ Slightly supportive
- ☐ Not supportive

b. Please use the space below to provide your comments to explain your answer.



Northumberland County Council

Section 1: Ashington station and Hospital level crossing

- a. Details of our proposals for **Ashington station** can be found on pages 16 - 20 of the consultation booklet.

Please use the space below to provide your comments on these proposals.

- b. We have presented two options for a potential replacement for **Hospital level crossing**. Details of the options can be found on page 21 of the consultation booklet.

Please use the space below to give your comments on the potential options.



Northumberland County Council

Section 2: Bedlington station

- a. Details of our proposals for **Bedlington station** can be found on pages 28 – 32 of the consultation booklet.

Please use the space below to provide your comments on these proposals, including the various options presented for station car parking.

Section 3: Blyth Bebside station

- a. Details of our proposals for **Blyth Bebside station** can be found on pages 38 - 44 of the consultation booklet.

Please use the space below to provide your comments on these proposals, including the new cycle and pedestrian bridge over the A189.

Section 4: Newsham station and Chase Meadows Footbridge

- a. Details of our proposals for **Newsham station** can be found on pages 50 - 54 of the consultation booklet.

Please use the space below to provide your comments on these proposals.

- b. Our proposals for Newsham station also include a new road bridge over the railway, which will divert the A1061 from just west of the junction with the B1523 to just east of Blagdon Drive. Please use the space below to provide your comments on this road bridge in particular.



Northumberland County Council

- c. Details of our proposals for **Chase Meadows Footbridge** can be found on pages 55 to 57 of the consultation booklet.

Please use the space below to provide your comments on these proposals.



Northumberland County Council

Section 5: **Seaton Delaval station**

- a. Details of our proposals for **Seaton Delaval station** can be found on pages 64 - 68 of the consultation booklet.

Please use the space below to provide your comments on these proposals.



Northumberland County Council

Section 6: Northumberland Park station

- a. Details of our proposals for **Northumberland Park station** can be found on pages 74 - 77 of the consultation booklet.

Please use the space below to provide your comments on these proposals.



Northumberland County Council

Section 7: Level crossings

- a. Our proposals include a number of changes to level crossings along the route of the Northumberland Line. These are outlined within the various geographical sections of the consultation booklet.

If you have any comments about our proposed changes to level crossings, please include them in the space below. Please clearly state the name of the level crossing/s you are commenting on, as they are referred to in the booklet.

Section 8: Temporary construction sites

- a. We have identified a number of sites that we could potentially use temporarily for construction and engineering works to support the development of the Northumberland Line. These are outlined at the end of each of the geographical sections of the consultation booklet.

If you have any comments about our proposed sites, please include them in the space below. Please clearly state the name of the site/s you are commenting on, as they are referred to in the booklet.

Section 9: Further comments

- a. Do you have any further comments to make on our proposals?

Section 10: Northumberland Line Champions

We would like to set up a group of Northumberland Line Champions. If you would be interested in getting involved or would like to find out more, please complete the details below and one of the team will be in touch in the New Year with more details about the role.

Full name:

Email:

Telephone:

About you

The questions in this section will help us to understand more about the audience we have reached as part of our consultation. Your answers will only be used for the purpose of informing the analysis of this survey and will be treated confidentially.

1. Are you responding on behalf of an organisation or business?

Yes ☐
No ☐

2. If you are responding on behalf of an organisation or business, what is the name of your organisation or business?

3. Please provide your home or organisation/business postcode: *(Full UK postcodes only)*

This will be used for analysis purposes and to understand which areas in the North East are responding to this survey. Be assured that this will not be used to identify or contact you. These details will never be shared beyond the remit of this consultation.

4. Which one of these age groups are you in? *(Please tick one only)*

Under 16	<input type="checkbox"/>	45-54 years	<input type="checkbox"/>
16-17 years	<input type="checkbox"/>	55-64 years	<input type="checkbox"/>
18 -24 years	<input type="checkbox"/>	65-74 years	<input type="checkbox"/>
25-34 years	<input type="checkbox"/>	75+ years	<input type="checkbox"/>
35-44 years	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>

5. Which of the following best describes how you think of yourself? *(Tick one only)*

Woman	<input type="checkbox"/>	Prefer another term	<input type="checkbox"/>
Man	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>



Northumberland County Council

About you (continued)

6. Are your day-to-day activities limited because of a health problem or disability?

(Tick one only)

Yes, limited a lot

☐

No

☐

Yes, limited a little

Prefer not to say

☐

Thank you for completing this response form.

(vi) [Press releases / media coverage](#)

Press Release: 16th November 2020

The text from the press release is included below (hyperlinks excluded).

Have your say now on major rail line plans

16 Nov 2020

The survey is live [HERE](#) from 16 November - 14 December

From today (November 16) people can have their say in a major consultation on the reintroduction of a rail passenger service in Northumberland.

And progress on the scheme has now been welcomed by government which say the Northumberland Line will transform travel in the area.

From Monday, November 16th, residents, and other interested parties will be able to look at detailed plans for the Northumberland Line – which will connect Ashington to central Newcastle with a number of stops in between.

The consultation will be available from November 16th by going to nland.uk/line and will close on December 14th.

With a proposed opening date for passenger services in winter 2023, thousands of residents a day could be transported between Ashington and Newcastle in just over half an hour, while the scheme could boost the local economy by up to £470m.

The ambitious scheme includes new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park in North Tyneside, as well as upgrades to the track and changes to level crossings where bridges or underpasses may need to be built.

Transport Secretary Grant Shapps said: “It is fantastic to see further progress on this important project, which will transform journeys up the Northumberland coastline and help level up the economy of the North. When I visited Blyth earlier this year, I saw for myself the huge potential this line has for restoring connections to communities who have lost out, undoing over half a century of damage following the Beeching Cuts.

“Through our Restoring your Railway fund we will reopen lost railway lines and stations, revitalising communities, kickstarting business and new housing schemes, and opening opportunities for work and education.”

Councillor Richard Wearmouth, Cabinet Member responsible for economic development, said: “There's ever more confidence our long-term aspirations for this project are going to become reality - bringing social and economic benefits to residents, commuters, visitors and businesses both in Northumberland and the wider region.

This consultation is a critical stage of the process. We really want everyone to be part of this journey and would appreciate feedback- either on specific elements or the scheme as a whole.”

Hard copies of the consultation documents can be requested via email at rail@northumberland.gov.uk or by calling 0345 600 6400.

The survey is live [HERE](#) from 16 November - 14 December.

Press Release: 2nd December 2020

The text from the press release is included below (hyperlinks excluded).

Hundreds have their say so far on rail scheme 02 Dec 2020

Take part in the survey [HERE](#)

There's still time for people to have their say in a major consultation on the reintroduction of a rail passenger service in Northumberland.

The council's been delighted with the response so far, with over 500 people taking the time to give their views on detailed plans for the Northumberland Line – which will connect Ashington to central Newcastle with a number of stops in between.

Progress on the scheme has already been welcomed by government which has described the project as 'transformational'.

The consultation is available until December 14th by going to nland.uk/line

With a proposed opening date for passenger services in winter 2023, thousands of residents a day could be transported between Ashington and Newcastle in just over half an hour, while the scheme could boost the local economy by up to £470m.

The ambitious scheme includes new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park in North Tyneside, as well as upgrades to the track and changes to level crossings where bridges or underpasses may need to be built.

Councillor Richard Wearmouth, Cabinet Member responsible for economic development, said: "We're really pleased with the response so far and want to thank everyone who's taken time to make their views known on this hugely important scheme for the whole region.

"With less than a fortnight to go we hope more people will take the opportunity to look at the details and have their say on a project which is set to transform this part of the world."

Hard copies of the consultation documents can be requested via email at rail@northumberland.gov.uk or by calling 0345 600 6400.

Take part in the survey [HERE](#)

Press Release: 12th December 2020

The text from the press release is included below (hyperlinks excluded).

Public thanked as rail consultation closes

15 Dec 2020

Public consultation on the reintroduction of a rail passenger service in Northumberland has closed. Over 1,000 people took the time to give their views on detailed plans for the Northumberland Line – which will connect Ashington to central Newcastle with a number of stops in between.

With a proposed opening date for passenger services in winter 2023, thousands of residents a day are expected to use the service, while the scheme could boost the local economy by up to £470m.

The ambitious project includes new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park in North Tyneside, as well as upgrades to the track and changes to level crossings where bridges or underpasses may need to be built.

Councillor Richard Wearmouth, Cabinet Member responsible for economic development, said: “We’d like to thank everyone who’s taken time to make their views known on this hugely important scheme for the whole region.

“Due to the Covid restrictions it just wasn’t possible to do face to face consultation, but we’ve got a lot of feedback on various elements of the scheme which is now being evaluated ahead of planning applications being submitted early next year.”

Council Leader Glen Sanderson added: “This scheme has the potential to transform this part of the world, not just in terms of transport links, but bringing a boost to education and job opportunities and a huge injection into our economy.

“The public’s views are key to the scheme’s success and we look forward to more engagement with our communities as work progresses.”

Appendix C Public consultation feedback summaries

(i) Ashington to North Seaton Viaduct



We Asked, You Said, We Did: Northumberland Line, Ashington to North Seaton Viaduct

We Asked

We asked for your feedback on our proposals for the Northumberland Line scheme, which will see the reintroduction of passenger services between Ashington and Newcastle. In particular, we asked for comments on proposals for new stations and bridges, changes to level crossings and the land we will need to use to build the scheme. In the Ashington to North Seaton Viaduct area, we sought feedback on proposals for Ashington station and options for Hospital level crossing.

You Said

We received 1023 responses to the consultation, made up of 949 response forms and 74 emails and letters. 91% of respondents were fully, mostly or slightly supportive of the project.

We have analysed all the feedback received and have provided a summary of the main themes raised in relation to Ashington station, Hospital level crossing, and the level crossings and temporary sites between Ashington and North Seaton Viaduct.

Ashington station

We received 474 comments from 273 individuals directly relating to Ashington station. 53% of these comments were positive and 29% were neutral or suggestions.

Comments on Ashington station:

- were generally supportive of the proposals, suggesting that the station would encourage more people to live in and visit the area, improve the look of the area and open up more opportunities for local residents;
- noted that it would improve access to other areas within the north east;
- suggested that good signage and wayfinding are needed to promote use of the station and connect it with the local area, especially as the station is not in the town centre;
- commented on the size of the car park and potential impacts on availability of parking for local shops;
- suggested that the design of the station inhibits future expansion; and
- noted that the site currently has poor bus connectivity.

Further details of the consultation feedback on Ashington Station and how this was considered by the project can be found in the Statement of Community Engagement which was submitted alongside the planning application.

Hospital level crossing

At the time of our consultation, surveys and assessments were ongoing to determine the most appropriate solution for Hospital level crossing. We presented two options that could be put in place if it needed to be closed: an underpass provided near to the site of the current crossing, or an accessible footbridge at the new Ashington station.

347 comments from 298 individuals were received on Hospital level crossing. 18% were positive and 71% were neutral or provided suggestions. Overall, 61% expressed a preference for a footbridge and 39% expressed a preference for an underpass.

Other comments on Hospital level crossing:

- made suggestions and raised concerns about the safety of level crossings;
- raised concerns about anti-social behaviour;
- made suggestions and raised concerns about access for those with disabilities; and
- asked questions about the visual impacts of the bridge on local residents.

Other level crossings

135 comments from 135 individuals were received on the level crossings between Ashington and North Seaton Viaduct, of which 53% were positive and 35% were neutral or provided suggestions.

Feedback on the level crossings in this section:

- were generally supportive of the proposals for the crossings;
- noted that level crossings were needed at Green Lane and North Seaton to ensure safety;
- asked questions about the detailed design of the crossings;
- made suggestions on access for all users, including pedestrians, cyclists, equestrians and those with disabilities;
- highlighted the dangers of level crossings; and
- asked about the impact of level crossings on the wider road network, and more specifically congestion at Green Lane level crossing.

Temporary sites

At the time of our consultation we presented a number of potential options for temporary sites needed to build the scheme. 114 comments from 114 individuals were received about the proposed temporary sites between Ashington to North Seaton Viaduct. 51% were positive and 36% was neutral or provided suggestions.

Feedback on the Ashington to North Seaton temporary sites:

- suggested some alternative location options;
- suggested that local Public Right of Way (PRoW) should remain accessible and measures should be put in place for equestrian access;
- asked questions about the impact on the road network, in particular for Ashington station options A and B;
- noted that use of some sites would result in the loss of woodland and asked questions about the environmental impacts of the options;
- asked questions about the impacts on local residents; and
- raised concerns about the loss of parking.

We Did

We met with the design team and considered your feedback, where possible we have incorporated this into the proposals and have outlined our response to key areas of concern below. Your feedback will continue to be considered as the detailed design progresses.

Wayfinding and signage, including connections to the town centre

We are aware of the need to provide consistent and understandable wayfinding and signage both within and outside of the station site, including to guide people to the station on key local approaches. Within the stations, this will be a detailed design consideration and we will take feedback received to date on board as we develop our designs.

In addition, the project has reviewed options for pedestrian and cycle access to the station, and a lift is now proposed to provide an accessible route between the station and Wansbeck Square. The lift will be designed to be large enough to accommodate 16 people and to allow a turnaround for all bicycles, as well as accommodating other users, such as mobility scooters.

Car parking

The station's Transport Assessment considers anticipated demand and existing supply of local car parking spaces, and the size of the car park has been determined by demand forecasting, with an allowance for future anticipated demand. This means that it should be large enough to avoid negative impacts on local car parks, but Northumberland County Council will monitor any parking issues and implement measures as necessary should issues arise.

Station design and future expansion

The demand modelling undertaken to support our proposals indicates that the current design (including proposed single track) provides sufficient capacity for future anticipated use. However, the design of the station does not preclude future expansion, should this be required in future.

Need for bus connectivity

We understand the need for the stations to have good connections for people travelling by public transport (as well as by foot, bicycle and car). We are currently in discussions with bus operators about how best to enhance and promote existing options, including the potential to bring the bus stops on Station Road back into use. However, changes to bus services are outside the scope of the Northumberland Line scheme and the project is unable to directly influence service provision.

Hospital level crossing

As noted above, the project has reviewed options for pedestrian and cycle access to the station, and a lift is now proposed to provide an accessible route between the station and Wansbeck Square.

This means that a bridge at the station is no longer required, and also resolves concerns about accessibility and visual impact.

Following a detailed engineering assessment an underpass is being proposed at Ashington. An underpass performs better from an engineering perspective as its depth is

much more modest than the bridge's height and requires less maintenance and land take than a bridge. It also has less impact on neighbouring properties by removing privacy concerns.

The underpass will be sensitively designed to discourage anti-social behaviour and create an appealing walking route by including through lighting, CCTV and appropriate materials.

The underpass does not form part of the current planning application for Ashington station and will be the subject of a separate planning application later in 2021.

Other level crossings

The detailed design of the level crossings is currently ongoing. Feedback in relation to these is being reviewed and will be considered as the design progresses.

Temporary sites

Preferred temporary works sites have yet to be agreed, and consideration of the feedback received in relation to them is currently ongoing and will inform a construction strategy.

Once the location of temporary works sites have been confirmed, all necessary conditions and permissions would need to be obtained from the relevant authority.

(ii) North Seaton Viaduct to Bedlington Viaduct



**We Asked, You Said, We Did:
Northumberland Line, North Seaton Viaduct to Bedlington
Viaduct**

We Asked

We asked for your feedback on our proposals for the Northumberland Line scheme, which will see the reintroduction of passenger services between Ashington and Newcastle. In particular, we asked for comments on proposals for new stations and bridges, changes to level crossings and the land we will need to use to build the scheme. In the North Seaton Viaduct to Bedlington Viaduct area, we sought feedback on proposals for Bedlington station.

You Said

We received 1023 responses to the consultation, made up of 949 response forms and 74 emails and letters. 91% of respondents were fully, mostly or slightly supportive of the project.

We have analysed all the feedback and have provided a summary of the main themes raised in relation to Bedlington station and the level crossings and temporary sites between North Seaton Viaduct and Bedlington Viaduct.

Bedlington station

We received 386 comments from 211 individuals directly relating to Bedlington station. 33% of these comments were positive and 35% were neutral or suggestions.

Comments on Bedlington station:

- where positive, were generally supportive of the proposals, including the plans to retain the existing buildings on the site;
- gave feedback on the three potential locations identified for station parking;
- raised concerns about loss of green space; and
- asked questions about visual impact, noise and privacy impacts on neighbouring residential properties.

Further details of the consultation feedback on Bedlington station and how this was considered by the project can be found in the Statement of Community Engagement, which was submitted alongside the planning application.

Level crossings

81 comments from 81 individuals were received on the level crossings between North Seaton Viaduct and Bedlington Viaduct, of which 56% were positive and 29% were neutral or provided suggestions.

Feedback on the level crossings in this section:

- was generally supportive of the proposals for the crossings and suggested that upgrades would improve safety at the crossings;
- made suggestions about improving crossing safety for pedestrians and horse riders;
- made suggestions about how vehicle movements could be altered to improve traffic flows; and
- asked questions about how the changes to the local road network would impact pedestrians and cyclists.

Temporary sites

At the time of our consultation we presented a number of potential options for temporary sites needed to build the scheme. 89 comments from 89 individuals were received about the proposed temporary sites between North Seaton Viaduct and Bedlington Viaduct. 57% were positive and 32% were neutral or provided suggestions.

Feedback on the North Seaton Viaduct to Bedlington Viaduct temporary sites:

- suggested that construction should be timed to minimise the impact on local residents and traffic;
- asked how construction traffic would be managed to limit noise, congestion and dirt; and
- raised concerns about the impacts on green space and bridleways.

We Did

We met with the design team and considered your feedback. Where possible we have incorporated this into the proposals and have outlined our response to key areas of concern below. Your feedback will continue to be considered as the detailed design progresses.

Car parking

The station's Transport Assessment considers anticipated demand and existing supply of local car parking spaces, and the size of the car park has been determined by demand forecasting, with an allowance for future anticipated demand. The Assessment has shown that existing car parks in the area are already at capacity at peak times, alongside additional parking on local streets, and it is therefore necessary to provide dedicated car parking for station users.

As a result of the consultation feedback on the proposed car parking locations and ongoing technical work, the following two car parking sites are being taken forward for Bedlington station.

1. The existing car park on Network Rail land adjoining Barrington Road.
2. A new car park on the public open space at the junction of Barrington Road and Ravensworth Street.

A robust optioneering exercise has been undertaken to support this decision and in particular the conversion of public open space at Ravensworth Street to a car park. This has included an assessment of the loss of open space against relevant planning policy. The Design and Access Statement for the station, which forms part of the planning application, gives more information about the optioneering process.

A key consideration has been that alternative locations to accommodate parking in close proximity to the station are limited by safety, signalling, engineering, existing built development and other constraints. Following the public consultation, the alternative site proposed on Barrington Road was discounted on this basis.

Northumberland County Council also remains committed to promoting active travel for journeys to the station and a modal shift from private cars. This will help encourage those who can to choose to travel to the station more sustainably.

Green space

While some existing trees and green space will need to be removed to construct the station and car park, the project will only remove what is necessary to enable construction and use of the station.

Our scheme seeks to balance the need to safeguard public open space with the strategic public benefits that will result from the new railway station development, for which there is a requirement to provide adequate parking and safe footways and highway access arrangements. As part of the station development, we will be providing planting as part of a landscape scheme to compensate for the loss of trees and vegetation. On top of this, we are seeking to agree compensatory provision for the loss of open space. Exact details of this provision are currently under discussion and further information will be released when available.

Impact on residents (visual impact, noise, air quality and congestion)

The project has carried out an appraisal of the health and wellbeing impacts of the scheme and this has been submitted with the planning application.

In particular, the potential impacts of noise on local residents has been assessed and appropriate mitigation measures have been proposed to minimise them, the details of which will be confirmed as part of the planning application determination process.

The station's Transport Assessment considers the development's impact on the local road network and indicates that the station and new road layout will have no adverse impact on the local road network.

Level crossings

The detailed design of the level crossings is currently ongoing. Feedback in relation to these is being reviewed and will be considered as the design progresses.

Temporary sites

Preferred temporary works sites have yet to be agreed, and consideration of the feedback received in relation to them is currently ongoing and will inform a construction strategy. Once the location of temporary works sites have been confirmed, all necessary conditions and permissions would need to be obtained from the relevant authority.



We Asked, You Said, We Did: Northumberland Line, Bedlington Viaduct to Blyth Bebside

We Asked

We asked for your feedback on our proposals for the Northumberland Line scheme, which will see the reintroduction of passenger services between Ashington and Newcastle. In particular, we asked for comments on proposals for new stations and bridges, changes to level crossings and the land we will need to use to build the scheme. In the Bedlington Viaduct to Blyth Bebside, we sought feedback on proposals for Blyth Bebside station.

You Said

We received 1023 responses to the consultation, made up of 949 response forms and 74 emails and letters. 91% of respondents were fully, mostly or slightly supportive of the project.

We have analysed all the feedback received and have provided a summary of the main themes raised in relation to Blyth Bebside station and the level crossings and temporary sites between Bedlington Viaduct and Blyth Bebside.

Blyth Bebside station

We received 436 comments from 265 individuals directly relating to Blyth Bebside station. 49% of these comments were positive and 28% were neutral or suggestions.

Comments on Blyth Bebside station:

- noted that it would improve the economy by encouraging people to visit the area, providing more opportunities for local people and boosting investment;
- provided suggestions for wider connectivity with footpaths and cycle routes;
- asked questions on the detailed design of the car park;
- noted that the design should discourage anti-social behaviour and promote personal security;
- asked if the station would have an impact on the road network, including the potential for increased congestion;
- suggested that more parking should be included to limit the impact on parking for local shops;
- noted that the station is isolated from most of Blyth and should be located on the east side of the A189; and
- raised concerns about the footpath connecting the Heather Lea, and the impact this could have on local residents.

Further details of the consultation feedback on Blyth Bebside station and how this was considered by the project can be found in the Statement of Community Engagement, which was submitted alongside the planning application.

Level crossings

112 comments from 112 individuals were received on the level crossings between Bedlington Viaduct and Blyth Bebside, of which 42% were positive and 23% were neutral or provided suggestions.

Feedback on the level crossings:

- where positive suggested that upgrades would improve safety;
- asked questions on what improvements would be made to the local road network to accommodate additional traffic;
- made suggestions on the detailed design of the crossings, including to improve safety;
- suggested that the crossings should be suitable for all users, including equestrians; and
- suggested that long barrier down time would increase congestion and may increase the risk of accidents.

Temporary sites

At the time of our consultation we presented a number of potential options for temporary sites needed to build the scheme. 76 comments from 76 individuals were received about the proposed temporary sites between Bedlington Viaduct and Blyth Bebside. 66% were positive and 30% were neutral or provided suggestions.

Feedback on the Bedlington Viaduct to Blyth Bebside temporary sites:

- gave suggestions for other temporary work site locations; and
- made suggestions on improvements to the site/s post construction and suggested that disruption to local residents from noise and construction traffic should be minimised where possible.

We Did

We met with the design team and considered your feedback, where possible we have incorporated this into the proposals and have outlined our response to key areas of concern below. Your feedback will continue to be considered as the detailed design progresses.

Parking

The size of the car park has been determined by the station's Transport Assessment, which considers anticipated demand and existing supply of local car parking capacity, with an allowance for future anticipated demand. This means that it should be large enough to avoid negative impacts on parking for local shops. Should any parking issues arise, Northumberland County Council will monitor these and implement measures as necessary. The detailed design of the car park is underway, and additional details will be shared with local residents and businesses in due course.

Anti-social behaviour

Although the station is unmanned, the increase in footfall through the area it generates is anticipated to act as a natural deterrent to antisocial behaviour. In addition, all new stations will feature CCTV, lighting and passenger help points. The detailed design of the station is

anticipated to be subject to a planning condition and will include specific locations for CCTV and other safety features.

Impact on the road network

The station's Transport Assessment considers the development's impact on the local road network and indicates that there is sufficient capacity on the local road network for additional traffic associated with the station. In addition, Northumberland County Council is promoting active travel and a modal shift from private cars. This will help encourage those who can to choose to travel to the station more sustainably.

Station location

One of the project's priorities is to enable people to travel quickly between Ashington and Newcastle, helping encourage them to switch from car to rail. With this in mind, the number of stations and their locations have been chosen to carefully balance passenger demand and journey times.

The proposed location of the station has been identified as the most suitable, with consideration of detailed surveys and analysis including demand modelling and the station's Transport Assessment.

A station on the other side of the A189 would be constrained by the existing roads and Public Rights of Way.

Heather Lea footpath

Providing good pedestrian connections to the station is an important aspect of the proposals, and therefore we have decided to retain the proposed footpath between the station and Heather Lea. As the parking spaces in the station car park are sufficient to meet forecast demand, we do not anticipate this footpath will lead to rail users parking on residential streets but, should any parking issues arise, Northumberland County Council will monitor these and implement measures as necessary.

concerns about the impact this will have on local parking and anti-social behaviour

Level crossings

The detailed design of the level crossings is currently ongoing. Feedback in relation to these is being reviewed and will be considered as the design progresses.

Temporary sites

Preferred temporary works sites have yet to be agreed, and consideration of the feedback received in relation to them is currently ongoing and will inform a construction strategy. Once the location of temporary works sites have been confirmed, all necessary conditions and permissions would need to be obtained from the relevant authority.



We Asked You Said, We Did: Northumberland Line, Chase Meadows, Newsham and New Hartley Curve

We Asked

We asked for your feedback on our proposals for the Northumberland Line scheme, which will see the reintroduction of passenger services between Ashington and Newcastle. In particular, we asked for comments on proposals for new stations and bridges, changes to level crossings and the land we will need to use to build the scheme. In the Chase Meadows, Newsham and New Hartley Curve area, we sought feedback on proposals for Newsham station and Chase Meadows footbridge.

You said

We received 1023 responses to the consultation, made up of 949 response forms and 74 emails and letters. 91% of respondents were fully, mostly or slightly supportive of the project.

We have analysed all the feedback received and have provided a summary of the main themes raised in relation to Newsham station and the level crossings and temporary sites in the Chase Meadows, Newsham and New Hartley Curve area.

Newsham station

We received 501 comments from 258 individuals directly relating to Newsham station. 41% were positive and 34% were neutral or suggestions.

Feedback on Newsham station:

- where positive was generally supportive of the proposals for the station, new overbridge and closure of Newsham level crossing;
- provided information on existing issues with congestion and suggestions for alternative road design options;
- made suggestions on the design of the track crossing in relation to safety, accessibility and active travel;
- questioned the impact of the new road layout on congestion on the local road network;
- suggested that the station was in the wrong location and should be closer to the town; and
- raised concerns over the provision of parking and potential impacts on residents and local shops.

Further details of the consultation feedback on Newsham Station and how this was considered by the project can be found in the Statement of Community Engagement which was submitted alongside the planning application.

Chase Meadows Footbridge

We received 152 comments from 124 individuals directly relating to Chase Meadows Footbridge. 53% were positive and 26% were neutral or suggestions.

Feedback on Chase Meadows Footbridge:

- gave suggestions and raised concerns on access for all users, including pedestrians, cyclists, equestrians and those with disabilities;
- raised concerns about safety and security, including from anti-social behaviour and children playing on the line; and
- asked questions about the visual, noise and privacy impacts on local residents.

Further details of the consultation feedback on the Chase Meadows Footbridge and how this was considered by the project can be found in the Planning Statement for the footbridge, which was submitted alongside the planning application.

Level crossings

87 comments from 87 individuals were received on the level crossings in this section in the Chase Meadows, Newsham and New Hartley Curve area. 39% were positive and 40% were neutral or provided suggestions.

Feedback on the level crossings:

- welcomed Chase Meadows, Lysdon Farm and South Newsham closures, suggesting that this would improve safety and reduce noise pollution;
- provided suggestions on improving safety at the crossings;
- made suggestions and raised concerns on access for all users, including pedestrians, cyclists, those with disabilities and more specifically the large number of equestrians who use the crossings;
- made suggestions for the improvements to the Public Right of Way (PRoW) network;
- asked questions about the impact of vehicle movements and barrier down time on the local road network; and
- asked questions on the cost and feasibility of the plans.

Temporary sites

At the time of our consultation we presented a number of potential options for temporary sites needed to build the scheme. 63 comments from 63 individuals were received about the proposed temporary sites in the Chase Meadows, Newsham and New Hartley Curve area. 64% of comments were positive and 25% were neutral or provided suggestions.

Feedback on the temporary sites:

- noted the impact on local PRoW during and post construction and made suggestions about how to ensure that safe alternative routes for equestrians are available; and
- asked questions about disruption to local residents from noise and traffic.

We Did

We met with the design team and considered your feedback. Where possible we have incorporated your feedback into the proposals and have outlined our response to key areas of concern below. Your feedback will continue to be considered as the detailed design progresses.

Newsham station

Safety

All new stations will feature CCTV, lighting and passenger help points to help ensure the safety and security of all passengers. The detailed design of the station is anticipated to be subject to a planning condition and will include specific locations for CCTV and other safety features.

Active travel

We understand the need for the stations to have good connections for people travelling by foot and bicycle, and have considered this as part of our design.

Sheltered storage for bicycles will be provided at each of the stations, close to the car park and station entrance, well-lit and covered by CCTV for security. The number of spaces at the station will be approximately 5% of the anticipated passenger count and its design will be confirmed as part of the detailed design process.

In addition, Northumberland County Council's local Walking and Cycling plans have been prepared with the location of the proposed train station in mind, and consultation on these plans will take place in the near future. The plans will focus on improving walking/cycling infrastructure to encourage active travel and a modal shift from private cars.

The station will be fully accessible.

Congestion and impact on road network

The station's Transport Assessment considers the development's impact on the local road network and indicates that the station and new road layout will have no adverse impact on the local road network.

In addition, the design of the highway is required to meet Northumberland County Council standards. The new road bridge will be single carriageway and will allow for the diversion of the A1061 from just west of the junction with the B1523 to just east of Blagdon Drive. This new section of the A1061 will include accesses into the east and west station car parks and drop-off zones. We are currently working closely with neighbouring residents to develop the design of the access to the western car park. Access to Blagdon Drive on the eastern side will also be maintained.

The new section of the A1061 will be approximately 500m long and will be a direct replacement of the existing road. The detailed design of the highway is anticipated to be subject to a planning condition.

The project is working in collaboration with other highways projects in the area (e.g. Blyth Relief Road) to minimise negative impacts and understand design interfaces.

Station location

One of the project's priorities is to enable people to travel quickly between Ashington and Newcastle, helping encourage them to switch from car to rail. The proposed location of the station has been found as the most suitable, with consideration of detailed surveys and analysis including demand modelling, the position of rail line, connectivity for onward travel and the station's Transport Assessment. In particular, the stations at Newsham and Blyth Bebside are strategically positioned for access to Blyth.

The design of the station does not preclude future expansion.

Parking

The station's Transport Assessment considers anticipated demand and existing supply of local car parking spaces, and the size of the car park has been determined by demand forecasting, with an allowance for future anticipated demand.

Chase Meadows footbridge

Access for all users

We will be maintaining pedestrian access over the tracks through the footbridge, and its stepped design has been informed by discussions with the council's PRow officers. At the current level crossing there is no provision for people with mobility issues, and the project's principle has been to maintain the level of access the current crossing provides; therefore, this remains unchanged in the proposed design. The inclusion of ramp access would have significant negative impacts on the immediate environment, requiring further vegetation clearance and impacting the privacy of local properties.

Access to the existing bridleway (300/016) will be maintained, although it is likely this will need a minor diversion. Discussions with the council's PRow officers regarding changes to the bridleway are ongoing.

Safety and anti-social behaviour

The crossing is an existing PRow, and to maintain safe pedestrian access a new footbridge is required. The footbridge will be designed to Network Rail standards and it is not anticipated that replacing the crossing with a footbridge will increase the risk of trespass on the line.

While there are currently no plans to provide lighting, CCTV or surface changes to the footpath of the existing public right of way (PRow), we are aware of local concerns about anti-social behaviour. We will engage with the British Transport Police as part of developing our proposals.

Impact on residents (privacy and noise)

As part of aiming to minimise negative impacts on residents, privacy screens will be included in the relevant areas of the bridge to prevent neighbouring properties from being overlooked. The design of the scheme will also include some replacement planting, which will function as additional shielding to neighbouring properties.

The project has undertaken noise and vibration assessments to understand the possible impact on nearby residential properties and other sensitive receptors. Based on the outcomes of these assessments, additional mitigation will be included in the detailed design for the bridge, which is anticipated to be subject to a planning condition.

Level crossings

The detailed design of the level crossings is currently ongoing. Feedback in relation to these is being reviewed and will be considered as the design progresses.

Temporary sites

Preferred temporary works sites have yet to be agreed, and consideration of the feedback received in relation to them is currently ongoing and will inform a construction strategy.

Once the location of temporary works sites have been confirmed, all necessary conditions and permissions would need to be obtained from the relevant authority.



We Asked, You Said, We Did: Northumberland Line, New Hartley Curve to Holywell

We Asked

We asked for your feedback on our proposals for the Northumberland Line scheme, which will see the reintroduction of passenger services between Ashington and Newcastle. In particular, we asked for comments on proposals for new stations and bridges, changes to level crossings and the land we will need to use to build the scheme. In the New Hartley Curve to Holywell area, we sought feedback on proposals for Seaton Delaval station.

You Said

We received 1023 responses to the consultation, made up of 949 response forms and 74 emails and letters. 91% of respondents were fully, mostly or slightly supportive of the project.

We have analysed all the feedback received and have provided a summary of the main themes raised in relation to Seaton Delaval station and the level crossings and temporary sites between New Hartley Curve and Holywell.

Seaton Delaval station

We received 510 comments from 269 individuals directly relating to Seaton Delaval station. 27% were positive and 33% were neutral or suggestions.

Comments on Seaton Delaval station:

- noted that the proposals would help improve the economy by bringing more people to the area and providing more opportunities for local people;
- noted that re-use of the brownfield site is an excellent use of land with environmental and visual benefits;
- suggested promoting active travel by providing good connectivity with the local footpath and cycle networks;
- suggested that a single platform would inhibit future service expansion;
- suggested that too much car parking is being provided and that parking on residential streets may be impacted;
- suggested changes to the design of the car park to minimise its impact on local residents;
- queried the potential for increased flood risk to local properties; and
- raised concerns about the impacts on congestion on the local road network and suggested the need for a signalised junction with the A192.

Further details of the consultation feedback on Seaton Delaval station and how this was considered by the project can be found in the Statement of Community Engagement which was submitted alongside the planning application.

Level crossings

180 comments from 180 individuals were received on the level crossings between New Hartley Curve and Holywell, of which 16% were positive and 26% were neutral or provided suggestions.

Feedback on Mares Close level crossing:

- noted objection to its closure as it is used to access many walking routes and connects Seghill to Seaton Delaval; and
- made suggestions on how the crossing could remain open and be safely used by pedestrians and equestrians.

Feedback on Seghill level crossing:

- highlighted the existing dangers present at the crossing;
- suggested that safety improvements were required; and
- requested minimal disruption to local residents during construction.

Further general feedback on the level crossings in this section:

- gave suggestions for the detailed design of the level crossings;
- suggested that crossings should be accessible for all users and should be safe for equestrians and should provide access to bridleways;
- asked questions on how traffic would be impacted; and
- made suggestions that underpasses should be included.

Temporary sites

At the time of our consultation we presented a number of potential options for temporary sites needed to build the scheme. 74 comments from 74 individuals were received about the proposed temporary sites between New Hartley Curve and Holywell. 49% were positive and 34% were neutral or provided suggestions.

Comments on the New Hartley Curve to Holywell temporary sites:

- raised concerns about the noise impacts on neighbouring properties;
- raised concerns about loss of green space, making suggestions to improve the space and highlighting the need for reinstatement post-construction; and
- questioned how access to bridleways in the location of Mares Close level crossing would be retained.

We Did

We met with the design team and considered your feedback. Where possible we have incorporated this into the proposals and have outlined our response to key areas of concern below. Your feedback will continue to be considered as the detailed design progresses.

Future expansion

The demand modelling undertaken to support our proposals indicates that the current design (including proposed single platform) provides sufficient capacity for future

anticipated use. However, the design of the station does not preclude future expansion, should this be required in future.

Car park design and capacity

After reviewing all of feedback on the car parking at Seaton Delaval carefully we are updating our proposals for the station car park, aiming to address some of the concerns raised.

We are currently in the process of developing the revised plan, which will include changes to the position of vehicular and pedestrian access routes and to the layout of the car park. These changes will also require amendments to our proposed landscaping along the access route. We will share the revised plan in due course, prior to the submission of the planning application.

Flood risk

Details of the approach taken to mitigate flooding are included in the Flood Risk Assessment (including a Drainage Strategy) for the station.

To ensure that the proposed scheme will not increase the risk of flooding, a Sustainable Drainage System will serve the car park, access roads and station in accordance with local and national standards. This system has been designed to accommodate runoff from the site, which will mimic the existing situation, with any excess water continuing to flow south westwards and not towards local properties, meaning their risk of flooding will not increase as a result of the scheme.

Impact on the local road network

The station's Transport Assessment considers the development's impact on the local road network, and indicates that the station will result in a moderate increase in traffic in the vicinity of the station. However, this is offset by the benefits of the station on the regional road network, with an overall reduction in traffic anticipated.

The station's Transport Assessment has also considered how people will access the station and car park. Based on this assessment, a signal-controlled junction is proposed with the A192.

Level crossings

The detailed design of the level crossings is currently ongoing. Feedback in relation to these is being reviewed and will be considered as the design progresses.

Temporary sites

Preferred temporary works sites have yet to be agreed, and consideration of the feedback received in relation to them is currently ongoing and will inform a construction strategy. Once the location of temporary works sites have been confirmed, all necessary conditions and permissions would need to be obtained from the relevant authority.



We Asked You Said, We Did: Northumberland Line, Holywell Curve to Benton North Junction

We Asked

We asked for your feedback on our proposals for the Northumberland Line scheme, which will see the reintroduction of passenger services between Ashington and Newcastle. In particular, we asked for comments on proposals for new stations and bridges, changes to level crossings and the land we will need to use to build the scheme. In the Holywell Curve to Benton North Junction area, we sought feedback on proposals for Northumberland Park station.

You Said

We received 1023 responses to the consultation, made up of 949 response forms and 74 emails and letters. 91% of respondents were fully, mostly or slightly supportive of the project.

We have analysed all the feedback received and have provided a summary of the main themes raised in relation to Northumberland Park Station and the level crossings and temporary sites between Holywell Curve and Benton North Junction.

Northumberland Park station

We received 197 comments from 160 individuals directly relating to Northumberland Park station. 47% were positive and 37% were neutral or suggestions.

Comments on Northumberland Park station:

- where positive were generally supportive of the proposals, suggesting that the station improved connectivity by linking to the Metro and improved access to employment opportunities;
- suggested ways to improve active travel and accessibility by providing cycle storage, lifts and access;
- asked questions about the design of the station, including the provision of shelters and the location of the station;
- asked questions on linkages between the Metro, rail and bus services and noted that signage and wayfinding within the station would be important;
- suggested alternative station locations, including Palmersville; and
- raised concerns about increased noise during construction.

Further details of the consultation feedback on Northumberland Park Station and how this was considered by the project can be found in the Statement of Community Engagement which was submitted alongside the planning application.

Level crossings

64 comments from 64 individuals were received on the level crossings between Holywell Curve and Benton North Junction. 36% were positive and 49% were neutral or provided suggestions.

Feedback on level crossings:

- noted that the improvements to the Earsdon level crossing and closure of Benton square footpath crossing were welcomed;
- asked questions on planting, landscaping and noise mitigation;
- gave suggestions and raised concerns around the accessibility of the crossings;
- asked questions and raised concerns about the impacts on local residents during and after construction;
- asked questions and gave suggestions on the detailed design of the crossings;
- noted that closing Palmersville Dairy crossing would impact on local walking routes; and
- noted potential impacts on equestrians.

Temporary sites

At the time of our consultation we presented a number of potential options for temporary sites needed to build the scheme. 70 comments from 70 individuals were received about the proposed temporary sites between Holywell Curve and Benton North Junction. 54% were positive and 29% were neutral or provided suggestions.

Feedback on temporary sites:

- asked questions about the detailed design of the sites;
- noted potential impacts on local wildlife, including nesting birds;
- queried potential impacts on Public Rights of Way (ProW);
- raised concerns about the noise and visual impact of the proposed Northumberland Park locations; and
- asked questions about the impact on flood defence systems at the Northumberland Park locations.

We did

We met with the design team and considered your feedback. Where possible we have incorporated this into the proposals and have outlined our response to key areas of concern below. Your feedback will continue to be considered as the detailed design progresses.

Active travel

We understand the need for the stations to have good connections for people travelling by foot and bicycle, and have considered this as part of our design.

With regards to bicycle parking, there are existing facilities associated with the Metro station and local retail units. This provision was considered as part of the station's Transport Assessment, which indicated that it is sufficient for future anticipated cycle use and access. North Tyneside Council has also indicated that no further cycle parking is required.

Lifts are proposed at the station, and are designed to be large enough to accommodate a turnaround for all bicycles.

Station design

The station platform will include shelters and seating. The detailed design of the station is anticipated to be subject to a planning condition, and passenger facilities will be subject to Network Rail standards. As the detailed design progresses, we will share further information about the passenger facilities that will be on offer.

Good signage, wayfinding and connectivity

We are aware of the need to provide consistent and understandable wayfinding and signage both within and outside of the station site, including to help people interchange between the Northumberland Line and the Metro. Within the stations, this will be a detailed design consideration and we will take feedback received to date on board as we develop our designs. Site signage will also be agreed with the train operator and Nexus.

We also understand the need for the stations to have good connections for people travelling by public transport (as well as by foot, bicycle and car). We are currently in discussions with bus operators about how best to enhance and promote existing options. However, changes to bus services are outside the scope of the Northumberland Line scheme and the project is unable to directly influence service provision.

Alternative station locations, such as Palmersville

One of the project's priorities is to enable people to travel quickly between Ashington and Newcastle, helping encourage them to switch from car to rail. With this in mind, the number of stations and their locations have been chosen to carefully balance passenger demand and journey times. The proposed location of the station has been found as the most suitable, including through discussions with Nexus.

Noise during construction

Construction of the station will be controlled through a Construction Environment Management Plans (CEMP) and a Construction Transport Management Plan (CTMP), which are anticipated to be subject to a planning condition. These plans will set out how environmental impacts from construction (including noise, vibration, dust and traffic) will be controlled and monitored. They will also set out how impacts on neighbours will be reduced, including how information about the works will be communicated.

Whilst construction is taking place contractors will keep neighbours and local businesses informed about planned working arrangements so they are aware of and can plan for any disruption. When essential construction works need to take place at night and at weekends, nearby residents and businesses will be advised in advance. Every effort will be made to ensure that impacts on residents and businesses are kept as low as possible, both during daytime working and in the event that essential work needs to take place at night.

Level crossings

The detailed design of the level crossings is currently ongoing. Feedback in relation to these is being reviewed and will be considered as the design progresses.

Temporary sites

Preferred temporary works sites have yet to be agreed, and consideration of the feedback received in relation to them is currently ongoing and will inform a construction strategy. Once the location of temporary works sites have been confirmed, all necessary conditions and permissions would need to be obtained from the relevant authority.

Appendix D Correspondence with statutory stakeholders (exc. landowners)

D1 E-mail issued prior to launch of public consultation 16 November 2020.

SUBJECT: Public consultation on proposals for the Northumberland Line

Dear stakeholder [add name if bespoke],

I am emailing to let you know that we have just launched a public consultation on proposals for the Northumberland Line, an exciting project to bring passenger trains back into service between Ashington and Newcastle by 2023. The proposals we are consulting on include six new stations at Ashington, Bedlington, Blyth, Bebside, Newsham, Seaton Delaval and Northumberland Park, as well as new bridges, changes to level crossings and the temporary use of land to help build the scheme.

You can find out more about our proposals by visiting our consultation webpage at www.nland.uk/line, and I have attached our consultation booklet, which summarises the scheme. If you have any questions, please do not hesitate to get in touch by responding to this email, calling the council's contact centre on 0345 600 6400 or using our Type talk number 018001 0345 600 6400. You can also contact us through these channels if you would like to request any of the consultation materials in hard copy or an alternative format, such as Large Print, Braille, Audio or in another language.

*The deadline for feedback is **14 December 2020**. Feedback can be submitted in a number of ways:*

- *Completing the response form online: www.nland.uk/line*
- *Emailing the response form or comments to: rail@northumberland.gov.uk*
- *Posting a printed copy of the response form to: Freepost NORTHUMBERLAND LINE*

All feedback from the consultation will be used to review the Northumberland Line proposals and inform a number of planning applications that will be submitted early in 2021.

Please do share details of this consultation with anyone you think might be interested. In case helpful, I have also attached a simple poster promoting the consultation.

Many thanks and best regards,

D2 E-mail where hard copies posted of relevant plans, issued prior to launch of public consultation
16 November 2020

SUBJECT: Public consultation on proposals for the Northumberland Line

Dear stakeholder,

I am emailing to let you know that we have just launched a public consultation on proposals for the Northumberland Line, an exciting project to bring passenger trains back into service between Ashington and Newcastle by 2023. The proposals we are consulting on include six new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park, as well as new bridges, changes to level crossings and the temporary use of land to help build the scheme.

You can find out more about our proposals by visiting our consultation webpage at www.nland.uk/line, and I have attached our consultation booklet, which summarises the scheme. If you have any questions, please do not hesitate to get in touch by responding to this email, calling the council's contact centre on 0345 600 6400 or using our Type talk number 018001 0345 600 6400. You can also contact us through these channels if you would like to request any of the consultation materials in hard copy or an alternative format, such as Large Print, Braille, Audio or in another language.

As a statutory consultee on the scheme, we have also posted hard copies of the scheme red line boundaries, proposed changes to Public Rights of Way and proposed haul roads and works compounds to your office address. These files are too big to send digitally via email, but please get in touch if you would like them provided in another way.

*The deadline for feedback is **14 December 2020**. Feedback can be submitted in a number of ways:*

- Completing the response form online: www.nland.uk/line*
- Emailing the response form or comments to: rail@northumberland.gov.uk*
- Posting a printed copy of the response form to: Freepost NORTHUMBERLAND LINE*

All feedback from the consultation will be used to review the Northumberland Line proposals and inform a number of planning applications that will be submitted early in 2021.

Please do share details of this consultation with anyone you think might be interested. In case helpful, I have also attached a simple poster promoting the consultation.

Many thanks and best regards,

D3 Cover letter accompanying plan documents



Our ref: NOR/008/001
Enquiries to: Consultation Team
Email: infoenquiries@ncc.gov.uk
Date: 09 November 2020

Dear Sir/Madam

Subject: Northumberland Line Project, Public Consultation

Northumberland County Council ("NCC") are writing to you in order to consult you on proposals for the Northumberland Line Project ("Proposed Scheme").

Scheme Background

The Proposed Scheme is seeking to improve connectivity and accessibility in South East Northumberland by bringing rail passenger trains back into service between Ashington and Newcastle.

It is a key priority of both NCC and North Tyneside Council and is supported by a number of key project partners, including the Department for Transport (DfT), Network Rail, Transport for the North (TFN) and Nexus. The project aims to stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions.

By improving transport links through the area, the scheme will:

- Improve access from towns such as Ashington and Blyth to employment hubs like Newcastle, as well as opening up new opportunities for education and travel;
- Provide a real incentive for potential employers to relocate to and invest in the area;
- Provide vital infrastructure to help deliver the region's aspirations for population and economic growth;
- Help to attract visitors and improve local tourism;
- Enhance connectivity within and beyond the region;
- Help to reduce congestion and improve air quality on key corridors by moving people away from car travel and onto public transport; and
- Support the delivery of significant growth in sectors such as renewable energy, offshore oil and gas, engineering.

The project will provide six new stations at Ashington, Blyth Bebside, Bedlington, Newsham, Seaton Delaval and Northumberland Park. The station at Northumberland Park will be adjacent to



the existing Metro station and the journey time between Ashington and Newcastle on the new line will be around 35 minutes.

Stakeholder Consultation

NCC will be consulting on the Proposed Scheme between 16 November and 14 December. We are asking people for feedback on a number of key scheme elements, including the six new stations, new footbridges and a potential underpass, changes to level crossings and the land we will need to use to build the scheme.

As part of this consultation, NCC is particularly seeking to engage with relevant landowners to secure by voluntary agreement the land and rights required to build the Proposed Scheme. However, given that it may not be possible to secure all land and rights required by negotiation, NCC intend to submit an application for an order under the Transport and Works Act Order 1992 (TWO) to provide the following:

- Acquisition of land and rights;
- Temporary possession of land;
- Provision for payment of compensation;
- Closure of level crossings;
- Extinguishment of private rights; and
- Creation/diversion/extinguishment of rights of way.

NCC expects to apply to the Secretary of State for Transport for this TWO in February/March 2021.

Give us your views

We are writing to you now because you are a statutory consultee under the Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006 and we would like to receive your feedback on our Proposed Scheme. As a statutory consultee, you will receive a formal notice of the application in due course.

NCC will review all comments received during the consultation period relating to the proposals. Your feedback can influence the final proposals before NCC makes its application to the Secretary of State, so we would encourage you to take part and submit your comments. Please give us as much detail as you can. If there are things you think we should do, let us know why.

Information on the Proposed Scheme including the consultation booklet and response form for your feedback are available by visiting <https://nland.uk/line> on or prior to the 14 December 2020.



We have also attached hard copy plans for your reference showing the proposed impact on the various Public Rights of Way and the temporary construction compounds/haul roads that fall within your jurisdiction.

We would like to thank you in advance for your assistance in this matter and look forward to receiving your response as soon as possible.

Yours faithfully,

Stuart McNaughton
Strategic Transport Manager



Northumberland County Council

<https://nland.uk/line>



Northumberland County Council

<https://nland.uk/line>



Northumberland County Council

<https://nland.uk/line>



D4 Email to stakeholders missed in error from the first mailshot

We have recently been consulting on our proposals for the Northumberland Line, which seeks to bring passenger trains back into service between Ashington and Newcastle by 2023. The proposals focus on six new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park, as well as new bridges, changes to level crossings and the temporary use of land to help build the scheme. I have attached our consultation booklet, which summarises the scheme.

I am getting in touch to see if you would like to make representation formally. Although our public consultation is due to close on 14 December, we would welcome any comments from you between now and the Christmas holidays. If you have any questions, please do not hesitate to get in touch by responding to this email.

Kind regards

Relevant Schedule 6 parties to whom this correspondence was sent – 11/11/2020

- British Transport Police (BTP)
- Northumbria Police
- Tyne and Wear Fire and Rescue Service
- Northumberland Fire and Rescue Service

Appendix E Correspondence with landowners

E1 To landowners where land is required on a permanent basis



Our ref: XXXX
Enquiries to: Russell Mills
Email: russell.mills@slcproperty.co.uk
Tel direct: 07384 832058
Date: 12 October 2020

Dear Sir/Madam

Subject: Northumberland Line Project, Public Consultation – potential impacts on your land

Northumberland County Council ("NCC") is writing to inform you of the start of the public consultation on NCC's proposals for the Northumberland Line Project ("Proposed Scheme"). This consultation follows on from previous consultation in September and October 2019, which focused on raising awareness of the scheme and finding out more about what local people wanted from the service. NCC would now like to invite your views on the land requirements for the Proposed Scheme.

Scheme Background

The Proposed Scheme is seeking to improve connectivity and accessibility in South East Northumberland by bringing rail passenger trains back into service between Ashington and Newcastle.

The project aims to stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions.

By improving transport links through the area, the scheme will:

- Improve access from towns such as Ashington and Blyth to employment hubs like Newcastle, as well as opening up new opportunities for education and travel;
- Provide a real incentive for potential employers to relocate to and invest in the area;
- Provide vital infrastructure to help deliver the region's aspirations for population and economic growth;
- Help to attract visitors and improve local tourism;
- Enhance connectivity within and beyond the region;
- Help to reduce congestion and improve air quality on key corridors by moving people away from car travel and onto public transport; and
- Support the delivery of significant growth in sectors such as renewable energy, offshore oil and gas, engineering.

The project will provide six new stations at Ashington, Blyth Bebside, Bedlington, Newsham, Seaton Delaval and Northumberland Park. The station at Northumberland Park will be adjacent to the



existing Metro station and the journey time between Ashington and Newcastle on the new line will be around 30 minutes.

The Proposed Scheme and your land

In order to deliver the Proposed Scheme, NCC will need to secure additional land and rights to accommodate permanent and temporary works.

NCC considers that you may own, occupy or have another legal interest in land that could be affected by the Proposed Scheme, as indicatively shown on the enclosed plan(s). Based on NCC's current proposals for the Proposed Scheme, the relevant land in which you have an interest is required on a permanent basis – please see the relevant plan title which identifies the proposed use.

NCC is seeking to engage with all landowners potentially affected by the Proposed Scheme to secure the land required by agreement – this is very much NCC's preference. However, it is recognised that this may not be possible in all instances. To provide sufficient certainty that NCC can secure the necessary land interests and rights for the Proposed Scheme, NCC intends to submit an application in early 2021 to the Secretary of State for Transport for an 'order' under the Transport and Works Act 1992 (a TWAO). If made (confirmed) by the Secretary of State the TWAO would, amongst other things, provide powers to compulsorily acquire and temporarily occupy land required for the Proposed Scheme.

As set out above, NCC's preference is to enter into agreements with affected landowners and to only use compulsory powers contained a TWAO as a last resort. We would very much welcome the opportunity to discuss the Proposed Scheme further with you over the coming weeks. Please contact our property advisor Russell Mills on russell.mills@slcproperty.co.uk or 07384 832058 at your convenience to arrange this.

In addition, we would very much welcome your views on any element of the Proposed Scheme – please see below for information on how you can respond to the consultation.

Give us your views

You can provide your views on these proposals by visiting <https://nland.uk/line> on or prior to 14 December 2020.

NCC will review and take into account all comments received during the consultation period (including through our property advisor) relating to the Proposed Scheme. Your feedback can influence the proposals before they are finalised, so we would encourage you to take part and submit your comments. Please give us as much detail as you can. If there are things you think we should do, let us know why.



We would like to thank you in advance for your assistance in this matter and look forward to receiving your response as soon as possible.

Yours faithfully,



Stuart McNaughton
Strategic Transport Manager



Northumberland County Council
<https://nland.uk/line>





Northumberland County Council
<https://nland.uk/line>





Northumberland County Council
<https://nland.uk/line>



E2 Where land is required on both a permanent and temporary basis

<div data-bbox="336 255 582 351"><p>Northumberland County Council</p></div> <div data-bbox="492 359 728 438"><p>Our ref: XXXX Enquiries to: Russell Mills Email: russell.mills@nccproperty.co.uk Tel direct: 07384 832058 Date: 12 October 2020</p></div> <p>Dear Sir/Madam</p> <p>Subject: Northumberland Line Project, Public Consultation – potential impacts on your land</p> <p>Northumberland County Council ("NCC") is writing to inform you of the start of the public consultation on NCC's proposals for the Northumberland Line Project ("Proposed Scheme"). This consultation follows on from previous consultation in September and October 2019, which focused on raising awareness of the scheme and finding out more about what local people wanted from the service. NCC would now like to invite your views on the land requirements for the Proposed Scheme.</p> <p>Scheme Background</p> <p>The Proposed Scheme is seeking to improve connectivity and accessibility in South East Northumberland by bringing rail passenger trains back into service between Ashington and Newcastle.</p> <p>The project aims to stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions.</p> <p>By improving transport links through the area, the scheme will:</p> <ul style="list-style-type: none">• Improve access from towns such as Ashington and Blyth to employment hubs like Newcastle, as well as opening up new opportunities for education and travel;• Provide a real incentive for potential employers to relocate to and invest in the area;• Provide vital infrastructure to help deliver the region's aspirations for population and economic growth;• Help to attract visitors and improve local tourism;• Enhance connectivity within and beyond the region;• Help to reduce congestion and improve air quality on key corridors by moving people away from car travel and onto public transport; and• Support the delivery of significant growth in sectors such as renewable energy, offshore oil and gas, engineering. <p>The project will provide six new stations at Ashington, Blyth Bebside, Bedlington, Newsham, Seaton Delaval and Northumberland Park. The station at Northumberland Park will be adjacent to the</p> <div data-bbox="179 1037 739 1085"><div><p>Northumberland County Council</p><p>https://nland.uk/line</p></div><div></div></div>	<div data-bbox="985 255 1232 351"><p>Northumberland County Council</p></div> <p>existing Metro station and the journey time between Ashington and Newcastle on the new line will be around 30 minutes.</p> <p>The Proposed Scheme and your land</p> <p>In order to deliver the Proposed Scheme, NCC will need to secure additional land and rights to accommodate permanent and temporary works.</p> <p>NCC considers that you may own, occupy or have another legal interest in land that could be affected by the Proposed Scheme, as indicatively shown on the enclosed plan(s). Based on NCC's current proposals for the Proposed Scheme, land parcels in which you have an interest are required on a permanent and temporary basis (including the possible construction of a haul road or for crane oversailing) – please see the relevant plan title which identifies the proposed use.</p> <p>NCC is seeking to engage with all landowners potentially affected by the Proposed Scheme to secure the land required by agreement – this is very much NCC's preference. However, it is recognised that this may not be possible in all instances. To provide sufficient certainty that NCC can secure the necessary land interests and rights for the Proposed Scheme, NCC intends to submit an application in early 2021 to the Secretary of State for Transport for an 'order' under the Transport and Works Act 1992 (a TWAO). If made (confirmed) by the Secretary of State the TWAO would, amongst other things, provide powers to compulsorily acquire and temporarily occupy land required for the Proposed Scheme.</p> <p>As set out above, NCC's preference is to enter into agreements with affected landowners and to only use compulsory powers contained a TWAO as a last resort. We would very much welcome the opportunity to discuss the Proposed Scheme further with you over the coming weeks. Please contact our property advisor Russell Mills on russell.mills@nccproperty.co.uk or 07384 832058 at your convenience to arrange this.</p> <p>In addition, we would very much welcome your views on any element of the Proposed Scheme – please see below for information on how you can respond to the consultation.</p> <p>Give us your views</p> <p>You can provide your views on these proposals by visiting https://nland.uk/line on or prior to 14 December 2020.</p> <p>NCC will review and take into account all comments received during the consultation period (including through our property advisor) relating to the Proposed Scheme. Your feedback can influence the proposals before they are finalised, so we would encourage you to take part and submit</p> <div data-bbox="840 1037 1400 1085"><div><p>Northumberland County Council</p><p>https://nland.uk/line</p></div><div></div></div>	<div data-bbox="1635 255 1881 351"><p>Northumberland County Council</p></div> <p>your comments. Please give us as much detail as you can. If there are things you think we should do, let us know why.</p> <p>We would like to thank you in advance for your assistance in this matter and look forward to receiving your response as soon as possible.</p> <p>Yours faithfully,</p> <p></p> <p>Stuart McNaughton Strategic Transport Manager</p> <div data-bbox="1489 1037 2049 1085"><div><p>Northumberland County Council</p><p>https://nland.uk/line</p></div><div></div></div>
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E3 Where land is required on a temporary basis



Our ref: XXXX
Enquiries to: Russell Mills
Email: russell.mills@slcproperty.co.uk
Tel direct: 07384 832058
Date: 12 October 2020

Dear Sir/Madam

Subject: Northumberland Line Project, Public Consultation – potential impacts on your land

Northumberland County Council ("NCC") is writing to inform you of the start of the public consultation on NCC's proposals for the Northumberland Line Project ("Proposed Scheme"). This consultation follows on from previous consultation in September and October 2019, which focused on raising awareness of the scheme and finding out more about what local people wanted from the service. NCC would now like to invite your views on the land requirements for the Proposed Scheme.

Scheme Background

The Proposed Scheme is seeking to improve connectivity and accessibility in South East Northumberland by bringing rail passenger trains back into service between Ashington and Newcastle.

The project aims to stimulate and support economic growth, regeneration and community development in Northumberland and the surrounding regions.

By improving transport links through the area, the scheme will:

- Improve access from towns such as Ashington and Blyth to employment hubs like Newcastle, as well as opening up new opportunities for education and travel;
- Provide a real incentive for potential employers to relocate to and invest in the area;
- Provide vital infrastructure to help deliver the region's aspirations for population and economic growth;
- Help to attract visitors and improve local tourism;
- Enhance connectivity within and beyond the region;
- Help to reduce congestion and improve air quality on key corridors by moving people away from car travel and onto public transport; and
- Support the delivery of significant growth in sectors such as renewable energy, offshore oil and gas, engineering.

The project will provide six new stations at Ashington, Blyth Bebside, Bedlington, Newsham, Seaton Delaval and Northumberland Park. The station at Northumberland Park will be adjacent to the



Northumberland County Council

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existing Metro station and the journey time between Ashington and Newcastle on the new line will be around 30 minutes.

The Proposed Scheme and your land

In order to deliver the Proposed Scheme, NCC will need to secure additional land and rights to accommodate permanent and temporary works.

NCC considers that you may own, occupy or have another legal interest in land that could be affected by the Proposed Scheme, as indicatively shown on the enclosed plan(s). Based on NCC's current proposals for the Proposed Scheme, the relevant land in which you have an interest is required on a temporary basis (including the possible construction of a haul road or for crane oversailing) – please see the relevant plan title which identifies the proposed use.

NCC is seeking to engage with all landowners potentially affected by the Proposed Scheme to secure the land required by agreement – this is very much NCC's preference. However, it is recognised that this may not be possible in all instances. To provide sufficient certainty that NCC can secure the necessary land interests and rights for the Proposed Scheme, NCC intends to submit an application in early 2021 to the Secretary of State for Transport for an 'order' under the Transport and Works Act 1992 (a TWAO). If made (confirmed) by the Secretary of State the TWAO would, amongst other things, provide powers to compulsorily acquire and temporarily occupy land required for the Proposed Scheme.

As set out above, NCC's preference is to enter into agreements with affected landowners and to only use compulsory powers contained a TWAO as a last resort. We would very much welcome the opportunity to discuss the Proposed Scheme further with you over the coming weeks. Please contact our property advisor Russell Mills on russell.mills@slcproperty.co.uk or 07384 832058 at your convenience to arrange this.

In addition, we would very much welcome your views on any element of the Proposed Scheme – please see below for information on how you can respond to the consultation.

Give us your views

You can provide your views on these proposals by visiting <https://inland.uk/line> on or prior to 14 December 2020.

NCC will review and take into account all comments received during the consultation period (including through our property advisor) relating to the Proposed Scheme. Your feedback can influence the proposals before they are finalised, so we would encourage you to take part and submit



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your comments. Please give us as much detail as you can. If there are things you think we should do, let us know why.

We would like to thank you in advance for your assistance in this matter and look forward to receiving your response as soon as possible.

Yours faithfully,

Stuart McNaughton
Strategic Transport Manager



Northumberland County Council

<https://inland.uk/line>



Appendix F Schedule 5 and 6 parties consulted

Schedule 5 parties - those to be served with a copy of the application and documents

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
1.	Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.	The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs, the Secretary of State for Transport (marked “for the attention of the Maritime and Coastguard Agency”); and, for works— r adjacent to Wales, the National Assembly for Wales; r adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and r adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.	The Environment Agency The Secretary of State for Transport The Secretary of State for Environment, Food and Rural Affairs	The parties listed in column 4 were consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet prior to 16 November 2020.
2.	Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Environment Agency and any relevant operator.	The Environment Agency	As above.
3.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	The British Waterways Board, the Inland Waterways Amenity Advisory Council, the Inland Waterways Association, the National Association of Boat Owners and the Environment Agency.	The Environment Agency	As above.

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
4.	Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Any relevant operator, the Environment Agency, the Inland Waterways Association and the National Association of Boat Owners.	The Environment Agency	As above.
5.	Works causing or likely to cause an obstruction to the passage of fish in a river.	The Environment Agency and, for works— in England, the Secretary of State for Environment, Food and Rural Affairs; and in Wales, the National Assembly for Wales.	The Environment Agency The Secretary of State for Environment, Food and Rural Affairs	As above.
6.	Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.	The Environment Agency.	The Environment Agency	As above.
7.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	The relevant harbour authority and the relevant navigation authority (if different).	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
8.	Works affecting a site protected under the Protection of Wrecks Act 1973.	For works— in or adjacent to England, the Secretary of State for Culture, Media and Sport; and in or adjacent to Wales, the National Assembly for Wales.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
9.	Works affecting, or involving the stopping- up or diversion of, a street, or affecting a proposed highway.	The relevant highway authority or, where the street is not a highway maintainable at the public expense, the street managers.	Northumberland County Council	Sent consultation booklet by email prior to 16 November 2020.

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
			North Tyneside County Council	
10.	The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.	Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists' Touring Club; and for works— in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society; and in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough Northall and Dagnall,	Ashington Town Council Blyth Town Council Choppington Parish Council East Bedlington Parish Council Seaton Valley Parish Council Auto-Cycle Union Ltd British Horse Society The Byways and Bridleways Trust The Open Spaces Society The Ramblers Association The British Driving Society The Cyclists' Touring Club	The parties listed in column 4 were sent the consultation booklet by email prior to 16 November 2020, with scheme red line boundaries, proposed changes to Public Rights of Way and proposed haul roads and works compounds following in the post prior to 16 November 2020.

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
		Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippolitts, Kings Walden, Langley, Lilley, Offley, Pirton, Preston and St Paul's Walden, the Chiltern Society; and in the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and in Wales, the Welsh Trail Riders' Association.		
11.	The construction of a transport system involving the placing of equipment in or over a street.	The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
12.	Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant statutory undertaker.	Gas Transportation Company Engie ESP Utilities Last Mile National Grid Electricity Transmission PLC National Grid Gas PLC	Based on preliminary information gathered, these statutory undertakers, who were considered to potentially have apparatus in the vicinity of the Project, were contacted by email on 24 February 2021. The correspondence provided an outline of the Project, directed the recipients to the NCC website where a copy of the consultation booklet could be reviewed and invited comments on the Project and offered the opportunity to

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
			Northern Powergrid (Northeast) Limited	discuss potential impacts with SLC Property.
			Northern Gas Networks Limited	Engagement with these potentially affected statutory undertakers is on-going.
			Utility Assets	
			Linesearch	Certain other potentially affected statutory undertakers have been subsequently identified through the land referencing undertaken in respect of the Project. These have been contacted prior to the application where time has allowed. All identified statutory undertakers will be served notice of the application for the Order in accordance with the 2006 Rules.
			Northumbrian Water Ltd	
			BT Openreach	
			CenturyLink	
			City Fibre Asset Office	
			Colt Technology Services	
			KPN	
			Mobile Broadband Network Limited (MBNL)	
			SKY Telecommunications Services Ltd	
			SOTA	

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
			SSE Telecommunications Limited SSE Telecoms Fibre and Records Team Telent Verizon UK Ltd Verizon Outside Plant Infrastructure Dept Virgin Media Vodafone Plant Enquiries Team (Vodafone)	
13.	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	The Coal Authority	Sent consultation booklet by email prior to 16 November 2020.
14.	Works affecting: building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990(3); an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979(4); or any archaeological site.	(i), (ii) and (iii). For works— in or adjacent to England, the Historic Buildings and Monuments Commission for England; and in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	Historic England	Historic England was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.
15.	Works affecting:	(i) and (ii). For works—	Historic England	As above

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
	a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	in England, the Historic Buildings and Monuments Commission for England; and in Wales, the National Assembly for Wales.		
16.	Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953.	For works— in England, the Historic Buildings and Monuments Commission for England; and in Wales, the National Assembly for Wales.	Historic England	As above
17.	Works affecting: a site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981(6); an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.	(ii) and (iii). For works— in or adjacent to England, English Nature; and in or adjacent to Wales, the Countryside Council for Wales.	Natural England	Natural England was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.
18.	Works affecting a National Park or an Area of Outstanding Natural Beauty.	For works— in England, the Countryside Agency; and	Natural England	As above.

(1)	(2)	(3)	(4)	(5)
Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):	
	in Wales, the Countryside Council for Wales.			
19.	Works which are either: within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	The Secretary of State for Culture, Media and Sport.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
20.	Works which are within 250 metres of land which: is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste ; or has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.	The Environment Agency.	The Environment Agency	The Environment Agency was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.
21.	The carrying-out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990.	The hazardous substances authority as defined in that Act and the Health and Safety Executive.	Health and Safety Executive	The Health and Safety Executive was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.
22.	Works not in accordance with a development plan and which either— involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or	(i) and (ii). For works— in England, the Secretary of State for Environment, Food and Rural Affairs; and	The Secretary of State for Environment, Food and Rural Affairs	The Secretary of State was consulted on a precautionary, good practice basis. The Order does not seek authority for the

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
	taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.	in Wales, the National Assembly for Wales.		relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.
23.	(i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway.	The Rail Passengers' Council or the London Transport Users' Committee as the case may require.	Transport Focus	Sent consultation booklet by email prior to 16 November 2020.
24.	Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.	Her Majesty's Railway Inspectorate.	Office of Road and Rail	Sent consultation booklet by email prior to 16 November 2020.
25.	Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	The Office of Rail Regulation.	Office of Road and Rail	Sent consultation booklet by email prior to 16 November 2020.
26.	The right for a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters listed in column 2.
27.	Works affecting land in which there is a Crown interest.	The appropriate authority for the land, within the meaning of section 25(3).	Not applicable	Not consulted - the Order does not seek authority for the relevant matters listed in column 2.
28.	Works to be carried out in Greater London.	The Mayor of London.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters listed in column 2.

Schedule 6 parties - those to be served with notice of the application.

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
1.	Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).	For works— (a) in or adjacent to England, English Nature; and (b) in or adjacent to Wales, the Countryside Council for Wales.	Natural England	Natural England was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.
2.	Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a) in England, English Nature; and (b) in Wales, the Countryside Council for Wales.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters listed in column 2.
3.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected	Natural England	Natural England was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
		falls within category 17 of Schedule 5 to these Rules) for works— (a)in England, English Nature; and (b)in Wales, the Countryside Council for Wales.		
4.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964	The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
5.	Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.	The Environment Agency.	Environment Agency	The Environment Agency was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.
6.	Works likely to affect the volume or character of traffic entering or leaving— (i)a special road or trunk road; (ii)any other classified road.	6. For works— (a)in England, the Secretary of State for Transport (marked “for the attention of the Highways Agency”); and (b)in Wales, the National Assembly for Wales. (ii)The relevant highway authority.	Highways England Northumberland County Council North Tyneside County Council	Sent consultation booklet by email prior to 16 November 2020.
7.	The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	Owners and occupiers of all buildings which have a frontage on, or a private means of access	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
		which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).		
8.	Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976.	The Theatres Trust.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
9.	The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
10.	The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981).	The Church Commissioners.	The Church Commissioners	The Church Commissioners were consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2. Sent consultation booklet by email prior to 16 November 2020.
11.	Works in Greater London or a metropolitan county.	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004(5) and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	British Transport Police Northumbria Police Northumberland Fire and Rescue Service	Sent consultation booklet by email on 11 December 2020.

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
			Tyne and Wear Fire and Rescue Service	
12.	The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land.	Not applicable	Powers in the Order to monitor, survey or investigate land are limited to land within the Order limits as defined. Owners and occupiers of this land are listed in the Book of Reference accompanying this application.
13.	Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected.	Royal Mail Group	Sent consultation booklet by email prior to 16 November 2020.
14.	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946(7) or under Part 2 of the Coal Industry Act 1994	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
15.	Works for which an environmental impact assessment is required.	For works— (a) in England, the Commission for Architecture and the Built Environment; and (b) in Wales, the Design Commission for Wales.	Not applicable	Not consulted - the Order does not seek authority for the relevant matters.
16.	The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory	Not applicable	At the time of the consultation exercise, it was considered that the works authorized by the Order would not be likely to give rise to any entitlement to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965. Any subsequently identified

(1)	(2)	(3)	(4)	(5)
	Authority sought for:	Parties to be consulted:	Recipients of consultation materials:	How consulted (or if not consulted, why not):
		Purchase Act 1965(9) if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.		persons likely to have an entitlement to make a claim will be served notice of the application for the Order in accordance with the 2006 Rules.

