

# Northumberland Line

Public consultation booklet



Autumn 2020

# Foreword



I'm delighted that the re-introduction of direct passenger trains between south-east Northumberland and the centre of Newcastle in the next three years is nearer than ever. It's been a long-held ambition of this council to get trains running again on the Northumberland Line and over recent years we've made a great deal of progress. There's ever more confidence our long-term aspirations are going to become reality – bringing social and economic benefits to residents, commuters, visitors and businesses both in Northumberland and the wider region.

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. Key to this ambitious scheme is involvement from stakeholders, including residents and businesses, both along the route of the line and further afield.

This booklet shows how our proposals have developed since they were last shared with the public in late 2019. We really want you to be part of this journey and would appreciate your feedback - either on specific elements or the scheme as a whole. I hope you can spare a little time to read about the plans and give us your feedback on this major project.

Glen Sanderson



Leader of Northumberland County Council

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# Introduction



## What is the Northumberland Line?

The Northumberland Line will bring passenger trains back into service between Ashington and Newcastle. It is a priority of both Northumberland County Council 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), Nexus and Northern Rail.

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, 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 project will provide six new stations at Ashington, Blyth Bebside, Bedlington, Newsham, Seaton Delaval and Northumberland Park, with journeys between Newcastle and Ashington taking about 35 minutes with no need to change trains. The station at Northumberland Park will be adjacent to the existing Tyne and Wear Metro station, bringing further opportunities for interchange and travel to other destinations. We are exploring options for integrated ticketing between the two services.

At Newcastle station, it is anticipated that Northumberland Line trains will run into platform one, with easy access to the city centre, Tyne and Wear Metro and national rail connections.

The freight trains that currently use the railway will still be able to do so, helping support the economic aspirations of both Lynemouth Power Station and the Port of Blyth.

A decision on who will run the trains on the Northumberland Line is expected by the end of 2020. The train service is likely to be operated by trains made up of two, three or four coaches.

The line is currently anticipated to open to passengers in **winter 2023**.



## 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. Congestion and long journey times have contributed to the economic decline of the area, with people moving to live and work in other regions.

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.

Northumberland County Council last consulted on proposals for the Northumberland Line in September and October 2019. That consultation focused on raising awareness of the scheme and finding out more about what local people wanted from the service. Back then, we were also proposing delivering the project in two phases, with some stations opening before others. We are now proposing a single-phase delivery, which will see all stations on the route open at the same time.

### Headline results from the 2019 consultation

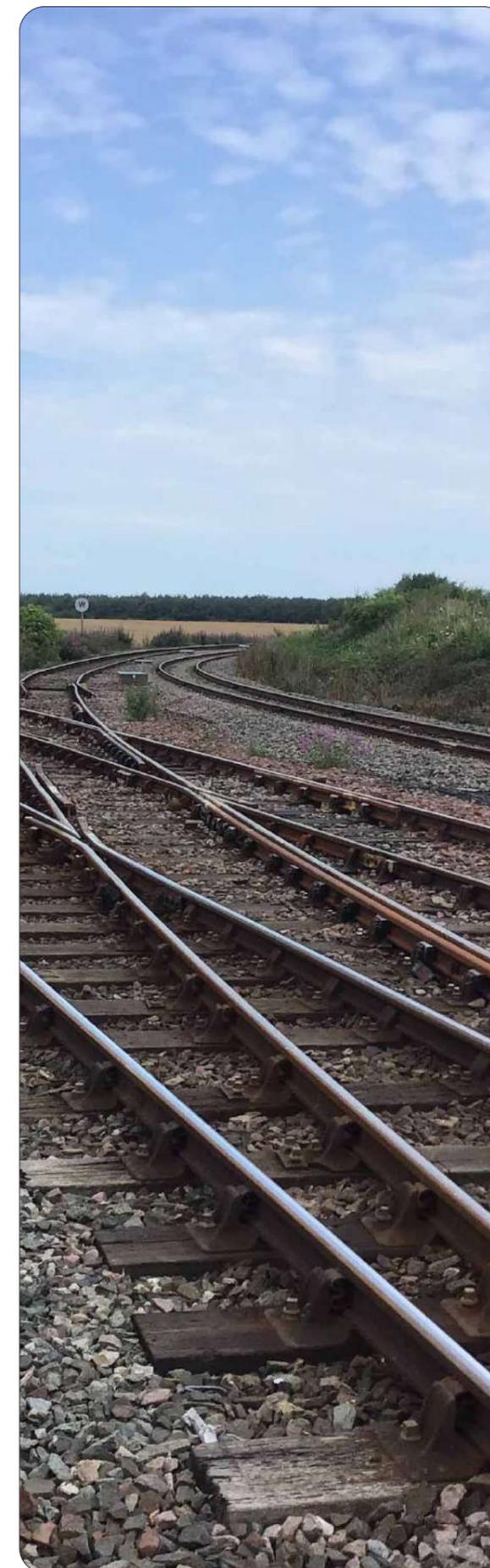
**Over 900** respondents

**96 %** supported the scheme

**89%** would use the service

**1/3** would use the service more than 3 times/week

 &  Appealing for both leisure & employment



## What are we consulting on and why?

This booklet explains the various elements of the Northumberland Line scheme, including the six new stations, new footbridges and a potential underpass, changes to level crossings and the land required to build it. It shows how our proposals have developed since they were last shared in late 2019.

We are asking for your feedback on a number of key scheme elements, which will be signposted throughout this booklet. Ways to respond are explained on page 88 of this booklet. You can comment on those elements most relevant to you, or on the scheme as a whole. We will use your feedback to inform the further development of the scheme.

### How to have your say

You can respond to this consultation using our response form, which is available online at [www.nland.uk/line](http://www.nland.uk/line), with hard copies available on request.

Full details of how to provide comments are given on page 88 of this booklet.

## How do I find out what is happening in my area?

This booklet provides details of our proposals to enable you to provide feedback and comments.

For the purposes of this consultation, the line has been divided into six geographical sections, moving north to south. Page references for proposals in each section are given below and on the map overleaf.

**Ashington to North Seaton Viaduct, including Ashington station:** pages [14-25](#).

**North Seaton Viaduct to Bedlington Viaduct, including Bedlington station:** pages [26-35](#).

**Bedlington Viaduct to Blyth Bebside, including Bebside station:** pages [36-45](#).

**Chase Meadows, Newsham and New Hartley Curve, including Newsham station:** pages [46-59](#).

**New Hartley Curve to Holywell, including Seaton Delaval station:** pages [60-69](#).

**Holywell to Benton North Junction, including Northumberland Park station:** pages [70-79](#).

The consultation will close on **14 December 2020 at 11.59pm.**

## What permissions and authorisations do we need?

The table below sets out the permissions and authorisations that are needed to construct and operate different parts of the scheme. It also includes information about how the comments received through this consultation will inform its future development.

The scheme also includes some works that, because of their nature and location, do not require any permissions or authorisations. This includes changes to the existing track, laying of new track, upgrading signals and replacing equipment within the railway corridor.

Permission/authorisation needed	Needed for	How your feedback will inform this?
<b>Planning permissions</b>	Applications for planning permissions will be made to Northumberland County Council and North Tyneside Council for some of the construction and engineering works, including the new stations. As the scheme develops, further permissions (e.g. for construction access roads) may need further planning permissions.	Your feedback on these proposals will shape the design and be summarised in a Statement of Community Engagement, which will form part of the planning applications.
<b>Transport and Works Act Order</b>	An application will be made to the Secretary of State for an order under the Transport and Works Act 1992. The order (if made) would authorise: <ul style="list-style-type: none"> <li>• compulsory acquisition of land and rights (should it not be possible for these to be acquired voluntarily);</li> <li>• temporary use of land for construction works;</li> <li>• closure of level and other crossings over the railway line; and</li> <li>• diversion and closure of public rights of way.</li> </ul>	Where private land or rights are needed for the scheme, either permanently or temporarily, negotiations and consultation will take place with those directly affected by those requirements. Where these proposals have a wider impact (e.g. closure of level crossings), they are included in this booklet so everyone has an opportunity to comment.
<b>Level crossing orders</b>	Applications for orders made under the Level Crossings Act 1983 will be made to the Office of Road and Rail. The orders will specify the new operating arrangements at level crossings.	Many of the proposed changes to level crossings are required to ensure they can be used safely, but any feedback given on level crossings will be considered as part of the design process.

Figure 1: Permissions and authorisations needed to build the scheme

# Scheme overview



## The route

The route of the Northumberland Line is shown below, along with page references to where you can find more information about our proposals in this booklet. The following page outlines what you can expect from each of the stations, with further information about the specific facilities and connections at each station site.

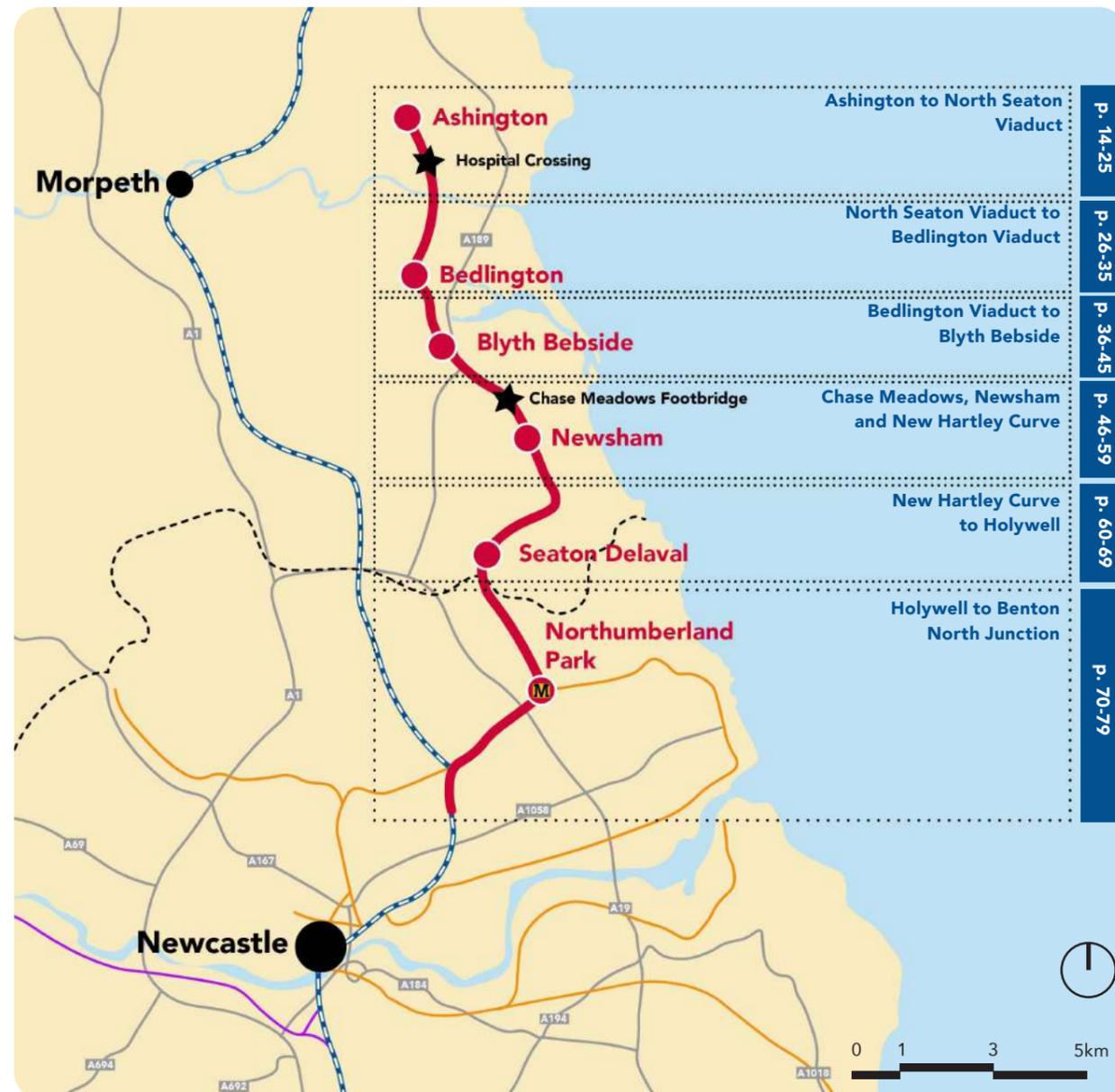
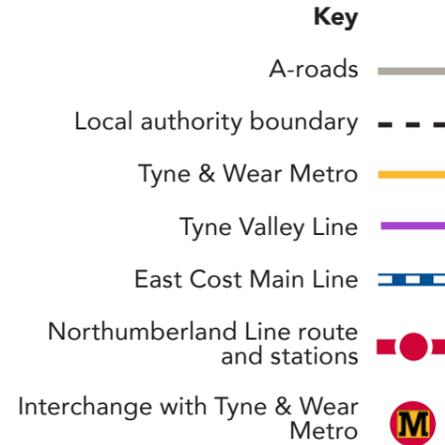


Figure 2: Overview map

## The stations

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. However, the project does not prevent the future development of additional stations at other locations and extensions to the line.

All the stops on the Northumberland Line will have facilities to help ensure safe and easy journeys.

They will also be fully accessible to people with reduced mobility and other access requirements.

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

Noise levels from the stations, including service and safety announcements, will be controlled to minimise potential disturbance to nearby residents and businesses.

### Facilities at all stations



Ticket machines



Seating and shelters



Audio frequency induction loops



Car parking



CCTV cameras



Bike parking



Real time information boards



Lighting



Figure 3: An example of what real time information boards could look like

Ashington to North  
Seaton Viaduct

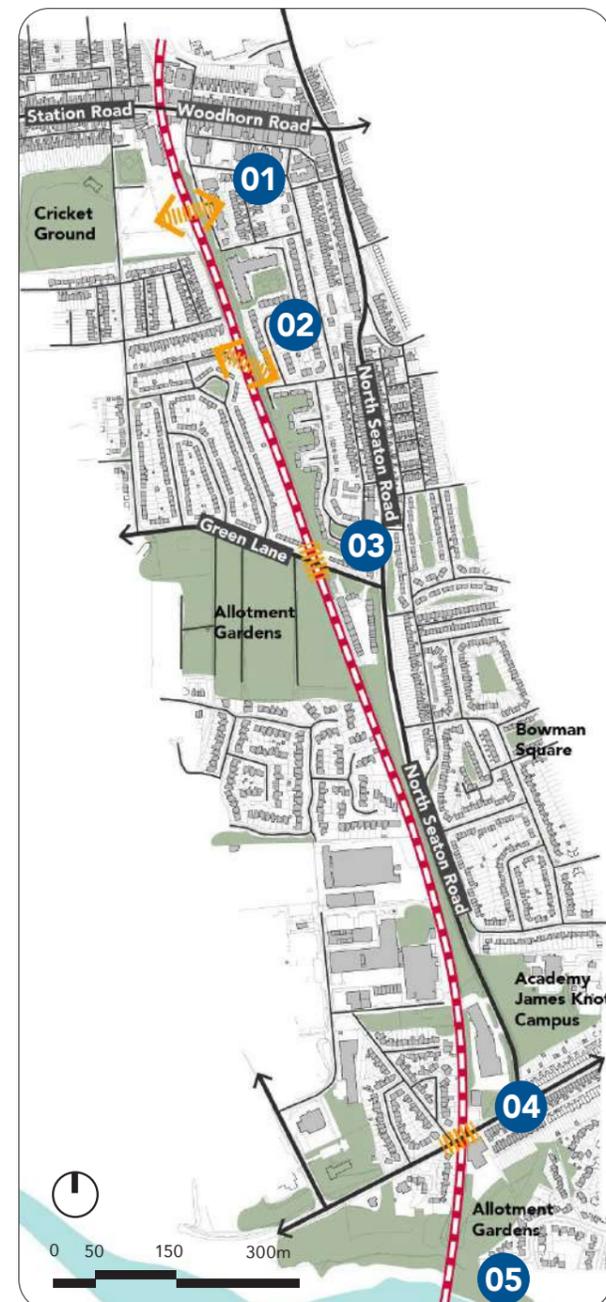


## Ashington to North Seaton Viaduct

Between Ashington and North Seaton Viaduct, there will be:

- a new train station at Ashington;
- changes at three level crossings; and
- sites that may need to be temporarily used for construction of the station and other engineering works.

The key changes and some local landmarks are shown in the map below and are explained in more detail over the following pages. In addition to these changes, engineering works will take place along the railway.



### Key

Key features

Northumberland Line route

Green space

Roads

01 New single platform station and car parking. Potential for a new footbridge over the railway line. For more information, see page 22

02 Potential closure of Hospital level crossing. If closed, the crossing will either be replaced with an underpass here or a footbridge at the new Ashington station. For more information, see page 22

03 Green Lane level crossing upgraded to a full barrier crossing. For more information see page 23

04 Equipment and boundary fencing at North Seaton level crossing replaced and upgraded. This work may involve some weekend closures of the level crossing and the road while the new equipment is commissioned

05 North Seaton Railway Viaduct (no works proposed)

Figure 4: Works proposed between Ashington and North Seaton Viaduct

## Ashington station

Ashington station will be the northern end of the Northumberland Line. The track layout at the station has been carefully designed so that the route can be extended further north in the future, to locations such as Newbiggin and Woodhorn, though any such extension would be part of a separate scheme.

The station will have a single platform on the west side of the line, located on part of the existing car park, as well as all the facilities described on page 13 of this booklet.

The existing car park will be extended, and will include Blue Badge spaces and Electric Vehicle (EV) charging bays. The number of car parking spaces available when the station is complete will be more than those available in the current Kenilworth Road car park. Pedestrian and vehicle access into the car park will be from Kenilworth Road and will be designed to maintain delivery access to Wansbeck Square shopping centre and access to the rear of Station Road properties.

The station and car park will include tree planting and wildlife friendly landscaping, focused on the areas around the extended car park.

It is likely that Hospital level crossing will need to be replaced as part of the Northumberland Line scheme. This is because of the increased number of trains using the line and the fact that the current crossing is heavily used by schoolchildren. We are currently considering options for its replacement, including a footbridge at the station and an underpass close to the site of the existing crossing, which are described in more detail on the following pages.

## Effects of the proposals

The new station at Ashington will be well connected to Ashington centre and will allow people living in Ashington to easily travel into neighbouring towns, Newcastle and further afield using public transport. The journey time from Ashington to central Newcastle will be around 35 minutes, which will be significantly faster than the peak hour journey time by car and bus.

Our proposals also complement wider regeneration plans for Ashington town centre, which include a multi-screen cinema and restaurant complex at Portland Park and new homes. Northumberland County Council is separately exploring proposals for improvements to Wansbeck Square, adjacent to the new station. This has potential implications for the design of the station and, as a result, the proposals set out here might change to maximise any opportunities presented by that scheme.

Some existing trees and green space will have to be removed to construct the station and car park. This will be compensated for by new planting provided in alternative locations.

As land in private ownership will be needed to build the station car park, negotiations with landowners are ongoing and may inform further development of the design. We will seek to reduce the extent of additional land required as far as possible.

**An indicative plan showing our proposals for Ashington station and car park is shown on the following page.**



Figure 5: Proposed layout for Ashington station



Figure 6: Freight train going through Ashington

## Construction

Our construction strategy is still being formulated, and dates and durations for the construction of Ashington station are still to be confirmed. Information about how construction will be managed to minimise disturbance to local residents and businesses is included on page [83](#) of this booklet.

Our current plans include construction traffic accessing the station site from the north using Station Road and Kenilworth Road, which will require some temporary changes to the one-way system, temporary diversions and other changes to the local highways and footways. There will be significant disruption to the availability of parking spaces during construction of the station, with current users of the car park required to use alternative car parking, which is available in Ashington town centre. More information about alternative parking will be shared prior to construction beginning.

### We want to hear your views

We are seeking your views on our proposals for Ashington station, including any ways in which you feel they could be improved. You can share your comments by answering the dedicated question on our response form.

Your feedback will be used to review the current proposals and inform the detailed designs. You will have a further opportunity to comment on the planning application for Ashington station when it is submitted to the Local Planning Authority.



## Hospital level crossing

Hospital level crossing provides access for pedestrians over the line between Chillingham Crescent and Roseneath Court. Currently users 'look out' for an approaching train and judge whether it is safe to cross, and the crossing is well used by school children. As the Northumberland Line project will mean more trains and faster speeds, the crossing will need to be upgraded or closed as a result of the scheme.

Surveys and assessments are ongoing to determine the most appropriate solution for Hospital level crossing. If the crossing cannot be operated safely, then two options are currently being considered: an underpass provided near to the site of the current crossing, or a footbridge at the new Ashington station.

Land in private ownership will be needed for both options, and therefore negotiations with landowners may inform further development of the designs. We will seek to reduce the extent of additional land required as far as possible.

If required, either option will be subject to a separate planning application, which would be submitted to the Local Planning Authority in spring 2021.

## Station footbridge

A new footbridge at Ashington station would provide a route between the station car park and John Street, crossing over the railway line. This bridge would have lifts on the station side of the line and ramps and steps on John Street. An indicative location is given for the footbridge on page 18. If found to be necessary, screening panels would be installed on the bridge structure to avoid residential properties on John Street being overlooked by users of the bridge.

## Underpass

A new underpass would be located close to the site of the existing level crossing. Surveys and assessments are being undertaken to inform the detailed design of this potential underpass. Another key consideration for the detailed design will be how to help ensure it is a safe and pleasant route for all users.

The land needed to construct the underpass includes the existing public path between Chillingham Crescent and Darnley Road, which would be replaced by the underpass.

### We want to hear your views

We are seeking your views on our options for Hospital level crossing. You can share your comments by answering the dedicated question on our response form.

Your feedback will be used to select an option and inform detailed designs.

## Green Lane level crossing

Green Lane level crossing enables pedestrians and vehicles to cross the railway line. The crossing will be upgraded as part of the Northumberland Line project, with changes to the barriers, equipment and fencing.

In particular, the crossing will be upgraded to have full barriers across the road and paths. These barriers will work automatically and will be able to detect anyone trespassing into the crossing area when the barriers are down. The barriers will also be down for slightly longer than they are currently, to enable trains to stop at Ashington station. Each time the barriers come down, they will remain down for 2 to 3 minutes. New road markings and signs will be put in place.

### We want to hear your views

If you have any comments about the changes proposed at Green Lane level crossing, please respond to the relevant question on our response form and reference 'Green Lane level crossing' in your answer.

We will use your feedback will be used to review the current proposals for the crossing.



Figure 7: Example of the type of level crossing proposed for Green Lane

## How we will deliver

This section of the line contains seven potential sites which may be temporarily required for construction and engineering works. These sites and the ways they may be used are described on the following map. Sites with the same name followed by a letter represent alternative options, with only one of those sites being required for the construction purpose in question.

Feedback from this consultation will help determine which sites will be used. These sites may be used to store materials, machinery and equipment, and to provide welfare (e.g. toilets, kitchen) and parking for contractors.

It may be necessary to temporarily close some paths and bridleways to allow the sites to be used by our contractors. Where a public right of way or publicly used path will be temporarily impacted during the construction of the scheme, efforts will be made to provide temporary diversions. Where this is not possible or not considered necessary, the duration of any closures will be kept to a minimum.

### We want to hear your views

If you have any comments about the proposed temporary use of these sites, please respond to the relevant question on our response form and state the name of the site/s as given in this booklet.

Your feedback will be used to review the current proposals and inform our construction strategy. Once the proposals are more certain, further opportunity to provide comments will be given to those who may be affected by the use of the sites.

- | Key                            |   |
|--------------------------------|---|
| Northumberland Line route      |  |
| Potential temporary work sites |  |
| Green space                    |  |
| Roads                          |  |
- 
- |   |           |
|---|-----------|
| <b>Ashington station option A</b><br><b>Current use:</b> open storage site used by local business<br><b>Potential use:</b> construction site for engineering operations to the line and construction of Ashington station           | <b>01</b> |
| <b>Ashington station option B</b><br><b>Current use:</b> agricultural field<br><b>Potential use:</b> construction site for engineering operations to the line and construction of Ashington station                                 | <b>02</b> |
| <b>Ashington station option C</b><br><b>Current use:</b> established woodland<br><b>Potential use:</b> construction site for engineering operations to the line and construction of Ashington station                               | <b>03</b> |
| <b>Green Lane level crossing</b><br><b>Current use:</b> part existing railway land and part road verge/grassed area<br><b>Potential use:</b> construction site for works to Green Lane Level Crossing                               | <b>04</b> |
| <b>Ashington engineering option A</b><br><b>Current use:</b> car park within Jubilee Industrial Estate<br><b>Potential use:</b> construction site for engineering operations to the line  | <b>05</b> |
| <b>Ashington engineering option B</b><br><b>Current use:</b> incidental open space<br><b>Potential use:</b> construction site for engineering operations to the line  | <b>06</b> |
| <b>North Seaton level crossing</b><br><b>Current use:</b> existing Network Rail compound<br><b>Potential use:</b> temporary construction site for engineering operations to the line and minor works to North Seaton Level Crossing | <b>07</b> |

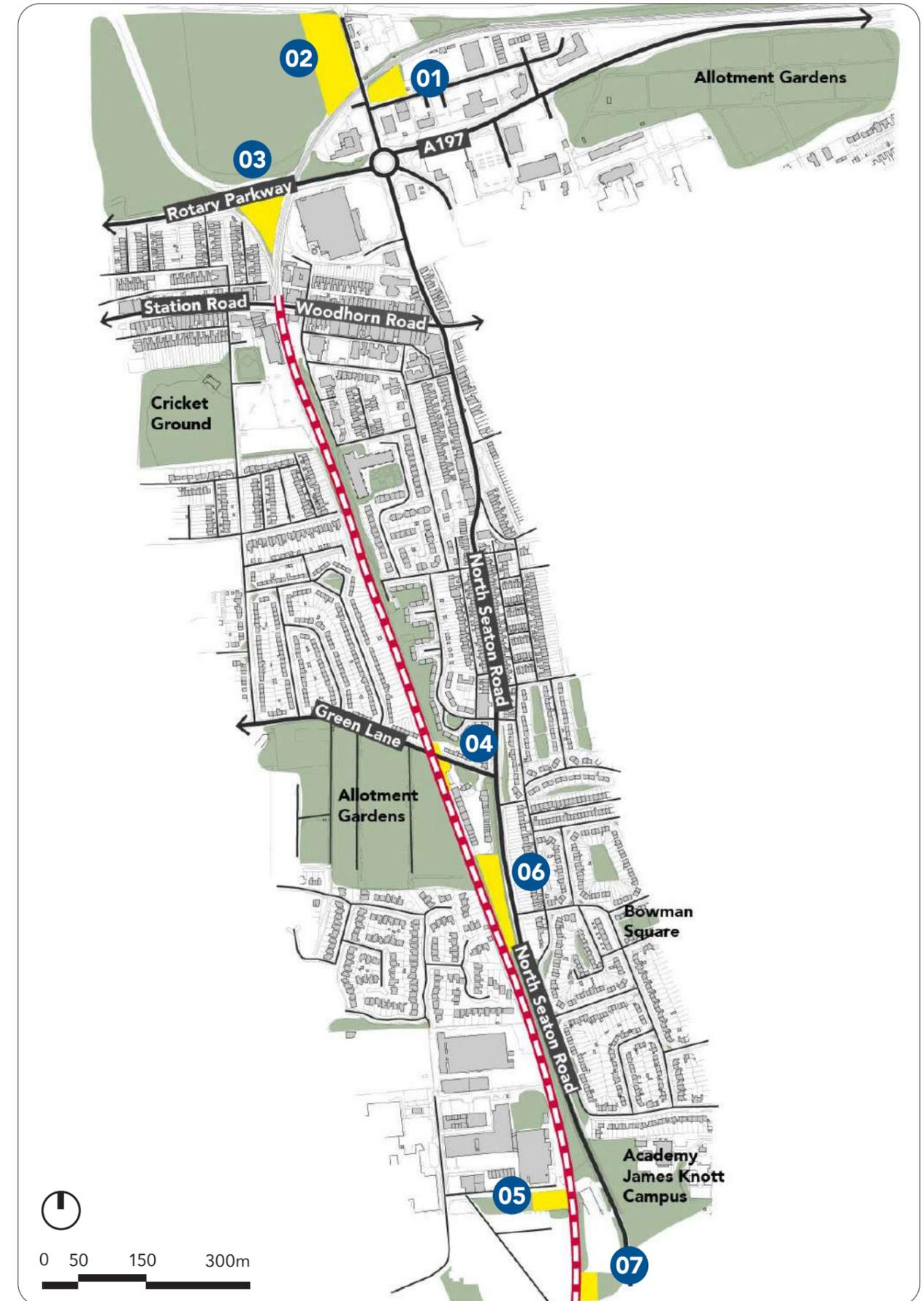
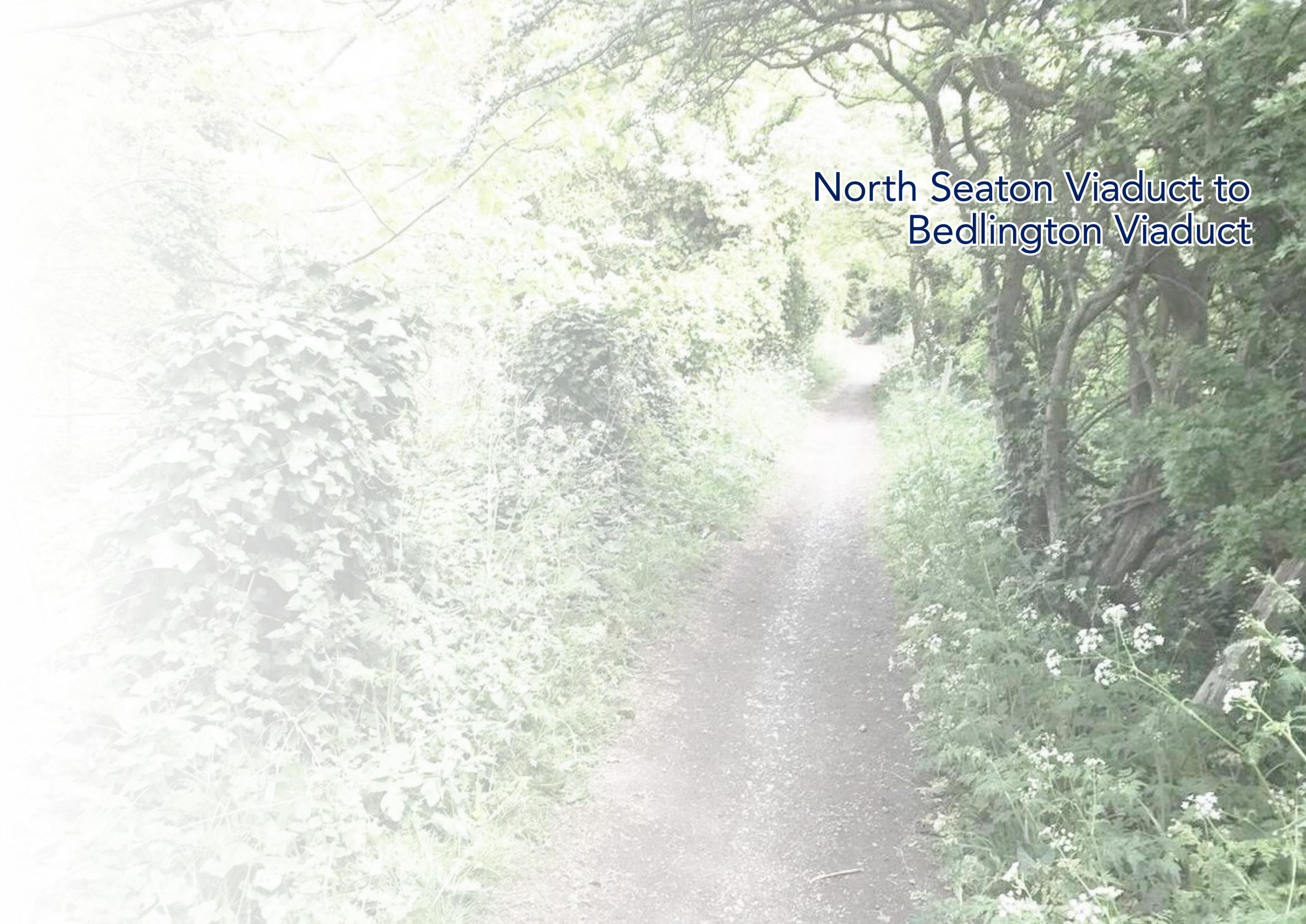


Figure 8: Map showing potential temporary work sites

A dirt path winds through a lush, green forest. On the left side of the path, there are several stone walls heavily covered in ivy. The right side is lined with tall trees and dense foliage. The path leads into the distance, where a bright light suggests an opening or a clearing. The overall atmosphere is peaceful and natural.

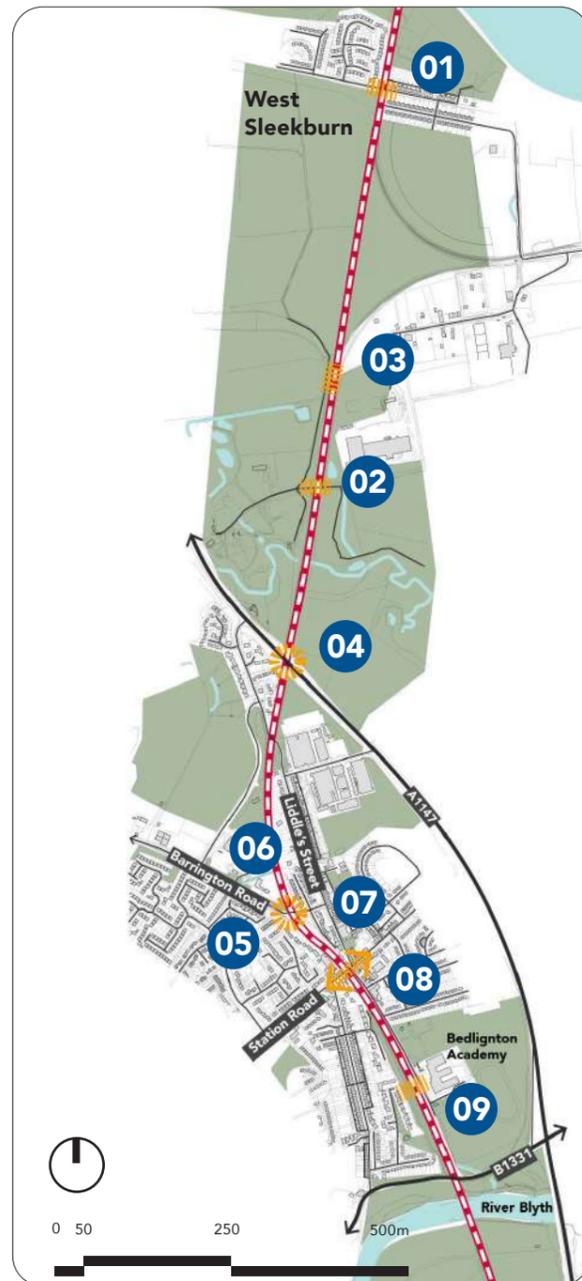
North Seaton Viaduct to  
Bedlington Viaduct

## North Seaton Viaduct to Bedlington Viaduct

Between North Seaton Viaduct and Bedlington Viaduct, there will be:

- a new train station at Bedlington;
- changes at various level crossings; and
- sites that may need to be temporarily used for construction of the station and other engineering works.

The key changes and some local landmarks are shown in the map below and are explained in more detail over the following pages. In addition to these changes, engineering works will take place along the railway.



### Key

- Key features
  - Northumberland Line route
  - Green space
  - Roads
- 01** Equipment and boundary fencing at Marcheys House level crossing replaced and upgraded. This work may involve some weekend closures whilst the new equipment is commissioned
  - 02** Bomarsund footpath level crossing to remain unchanged, but separate private vehicle level crossing to be closed
  - 03** Closure of Bomarsund private level crossing
  - 04** Closure of Red Row Bridge private footpath level crossing
  - 05** Minor works to realign the highway and resurface Bedlington North level crossing, with a new power supply building constructed adjacent to the crossing
  - 06** Bedlington North Wicket Gate crossing (no changes proposed)
  - 07** New twin platform station at Bedlington
  - 08** Highways remodelling at Bedlington South crossing, as part of station works
  - 09** Furnace Way sidings reinstated to allow freight trains to run around and continue towards Morpeth and beyond. This currently happens at Newsham but will no longer be viable once a more frequent passenger service is introduced. Works here will include creation of two new tracks adjacent to the main line

Figure 9: Works proposed between North Seaton Viaduct and Bedlington Viaduct

## Bedlington station

Bedlington station will be the first stop for trains leaving Ashington and will have two platforms, one for services to Ashington and one for services to Newcastle. It will have all the facilities described on page 13 of this booklet.

In order to meet the predicted demand for passenger services some additional parking will be needed at the station, including Blue Badge spaces and Electric Vehicle (EV) charging bays. We are currently considering different options to meet this demand, which are illustrated on the plans on the following pages.

These options include:

- a new car park at the junction of Barrington Road and Park Terrace;
- a new car park on the public open space at the junction of Barrington Road and Ravensworth Street; and
- a new car park on the site of the existing container storage business off Barrington Road.

Further studies into the suitability of these options are ongoing. The station and car park will include tree planting and wildlife friendly landscaping. Some minor works are required to both the level crossings close to the station. In particular, the road will be re-prioritised at Bedlington South level crossing, creating a through route from Station Road to Palace Road/Street into St Johns Road. People will use this level crossing to interchange between the two station platforms.

New boundary fencing will be installed to keep the station secure, and to provide screening for residential properties and businesses where necessary. No works are proposed to the signal box at the station, and no changes are currently proposed to the former station buildings on the site.

To build and safely operate the station, some land in private ownership is required. This includes a vacant shop opposite the signal box on Station Road, which will be demolished to provide a new safe and attractive pedestrian entrance to the station.

### Effects of the proposals

The new station will allow people living in Bedlington to easily travel into neighbouring towns, Newcastle and further afield using public transport. Relative to existing public transport options, it will be quicker and easier to travel from Bedlington to these destinations using the Northumberland Line, as well as providing an appealing alternative to private car use.

As land in private ownership will be needed to build the station, negotiations with landowners are ongoing and may inform further development of the design. We will seek to reduce the extent of additional land required as far as possible.

Some existing trees and green space may have to be removed to construct the station and car park. As noted on page 83, new planting in alternative locations will compensate for this.

**Indicative plans showing our proposals for Bedlington station and car park are shown on the following two pages.**

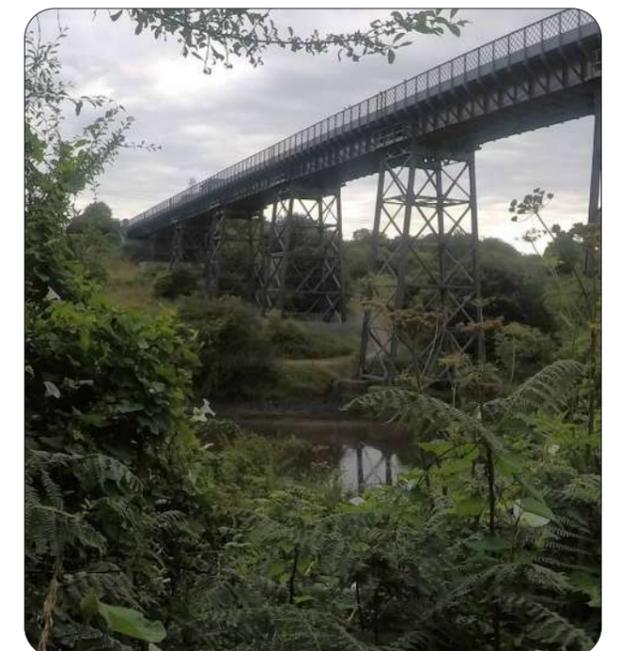


Figure 10: Bedlington Viaduct



Figure 11: Proposed layout for Bedlington station

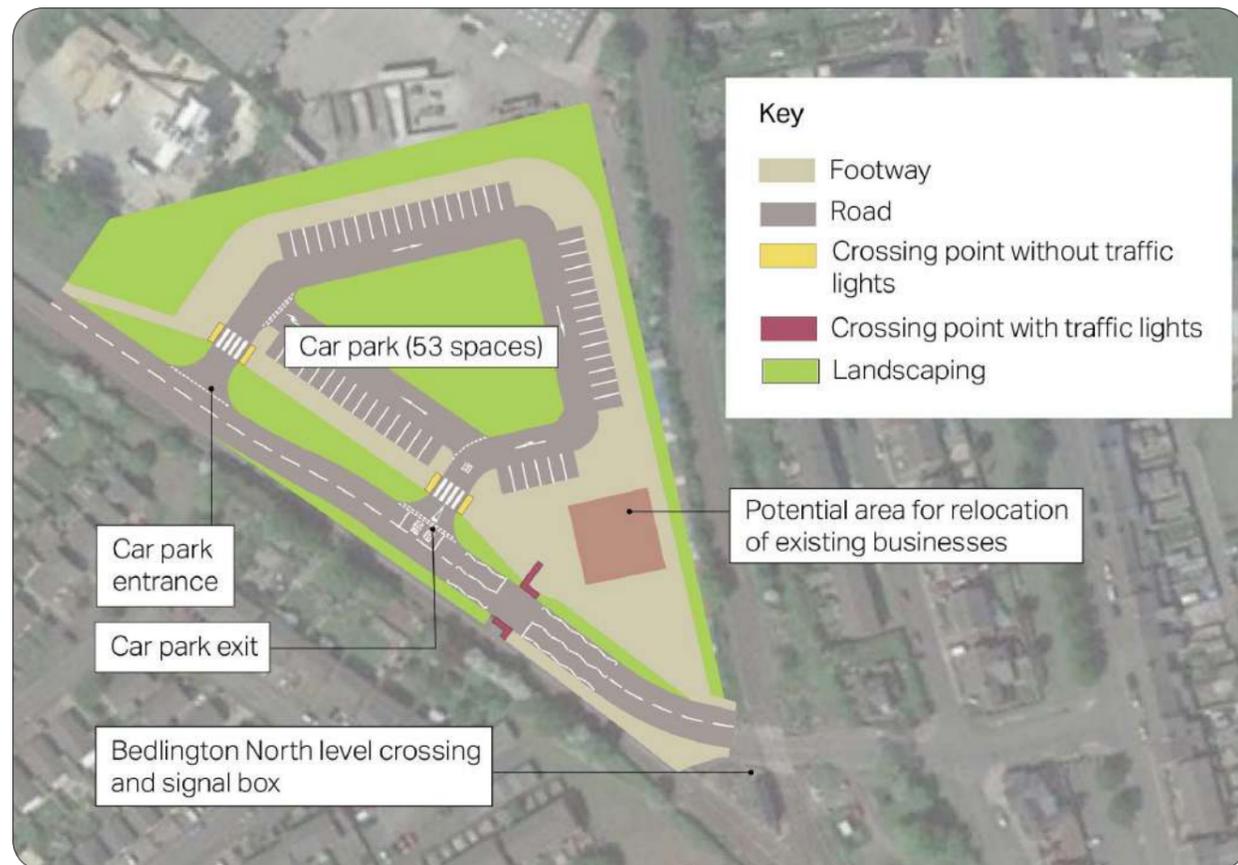


Figure 12: Alternative to Ravensworth Road car park

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## Construction

Our construction strategy is still being formulated, and dates and durations for the construction of Bedlington station are still to be confirmed. Information about how construction will be managed to minimise disturbance to local residents and businesses is included on page [83](#) of this booklet.

Our current plans include construction traffic accessing the station site from Barrington Road and Park Terrace. Engineering works will take place at both level crossings, and at these times the crossings and roads may be closed to pedestrians and vehicles.

Some temporary diversions and changes to the local highways and footpaths may also be needed.

### We want to hear your views

We are seeking your views on our proposals for Bedlington station, including any ways in which you feel they could be improved. You can share your comments by answering the dedicated question on our response form.

Your feedback will be used to review the current proposals and inform the detailed designs. You will have a further opportunity to comment on the planning application for Bedlington station when it is submitted to the Local Planning Authority.

## How we will deliver

This section of the line contains six potential sites which may be temporarily required for construction and engineering works. These sites and the ways they may be used are described on the following map. The proposed site for Bedlington station will be used as a construction site for the station itself.

Feedback from this consultation will help determine which sites will be used. These sites may be used to store materials, machinery and equipment, and to provide welfare (e.g. toilets, kitchen) and parking for contractors.

It may be necessary to temporarily close some paths and bridleways to allow the sites to be used by our contractors. Where a public right of way or publicly used path will be temporarily impacted during the construction of the scheme, efforts will be made to provide temporary diversions. Where this is not possible or not considered necessary, the duration of any closures will be kept to a minimum.

### We want to hear your views

If you have any comments about the proposed temporary use of these sites, please respond to the relevant question on our response form and state the name of the site/s as given in this booklet.

Your feedback will be used to review the current proposals and inform our construction strategy. Once the proposals are more certain, further opportunity to provide comments will be given to those who may be affected by the use of the sites.

#### Key

Northumberland Line route 

Potential temporary work sites 

Green space 

Roads 

#### Marcheys House level crossing

**Current use:** agricultural field  
**Potential use:** construction site for engineering operations to the line and minor works to the Marcheys House level crossing **01**

#### Bomarsund

**Current use:** agricultural field  
**Potential use:** site for engineering operations to the line **02**

#### Bomarsund level crossings

**Current use:** scrub woodland  
**Potential use:** construction site for changes to Bomarsund crossings **03**  
**Additional information:** the level crossing may need to be closed whilst works take place

#### Site off A1147

**Current use:** cleared land adjacent to an existing business, within an established industrial estate (T T Electronics Welwyn Components Ltd)  
**Potential use:** construction site for engineering works to the line **04**

#### Bedlington station

**Current use:** storage and other businesses operate from the site, which is within the boundary of the planning application for Bedlington station  
**Potential use:** construction site for Bedlington station and track renewals. The site could then become part of the car park for the station **05**

#### Furnace Way Sidings

**Current use:** disused railway sidings  
**Potential use:** this site will be upgraded and become operational rail sidings as part of the Northumberland Line. The sidings may be used for overnight parking of trains and driver welfare and other facilities. The sidings are likely to be used as a construction site for engineering works to the line. Once operational, there will be an increase in activity, including noise from the sidings and in the vehicular traffic using the Network Rail access from Melrose Court. **06**



Figure 13: Map showing potential temporary work sites

# Bedlington Viaduct to Blyth Bebside



## Bedlington Viaduct to Blyth Bebside

Between Bedlington Viaduct and Blyth Bebside, there will be:

- a new train station at Blyth Bebside;
- changes to one level crossing; and
- one site that may need to be temporarily used for construction.

The key changes and some local landmarks are shown in the map below and are explained in more detail over the following pages. In addition to these changes, engineering works will take place along the railway.

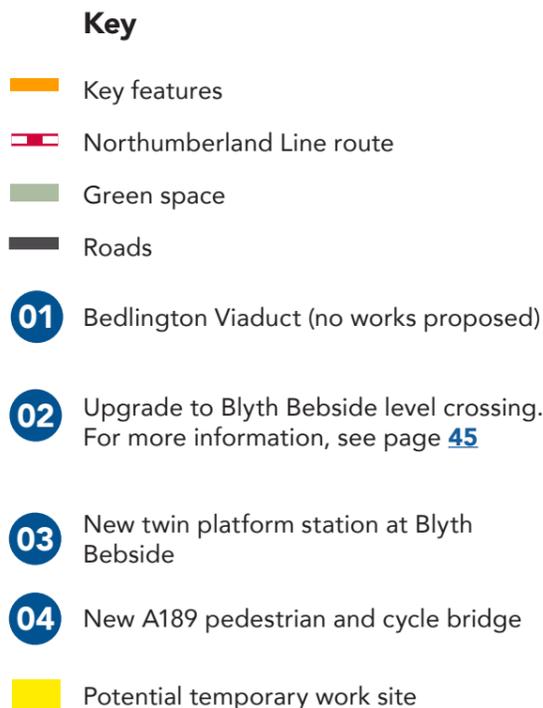
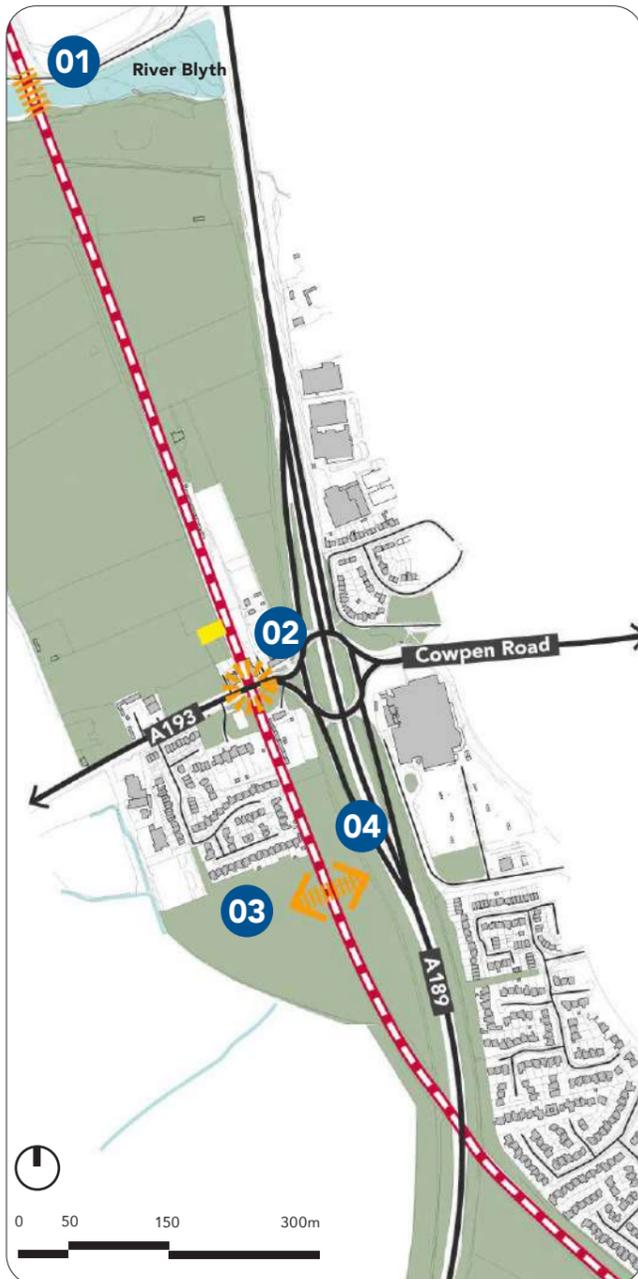


Figure 14: Works proposed between Bedlington Viaduct and Blyth Bebside

## Blyth Bebside station and proposed new pedestrian and cycle bridge

Blyth Bebside station will be the second stop for trains leaving Ashington and will have two platforms, one for services to Ashington and one for services to Newcastle. It will have all the facilities described on page 13 of this booklet.

The proposed station site is south of residential properties on Heather Lea, and is a former colliery tip that has already been partially reclaimed. The station location has moved further south since our previous consultation to lessen impacts on the highway network, namely the existing grade separated junction between the A189 and the A193. The current proposed location has better access from the main road and is further away from the high voltage overhead power lines.

Pedestrian and vehicle access to the station will be along a widened and upgraded Errington Street from Front Street, where a new widened junction will be constructed. A station footbridge will provide access between the platforms. It will have stairs and lifts on both sides. A new pedestrian and cycle bridge over the A189 will also be provided.

There will also be a new path linking the station to Heather Lea, providing an additional pedestrian access to the station.

The car park will have both Blue Badge spaces and Electric Vehicle (EV) charging bays.

The station, car park and access road will include tree planting and wildlife friendly landscaping.

New boundary fencing will be installed to keep the station secure and to provide screening for residential properties and businesses where necessary.

### Effects of the proposals

The new station will allow people living in Blyth to easily use public transport to travel to neighbouring towns, Newcastle and further afield, as well allowing people living towards Newcastle or Ashington to travel to work in Blyth.

It will also allow for improved public transport, cycle and pedestrian access to the station location and surrounding areas. Journey times on the new line between Blyth and these destinations will be quicker than existing public transport options, and will provide an appealing alternative to private car use.

In addition, Blyth is part of an investment zone focused on offshore energy and marine engineering and is home to the Port of Blyth. The Northumberland Line will help support the delivery of significant growth in these sectors, as well as the regeneration of Blyth town centre.

As land in private ownership will be needed to build the station, negotiations with landowners are ongoing and may inform further development of the design. We will seek to reduce the extent of additional land required as far as possible.

**Indicative plans showing our proposals for Blyth Bebside station and car park are shown on the following two pages.**

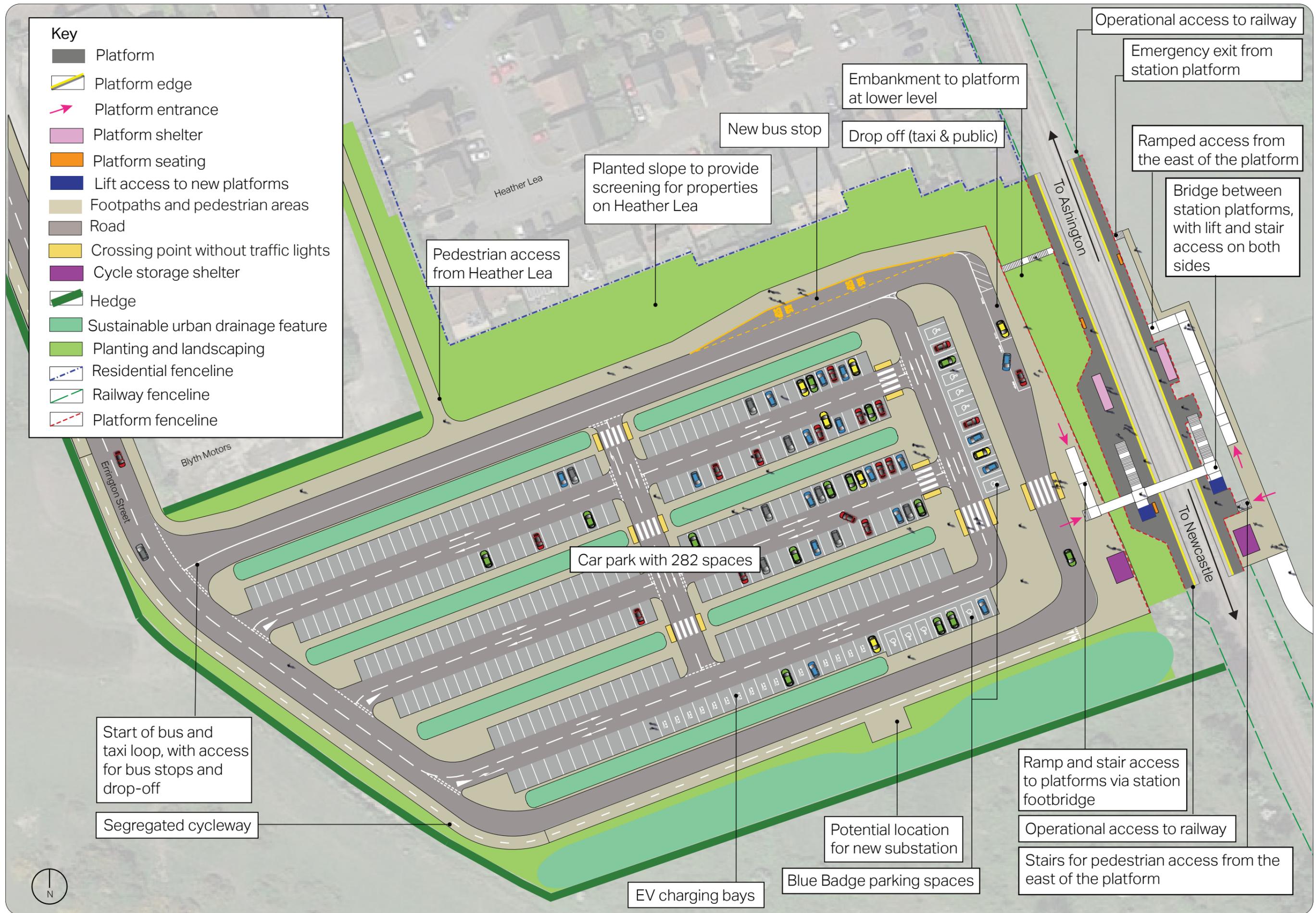


Figure 15: Proposed layout for Blyth Bebside station

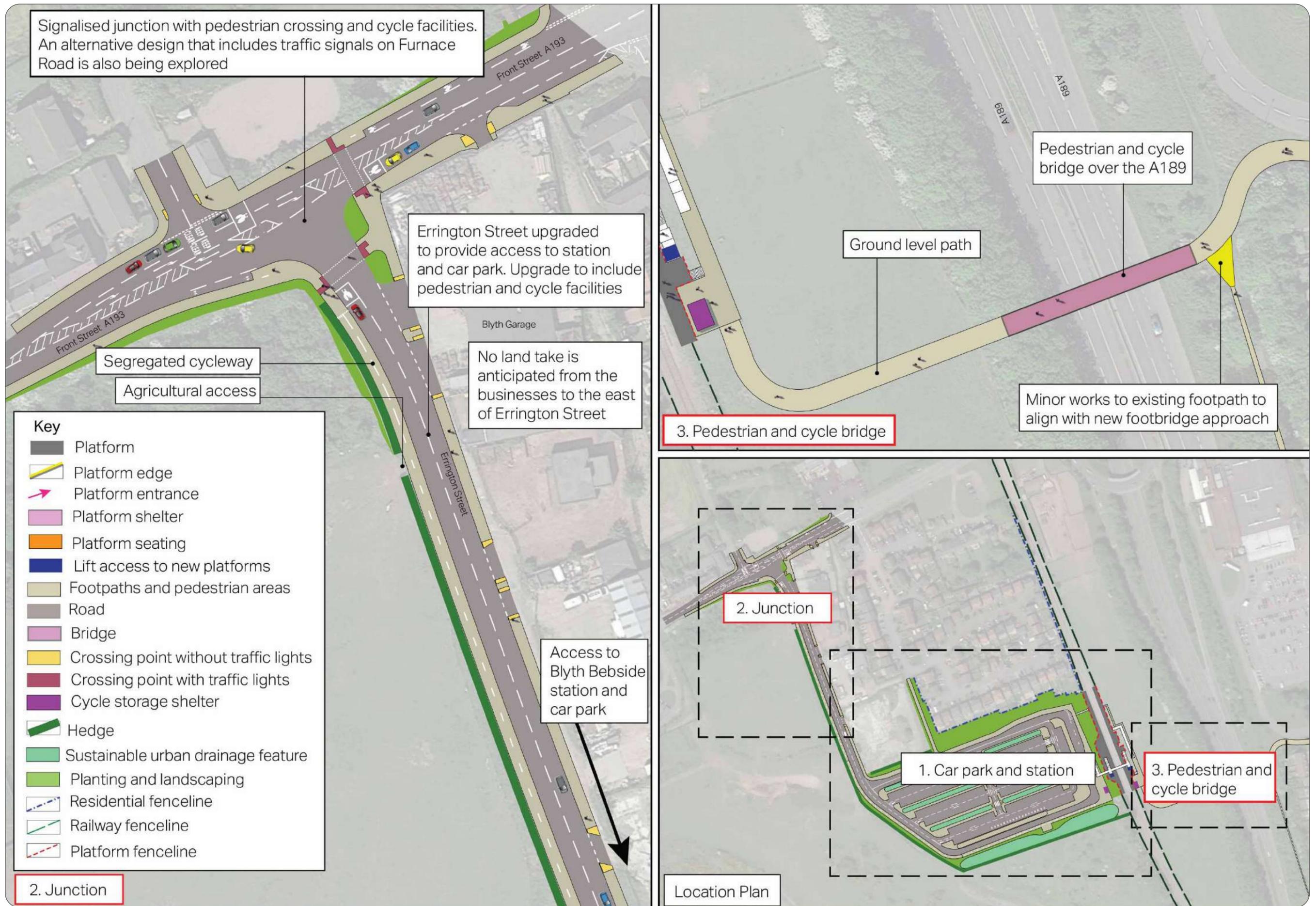


Figure 16: Blyth Bebside station access and new foot and cycle bridge

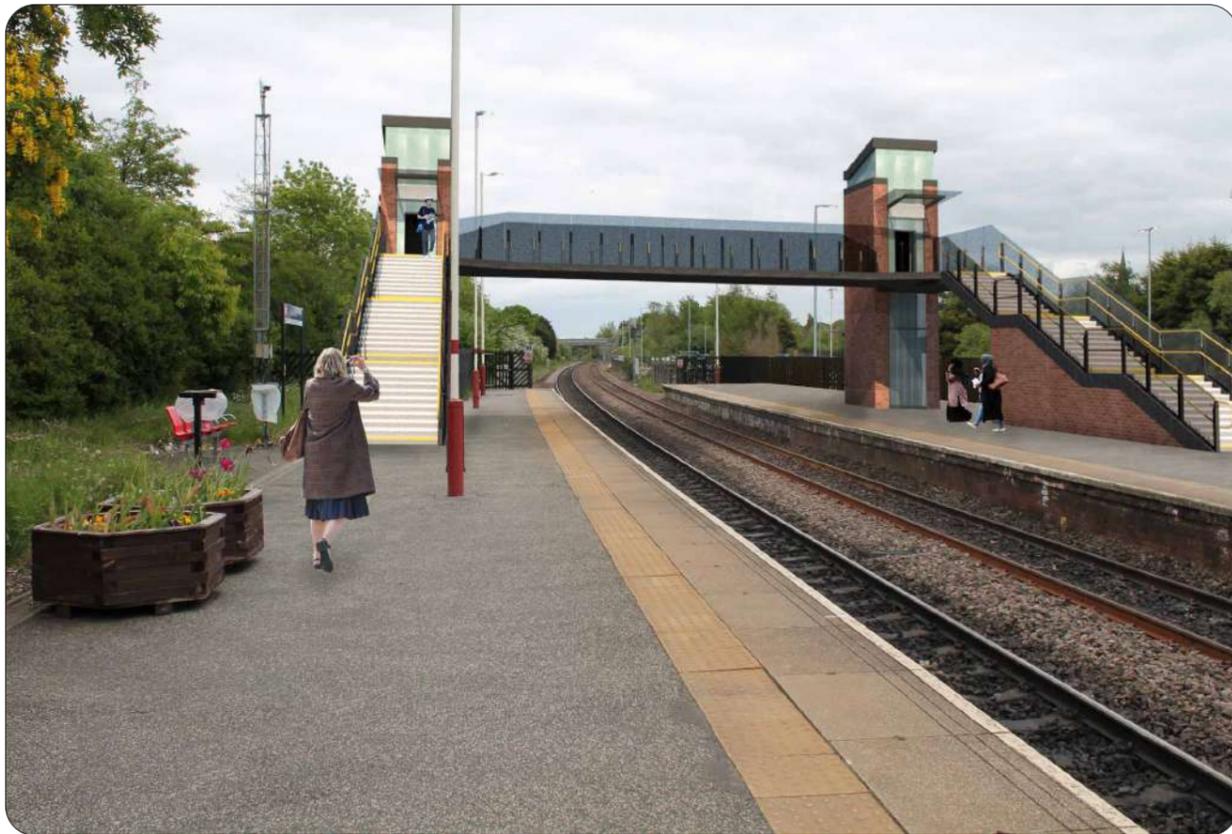


Figure 17: Example of what the footbridge at Blyth Bebside station could look like. The precise design of the bridge, including what shelter will be provided, is still being formulated. Image courtesy of Network Rail

## Construction

Our construction strategy is still being formulated, and dates and durations for the construction of Blyth Bebside station are still to be confirmed. Information about how construction will be managed to minimise disturbance to local residents and businesses is included on page 83 of this booklet.

Our current plans include construction traffic accessing the station site from Errington Street. Every effort will be made to try and ensure that businesses using Errington Street to access their properties are not adversely affected by construction works.

Some temporary diversions and changes to the local highways and footpaths may also be needed.

### We want to hear your views

We are seeking your views on our proposals for Blyth Bebside station, including any ways in which you feel they could be improved. You can share your comments by answering the dedicated question on our response form.

Your feedback will be used to review the current proposals and inform the detailed designs. You will have a further opportunity to comment on the planning application for Blyth Bebside station when it is submitted to the Local Planning Authority.

## Bebside level crossing

Bebside level crossing is on Front Street, close to the junction between the A193 and the A189. It enables pedestrians and vehicles to cross the railway line.

As part of the Northumberland Line project, the crossing will be upgraded to have full barriers across the road and paths. These barriers will work automatically and will be able to detect anyone trespassing into the crossing area when the barriers are down. The barriers will also be down for slightly longer than they are currently to enable trains to stop at Blyth Bebside station. Each time the barriers come down, they will remain down for 2 to 3 minutes. New road markings and signs will be put in place.

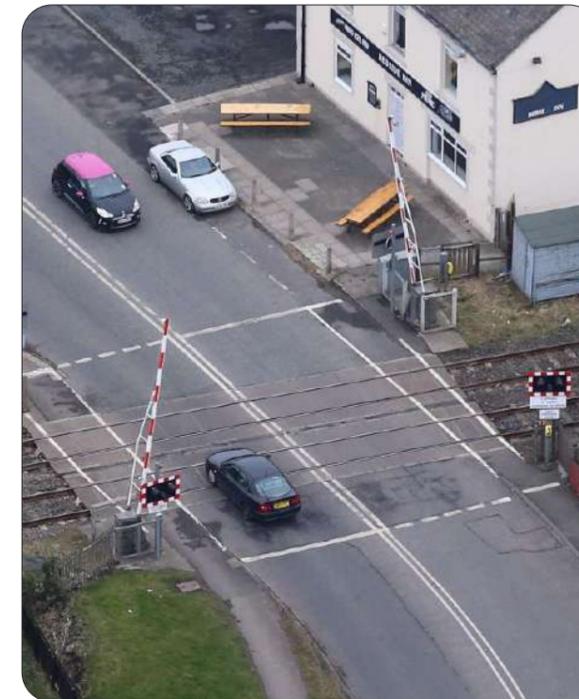


Figure 18: Bebside level crossing as it is today

## How we will deliver

There is one potential temporary work site within this section of the scheme, shown on the map on page 38. This site is currently a grassed area used as an overflow car park. Access to the site will be via the existing access to the car park behind the Bebside Inn. The proposed site for Blyth Bebside station will be used as a construction site for the station itself.

Feedback from this consultation will help determine whether this site will be used. This site may be used to store materials, machinery and equipment, and to provide welfare (e.g. toilets, kitchen) and parking for contractors.

### We want to hear your views

If you have any comments about the changes proposed at Bebside level crossing, please respond to the relevant question on our response form and reference 'Bebside level crossing' in your answer.

We will use your feedback will be used to review the current proposals for the crossing.

# Chase Meadows, Newsham and New Hartley Curve



## Chase Meadows, Newsham and New Hartley Curve

Between Chase Meadows, Newsham and New Hartley Curve, there will be:

- a new train station at Newsham;
- a new footbridge at Chase Meadows; and
- sites that may need to be temporarily used for construction of the station and other engineering works.

Key changes and landmarks are shown in the map below and are explained in more detail over the following pages. In addition to these changes, engineering works will take place along the railway.

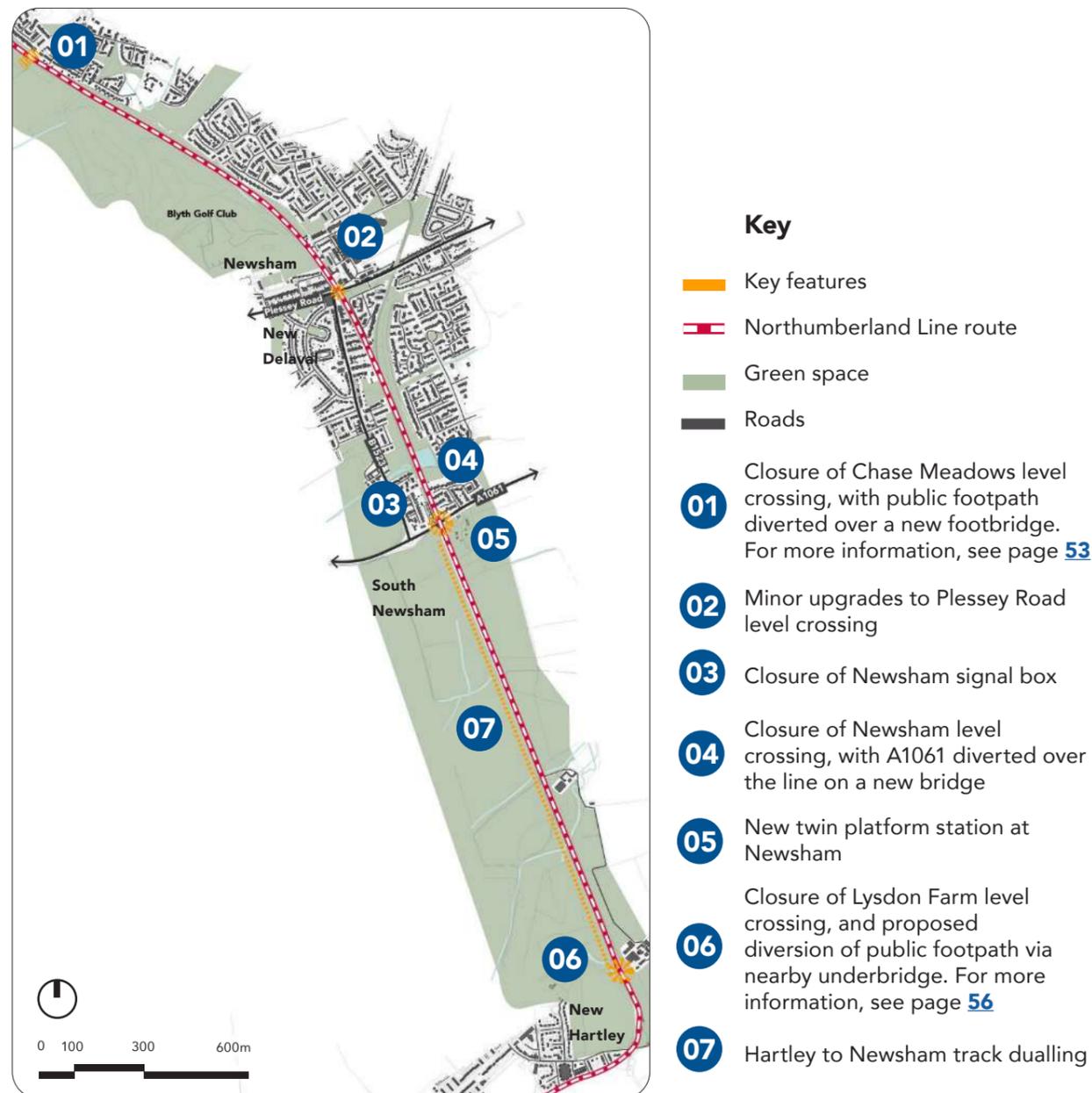


Figure 19: Works proposed between Chase Meadows, Newsham and New Hartley Curve

## Newsham station

Newsham station will be the third stop for trains leaving Ashington and will have two platforms, one for services to Ashington and one for services to Newcastle. There will be a footbridge with lifts to allow passengers to transfer between platforms and all the facilities described on page 13 of this booklet will be provided. The footbridge at this station will be similar to the one provided at Blyth Bebside, an example of which is shown on page 44 of this booklet.

Previous designs for this station included the retention of the Newsham level crossing on the existing alignment of the A1061 (South Newsham Road) with the station located to the south of the crossing.

However, following further technical assessments and a review of the usage of the level crossing, a new design has been developed incorporating a new road bridge over the railway and closure of the Newsham level crossing. This has the benefit of improvements to public safety, better traffic flows along the A1061 and a better and more robust signalling solution. Future pedestrian and cycle connections into the centre of Blyth could be investigated as a result of this change in design proposal, although they are not part of the Northumberland Line scheme.

The new 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 two new roundabouts at the west and east ends of the new road, which will provide access into the east and west station car parks and drop-off zones. The roundabout with the B1523 will include a junction for a new access road serving the east side of Railway Cottages, and a junction maintaining access to Blagdon Drive. The new section of the A1061 will be approximately 500m long and will be a direct replacement of the existing road. Provision will be made for a cycleway as part of the diversion of the A1061.

The sections of the existing A1061 which are to be closed will be re-used for station car parks on both the east and west sides of the line, which will include both Blue Badge spaces and Electric Vehicle (EV) charging bays.

## Effects of the proposals

The new station will allow people living in Newsham and south Blyth to easily travel into neighbouring towns, Newcastle and further afield using public transport. Journey times on the new line between Newsham, south Blyth and these destinations will be quicker than existing public transport options, and will provide an appealing alternative to private car use.

In addition, Blyth is part of an investment zone focused on offshore energy and marine engineering and is home to the Port of Blyth. The Northumberland Line will help support the delivery of significant growth in these sectors.

Some woodland, hedgerows, trees and grassland will need to be removed to build the station and car park, and allow a diversion of the A1061, but new landscaping, tree planting and wildlife creation schemes at the station site will compensate for these losses. More information about our approach to landscaping and environment can be found on page 83 of this booklet.

Land in private ownership will be needed to build the station and the new bridge. Negotiations with landowners are ongoing and may inform further development of the design. We will seek to reduce the extent of additional land required as far as possible.

**An indicative plan showing our proposals for Newsham station and car park is shown on the following page.**

Due to significant local constraints requiring further consideration, we are still in the process of developing the detailed designs for the two car parks at Newsham station. Both car parks will have Blue Badge parking spaces and EV charging bays, as well as taxi and public drop-off areas and bus connections. Existing bus stops will be kept or relocated as part of our plans.

We are aware of the importance of the existing cycle and walking routes along the existing road network and across Newsham level crossing, and will provide replacements for these in our detailed design.

If you have any comments on our indicative proposals or if there is anything else you would like to see included in the detailed design, please indicate this in your response to the questions in **section 4** of our response form.



**Key**

- Planting and landscaping
- Compensatory planting for biodiversity net gain
- Road
- Footpaths and pedestrian areas
- Platform
- Platform edge
- Bridge
- Lift access to new platforms
- Fence

Figure 20: Proposed layout for Newsham station

## Construction

Our construction strategy is still being formulated, and dates and durations for the construction of Newsham station are still to be confirmed. Information about how construction will be managed to minimise disturbance to local residents and businesses is included on page [83](#) of this booklet.

Our current plans include construction traffic accessing the station site at two locations off the existing A1061, both on the east and west of the line.

Once the bridge (see following pages), the diverted A1061 and new junctions are completed then Newsham level crossing will be closed. However, engineering works will take place at the level crossing during the construction period and so it may be occasionally closed to vehicular and pedestrian traffic, meaning there may be some temporary diversions and other changes to the local highways and footpaths during construction. The site will be fenced, and kept safe and secure at all times.

### We want to hear your views

We are seeking your views on our proposals for Newsham station and the proposed road bridge, including any ways in which you feel they could be improved. You can share your comments by answering the dedicated questions on our response form.

Your feedback will be used to review the current proposals and inform the detailed designs. You will have a further opportunity to comment on the planning application for Newsham station when it is submitted to the Local Planning Authority.

## Chase Meadows footbridge

The existing Chase Meadows level crossing provides pedestrian only access for footpath 300/178 across the railway line to the west of Chase Meadows in Blyth. The introduction of faster and more frequent trains on the line means that the existing crossing will need to be closed for safety reasons. It will be replaced with a stepped footbridge, providing a safer crossing for pedestrians. The bridge has been designed to minimise any effects on nearby residential properties and their gardens. This includes screening panels in the bridge and tree planting to avoid properties being overlooked by people using the bridge.

### Effects of the proposals

A small area of trees will need to be removed on both the east and west side of the line to allow the bridge to be constructed. These trees will be replaced as part of the landscaping for the new bridge, and this will include the restoration of all paths and bridleways which may be affected by the construction and access of vehicles.

As land in private ownership will be needed to build the bridge, including open space to its east, negotiations with landowners are ongoing and may inform further development of the design. We will seek to reduce the extent of additional land required as far as possible.

## Construction

Our construction strategy is still being formulated, and dates and durations for the construction of Chase Meadows footbridge are still to be confirmed. Information about how construction will be managed to minimise disturbance to local residents and businesses is included on page [83](#) of this booklet.

Our current plans include construction traffic accessing the site along the bridleway (no. 300/013) from the roundabout at Chase Farm Drive / Haggerston Road.

We will try and ensure that residents and users of the bridleway are not adversely affected by construction works. Should this not be possible, the duration of any closures will be kept as short as possible.

**An indicative plan showing our proposals for Chase Meadows footbridge is shown on the following page.**

### We want to hear your views

We are seeking your views on our proposals for Chase Meadows footbridge, including any ways in which you feel they could be improved. You can share your comments by answering the dedicated question on our response form.

Your feedback will be used to review the current proposals and inform the detailed designs. You will have a further opportunity to comment on the planning application for Chase Meadows footbridge when it is submitted to the Local Planning Authority.

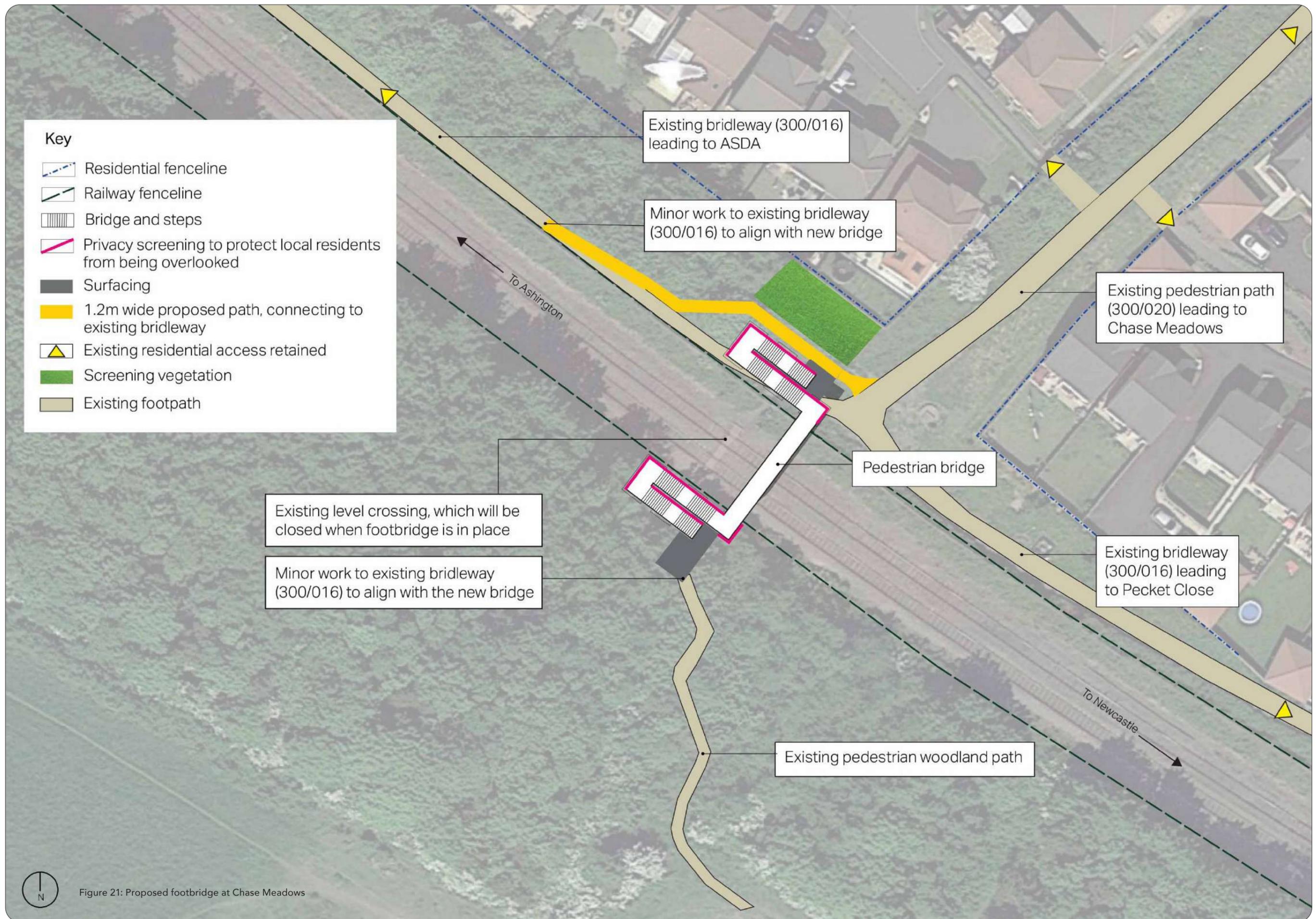


Figure 21: Proposed footbridge at Chase Meadows

## Lysdon Farm level crossing

The existing footpath (300/049), which crosses the line at Lysdon Farm, needs to be closed and diverted for safety reasons. There is an existing footpath 100 metres north of the existing crossing. We are proposing to divert the footpath along the west side of the line for approximately 100 metres and then connecting with the existing footpath, which crosses the railway through the existing underbridge.

### Effects of the proposals

The diversion of the footpath will make the route slightly longer but safer. It will also mean that users will not need to walk through the farmyard. Some existing trees and scrub will need to be removed to construct the new footpath, but careful consideration will be given to landscaping to make sure the path is pleasant to use.

Northumberland County Council are in negotiations to acquire the rights necessary for the diversion and the crossing will remain open until the diversion is completed.

### We want to hear your views

If you have any comments about the changes proposed at Lysdon Farm level crossing, please respond to the relevant question on our response form and reference 'Lysdon Farm level crossing' in your answer.

Your feedback will be used to review the current proposals for the crossing.



## How we will deliver

This section of the line contains three potential sites which may be temporarily required for construction and engineering works. These sites and the ways they may be used are described on the following map.

Feedback from this consultation will help determine which sites will be used. These sites may be used to store materials, machinery and equipment, and to provide welfare (e.g. toilets, kitchen) and parking for contractors.

It may be necessary to temporarily close some paths and bridleways to allow the sites to be used by our contractors. Where a public right of way or publicly used path will be temporarily impacted during the construction of the scheme, efforts will be made to provide temporary diversions. Where this is not possible or not considered necessary, the duration of any closures will be kept to a minimum.

### We want to hear your views

If you have any comments about the proposed temporary use of these sites or diversions of public rights of way, please respond to the relevant question on our response form and state the name of the site/s as given in this booklet.

Your feedback will be used to review the current proposals and inform our construction strategy. Once the proposals are more certain, further opportunity to provide comments will be given to those who may be affected by the use of the sites.

#### Key

- Northumberland Line route 
- Green space 
- Roads 
- Potential temporary work sites 

**Plessey Road level crossing**  
**Current use:** grassed area between housing and Plessey Road  
**Potential use:** construction site for minor works to Plessey Road level crossing **01**

**Plessey Road**  
**Current use:** former sidings and former Blyth railway line, as well as grassed area adjacent to Plessey Road  
**Potential use:** construction site for engineering works to be carried out on the line **02**

**Lysdon Burn**  
**Current use:** agricultural field and parking  
**Potential use:** construction site for works associated with the closure of Lysdon Farm level crossing and the permanent diversion of the public right of way 300/049. For more information, see page [56](#). **03**



Figure 22: Map showing potential temporary work sites

# New Hartley Curve to Holywell

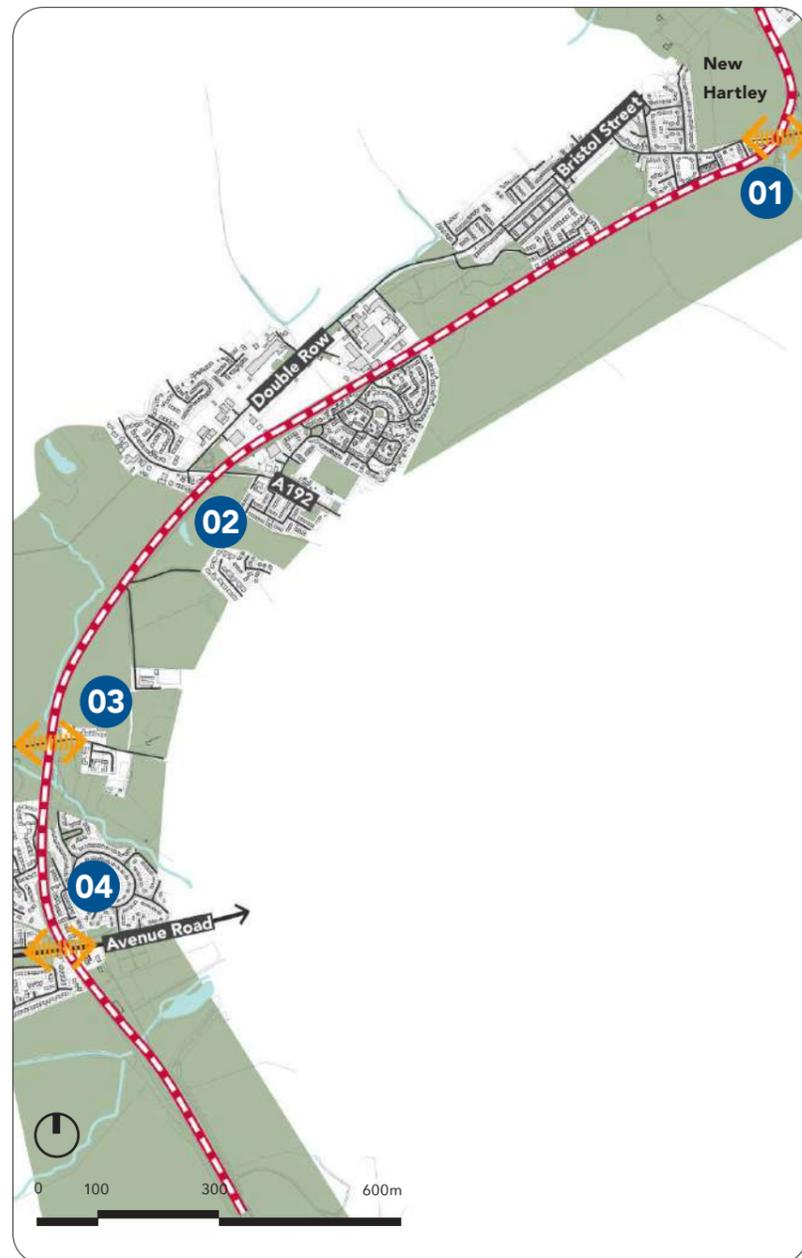


## New Hartley Curve to Holywell

### Between New Hartley Curve and Holywell, there will be:

- a new train station at Seaton Delaval;
- changes at three level crossings; and
- sites that may need to be temporarily used for construction of the station and other engineering works.

The key changes are shown in the map below and are explained in more detail over the following pages. In addition to these changes, engineering works will take place along the railway.



### Key

-  Key features
-  Northumberland Line route
-  Green space
-  Roads
- 01** Upgrade to Hartley level crossing. For more information, see page [67](#)
- 02** New single platform station at Seaton Delaval
- 03** Mares Close level crossing. For more information, see page [67](#)
- 04** Upgrade to Seghill level crossing. For more information, see page [67](#)

Figure 23: Works proposed between New Hartley Curve and Holywell

## Seaton Delaval station

Seaton Delaval station will be the fourth stop for trains leaving Ashington. It will have a single platform located to the south east of the existing railway line and the A192 bridge, and all the facilities described on page [13](#) of this booklet will be provided.

Pedestrian access to the station will be along the line of the existing footpath, which leads from the bridge to Seghill. A new road will be constructed from the A192 adjacent to the existing car park entrance of The Hastings Arms to provide access into the station. This road will be a primary pedestrian and cycle access route to the station, with new lighting installed to improve safety. The station will be connected with the existing public open space and footpath network in Whytrigg Close and Wheatridge.

In order to meet the predicted demand for passenger services, safe and convenient parking will be needed. The station parking will be located on the south east side of the existing railway line and will include a car park with Blue Badge spaces and Electric Vehicle (EV) charging bays.

New boundary fencing will be installed to keep the station secure and to provide screening for residential properties where necessary.

### Effects of the proposals

The new station will allow people living in Seaton Delaval to easily travel into neighbouring towns, Newcastle and further afield using public transport. Journey times on the new line between Seaton Delaval and these destinations will be quicker than existing public transport options, and will provide an appealing alternative to private car use.

The Northumberland Line proposals also complement wider development in Seaton Delaval, including a major new employment site being taken forward by Vbites, which may provide new employment opportunities for local people.

The land needed for the station and car park includes part of a small area of woodland, a grazing field and hedgerows. To compensate for the loss of these features, as well as to provide an attractive environment, the station and car park will include tree planting and wildlife friendly landscaping. A small wetland area will be provided on land to the south of the proposed car park designed to control the risk of flooding and provide a breeding and foraging habitat for wildlife such as amphibians, birds and bats.

As land in private ownership will be needed to build the station and access road, negotiations with landowners are ongoing and may inform further development of the design. We will seek to reduce the extent of additional land required as far as possible.

**An indicative plan showing our proposals for Seaton Delaval station and car park is shown on the following page.**



Figure 24: Proposed layout for Seaton Delaval station

## Construction

Our construction strategy is still being formulated, and dates and durations for the construction of Seaton Delaval station are still to be confirmed. Information about how construction will be managed to minimise disturbance to local residents and businesses is included on page 83 of this booklet.

Our current plans include construction traffic accessing the station site from the station access road from the A192. Every effort will be made to ensure that impacts on nearby businesses during construction are minimised.

Some temporary diversions and other changes to the local highways and footpaths will be needed, and Public Right of Way 300/19 adjacent to the rail line linking the A192 with Mares Close may need to be closed or temporarily diverted during construction. The footpath will be restored as part of the station and car park design.

### We want to hear your views

We are seeking your views on our proposals for Seaton Delaval station, including any ways in which you feel they could be improved. You can share your comments by answering the dedicated question on our response form.

Your feedback will be used to review the current proposals and inform the detailed designs. You will have a further opportunity to comment on the planning application for Seaton Delaval station when it is submitted to the Local Planning Authority.

## Hartley and Seghill level crossings

The level crossings at Hartley and Seghill enable pedestrians and vehicles to cross the line. They will both be upgraded as part of the scheme, with barriers across the road and paths. These barriers will work automatically, and the details of their design are currently being discussed with Network Rail.

Land in private ownership will be needed to upgrade the crossings. Negotiations with landowners are ongoing and may inform further development of the design. We will seek to reduce the extent of additional land required as far as possible.



Figure 25: Seghill level crossing as it is today

## Mares Close level crossing

The private level crossing at Mares Close is used by pedestrians, cyclists, horse riders and vehicles to cross the railway line. Although rights to use the level crossing are limited to some of the adjacent and nearby landowners, members of the public also currently use it.

Options for the crossing are being considered, including upgrading the crossing with miniature stop lights and new controls, and replacing the boundary fencing. This would still require users to manually operate the gates. Alternatively, the crossing may be closed if it is considered necessary to ensure safety.

### We want to hear your views

If you have any comments about the changes proposed to these level crossings, please respond to the relevant question on our response form and reference the name of the level crossing in your answer.

Your feedback will be used to review the current proposals for the crossings.

## How we will deliver

This section of the line contains six potential sites which may be temporarily required for construction and engineering works. These sites and the ways they may be used are described on the following map. Sites with the same name followed by a letter represent alternative options, with only one of those sites being required for the construction purpose in question.

Feedback from this consultation will help determine which sites will be used. These sites may be used to store materials, machinery and equipment, and to provide welfare (e.g. toilets, kitchen) and parking for contractors.

It may be necessary to temporarily close some paths and bridleways to allow the sites to be used by our contractors. Where a public right of way or publicly used path will be temporarily impacted during the construction of the scheme, efforts will be made to provide temporary diversions. Where this is not possible or not considered necessary, the duration of any closures will be kept to a minimum.

### We want to hear your views

If you have any comments about the proposed temporary use of these sites or diversions to Public Rights of Way, please respond to the relevant question on our response form and state the name of the site/s as given in this booklet.

Your feedback will be used to review the current proposals and inform our construction strategy. Once the proposals are more certain, further opportunity to provide comments will be given to those who may be affected by the use of the sites.

- Key**
- Northumberland Line route 
  - Green space 
  - Roads 
  - Potential temporary work sites 

- Hartley level crossing**  
**Current use:** agricultural field **01**  
**Potential use:** construction site for upgrade to Hartley level crossing
- Mares Close level crossing**  
**Current use:** agricultural field  
**Potential use:** construction site in the event of changes to Mares Close level crossing  
**Additional information:** efforts will be made to provide temporary diversions for the public rights of way and other publicly used paths that are to be temporarily impacted during the construction of the scheme, but where this is not possible or not considered proportionate, the duration of any closures will be kept as short as possible **02**
- Seghill level crossing option A**  
**Current use:** part of the existing rail corridor **03**  
**Potential use:** construction site for upgrade to Seghill level crossing and highway improvements
- Seghill level crossing option B**  
**Current use:** public open space **04**  
**Potential use:** construction site for upgrade to Seghill level crossing and highway improvements
- Seghill level crossing option C**  
**Current use:** public open space **05**  
**Potential use:** construction site for upgrade to Seghill level crossing and highway improvements
- Seghill level crossing option D**  
**Current use:** public open space **06**  
**Potential use:** construction site for upgrade to Seghill level crossing and highway improvements



Figure 26: Map showing potential temporary work sites

# Holywell to Benton North Junction

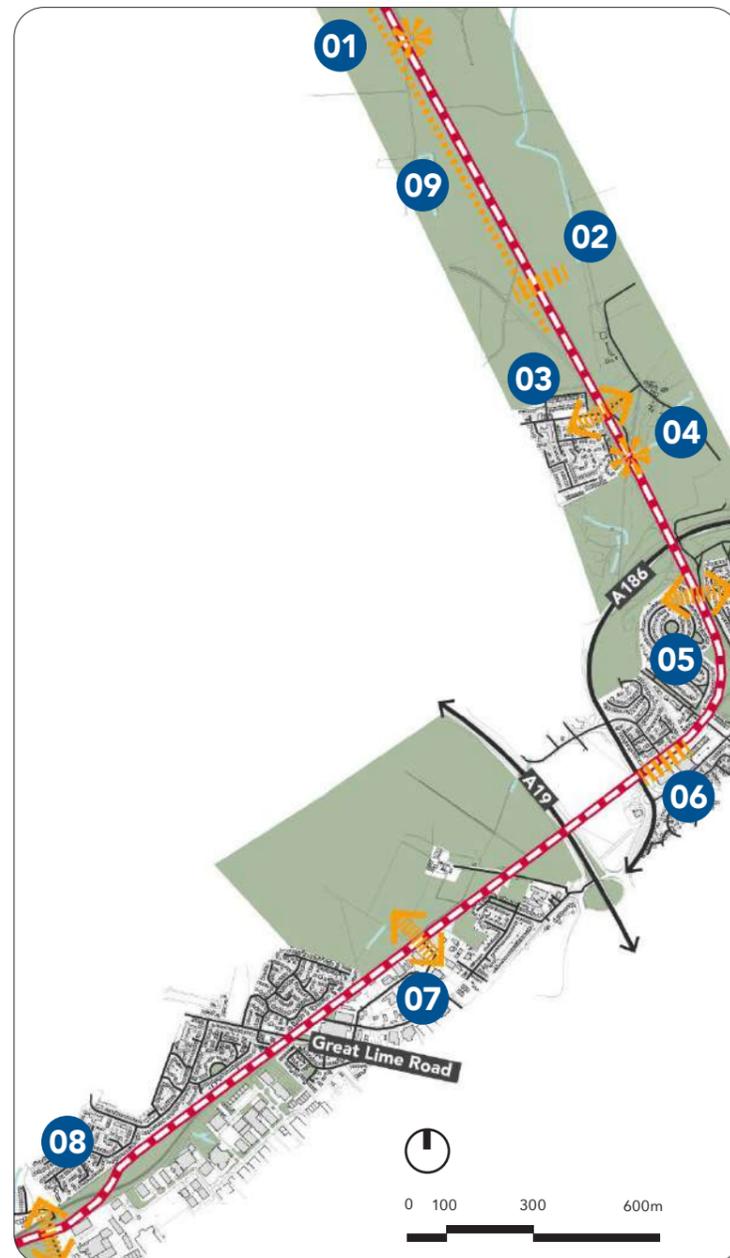


## Holywell to Benton North Junction

### Between Holywell and Benton North Junction, there will be:

- a new train station at Northumberland Park;
- changes at five level crossings; and
- sites that may need to be temporarily used for construction of the station and other engineering works.

The key changes and some local landmarks are shown in the map below and are explained in more detail over the following pages. In addition to these changes, engineering works will take place along the railway.



### Key

- Key features
  - Northumberland Line route
  - Green space
  - Roads
- 01** Repairs and upgrades to bridge EJM36
  - 02** Closure of private Holywell level crossing
  - 03** Upgrade to public Holywell level crossing. For more information, see page 76
  - 04** Repairs and upgrades to bridge EJM35
  - 05** Widening and possible resurfacing of Earsdon level crossing. This crossing may also need to be closed occasionally during the engineering works to the line. For more information, see page 76
  - 06** New single platform station adjacent to the existing Northumberland Park Metro station
  - 07** Benton Square level crossing (no changes proposed)
  - 08** Potential new bridge to replace Palmersville Dairy level crossing. For more information, see page 76
  - 09** New track loop between Holywell and Seghill level crossings

Figure 27: Works proposed between Holywell and Benton North Junction

## Northumberland Park station

Northumberland Park station will be the fifth stop for trains leaving Ashington. It will have a single platform, allowing passengers to interchange with existing Tyne and Wear Metro services from the adjacent Metro station.

Access to the platform will be by stairs and lift from Algernon Drive, where a separate scheme promoted by North Tyneside Council is looking at highway improvements and additional cycle storage. Given the existing provision within the Northumberland Park multi-storey car park, no additional car or bike parking will be created at this station. The existing car parking nearby is anticipated to be sufficient for passenger demand.

### Effects of the proposals

The new station will allow users of the Northumberland Line to interchange with Tyne and Wear Metro services and vice versa. It will provide greater connectivity to people living in the local area, allowing easy travel to employment in areas such as Blyth.

As the station platform will be constructed within the existing railway cutting between the existing railway line and the fence boundary of residential properties at Fenwick Close, several mature trees and plants on the slope will need to be removed. To reduce the impacts of this, the scheme will include replacement tree planting, wildlife friendly landscaping and a new boundary fence that will provide screening for adjacent residential properties while keeping the station secure.

Land in private ownership will be needed to allow the station to operate safely. Negotiations with landowners are ongoing and may inform further development of the design. Discussions are also ongoing about the temporary use of Algernon Drive (on the bridge) for a construction compound. We will seek to reduce the extent of additional land required as far as possible.

### Construction

Our construction strategy is still being formulated, and dates and durations for the construction of Northumberland Park station are still to be confirmed. Information about how construction will be managed to minimise disturbance to local residents and businesses is included on page 83 of this booklet.

Our current plans include construction traffic accessing the station site from the south along Algernon Drive. Some temporary diversions and other changes to the local highways and footways will be needed.

Construction works will be coordinated with any works being undertaken by Nexus on the Tyne and Wear Metro lines in the area.

**An indicative plan showing our proposals for Northumberland Park station and car park is shown on the following page.**

### We want to hear your views

We are seeking your views on our proposals for Northumberland Park station, including any ways in which you feel they could be improved. You can share your comments by answering the dedicated question on our response form.

Your feedback will be used to review the current proposals and inform the detailed designs. You will have a further opportunity to comment on the planning application for Northumberland Park station when it is submitted to the Local Planning Authority.

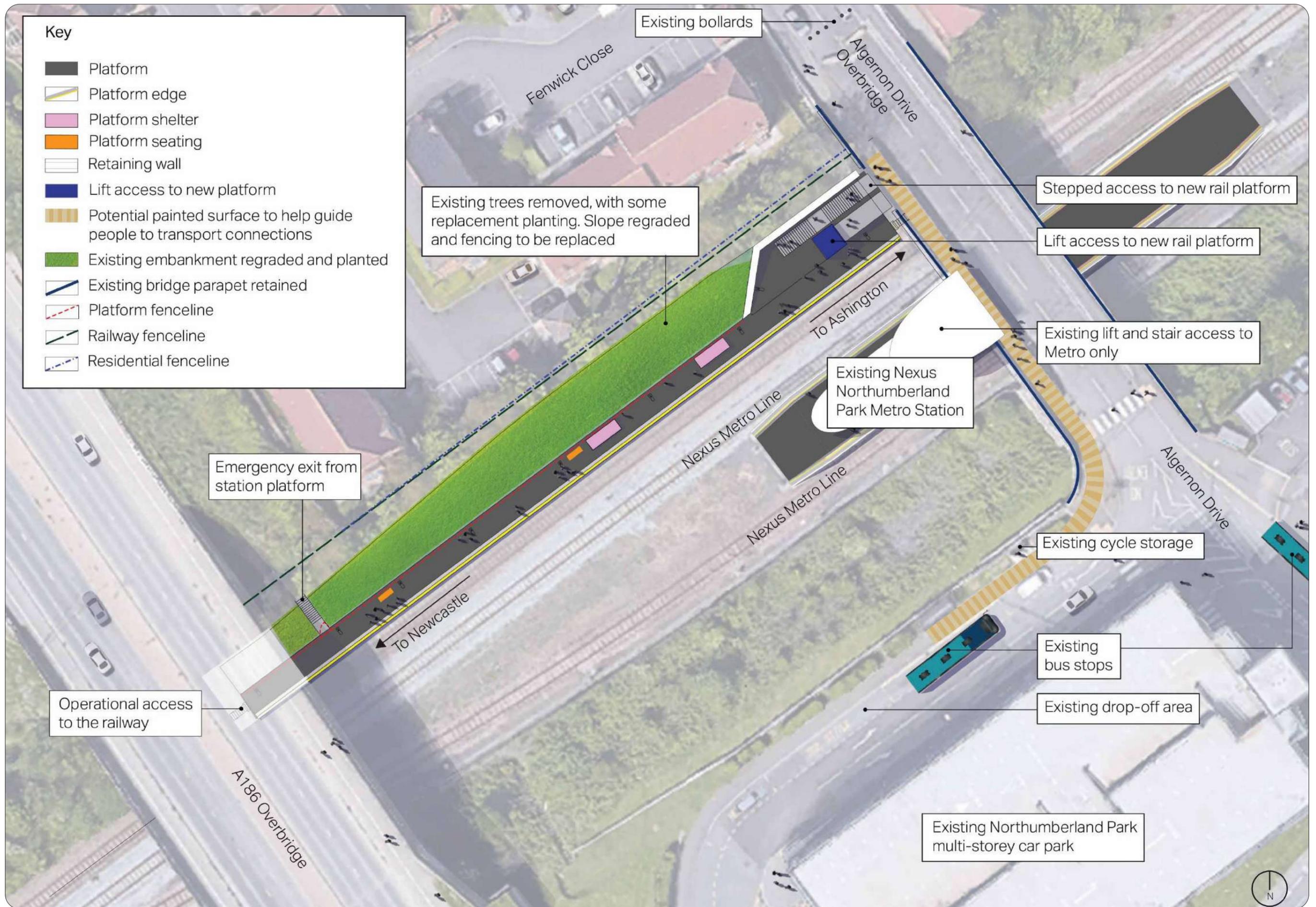


Figure 28: Proposed layout for Northumberland Park station

## Holywell private level crossing

There is a private crossing of the line to allow farmers and landowners to cross between fields, with no public access. Discussions are underway with the landowners and farmers about proposals to close the crossing. If the crossing is not closed and it remains open, then miniature stop lights and controls will be installed, together with replacing the boundary fencing.

## Benton Square level crossing

This crossing provides a pedestrian link between the Benton Square Industrial Estate and Holystone Farm. Surveys are ongoing to confirm whether the crossing can stay in its current form, but there is a possibility that a footbridge may be required. If this is confirmed, a planning application would need to be submitted for the new bridge and some land in private ownership may be needed for its construction. Further details of plans at this crossing will be released when available.

## Earsdon level crossing

This crossing provides a pedestrian crossing between the public open spaces on the east and west of the line. No works except widening and resurfacing are proposed to the crossing, but it will be necessary to close the crossing on some occasions during the engineering works to the line. Efforts will be made to provide temporary diversions for the crossing but where this is not possible or not considered proportionate the duration of any closures will be kept as short as possible. Details of the closure and any temporary diversion will be agreed with North Tyneside Council and neighbours will be advised.

## Holywell level crossing

The public level crossing at Holywell enables pedestrians and vehicles to cross the railway line. As part of the Northumberland Line, it will be upgraded to have barriers across the road and paths. These barriers will work automatically and the details of their design are currently being discussed with Network Rail.

## Palmersville Dairy level crossing

This crossing provides a pedestrian link between the Forrest Hall and Bellway Industrial Estate. We are currently exploring options for the best way to upgrade this level crossing, and it is anticipated that a new footbridge will be needed. Design work for this footbridge is currently underway and it will require a separate planning application to the Local Planning Authority. Further details of plans at this crossing will be released when available.

### We want to hear your views

If you have any comments about the changes proposed to these level crossings, please respond to the relevant question on our response form and reference the name of the level crossing in your answer.

Your feedback will be used to review the current proposals for the crossings.

## How we will deliver

This section of the line contains twelve potential sites which may be temporarily required for construction and engineering works. These sites and the ways they may be used are described on the following map. Sites with the same name followed by a letter represent alternative options, with only one of those sites being required for the construction purpose in question.

Feedback from this consultation will help determine which sites will be used. These sites may be used to store materials, machinery and equipment, and to provide welfare (e.g. toilets, kitchen) and parking for contractors.

It may be necessary to temporarily close some paths and bridleways to allow the sites to be used by our contractors. Where a public right of way or publicly used path will be temporarily impacted during the construction of the scheme, efforts will be made to provide temporary diversions. Where this is not possible or not considered necessary, the duration of any closures will be kept to a minimum.

### We want to hear your views

If you have any comments about the proposed temporary use of these sites or diversions to public rights of way, please respond to the relevant question on our response form and state the name of the site/s as given in this booklet.

Your feedback will be used to review the current proposals and inform our construction strategy. Once the proposals are more certain, further opportunity to provide comments will be given to those who may be affected by the use of the sites.

## Key

-  Northumberland Line route
-  Green space
-  Roads
-  Potential temporary work sites

### Bridge EJM36 option A

**Current use:** agricultural field  
**Potential use:** construction site for repairs and upgrades to bridge EJM36

- 01 Additional information:** the works to upgrade the underbridge and provide access may require temporary closure of parts of public rights of way (Backworth 1 & 2) and other paths which are used by the public. It is unlikely that a diversion can be provided whilst the works are being undertaken to the underbridge

### Bridge EJM36 option B

- 02 Current use:** part of a former waste disposal site, now being reclaimed  
**Potential use:** construction site for repairs and upgrades to bridge EJM36

### Church Road

- 03 Current use:** existing Network Rail maintenance site  
**Potential use:** construction site for engineering works to the line

### Bridge EJM35 option A

**Current use:** includes parts of a designated Local Wildlife Site, public open space and an agricultural field

- 04 Potential use:** construction site for repairs and upgrades to bridge EJM35  
**Additional information:** part of a Public Right of Way (Backworth 13) will need to be temporarily closed to allow the works to upgrade the underbridge. It is unlikely that a diversion of closed sections can be provided whilst the works are being undertaken to the underbridge

### Bridge EJM35 option B

**Current use:** former open storage area, which has become scrub woodland  
**Potential use:** construction site for repairs and upgrades to bridge EJM35

- 05 Additional information:** Public Right of Way (Backworth 13) will need to be temporarily closed to allow the works to upgrade the underbridge. It is unlikely that a diversion can be provided whilst the works are being undertaken to the underbridge

### Backworth option A

**Current use:** includes parts of a designated Local Wildlife Site and public open space  
**Potential use:** construction site for engineering works to be carried out to the line

- 06 Additional information:** Public Right of Way (Backworth 13) and some other paths used by the public will need to be temporarily closed to allow the site to be used. Temporary diversions will be provided where this is possible

### Backworth A186 option B

**Current use:** agricultural field  
**Potential use:** construction site for engineering works to be carried out to the line

- 07 Additional information:** part of a Public Right of Way (Backworth 11) will need to be temporarily closed to allow safe access to the site. It is possible that a diversion of closed sections can be provided whilst the site and the access road is being used

### Northumberland Park station option A

**Current use:** part of an agricultural field  
**Potential use:** construction site for Northumberland Park Station  
**Additional information:** vehicular access to the site will be from Whitley Road along the farm access track, which is also the route of Bridleway (Killingworth 8). This access road and the bridleway are likely to be kept open with traffic management measures put in place to ensure safe use by bridleway users

- 08 Additional information:** access to the site would require the closure of some paths used by the public, including the adjacent wagonway. Temporary diversions will be provided where this is possible

### Northumberland Park station option B

**Current use:** scrub woodland  
**Potential use:** construction site for Northumberland Park Station  
**Additional information:** access to the site would require the closure of some paths used by the public, including the adjacent wagonway. Temporary diversions will be provided where this is possible

- 09 Additional information:** access to the site would require the closure of some paths used by the public, including the adjacent wagonway. Temporary diversions will be provided where this is possible

### Northumberland Park station option C

**Current use:** area of recently planted shrubs and trees  
**Potential use:** construction site for Northumberland Park Station  
**Additional information:** access to the site would require the closure of some paths used by the public, including the adjacent wagonway. Temporary diversions will be provided where this is possible

- 10 Additional information:** access to the site would require the closure of some paths used by the public, including the adjacent wagonway. Temporary diversions will be provided where this is possible

### Benton East Junction option B

**Current use:** part of an agricultural field  
**Potential use:** construction site for engineering works to be carried out to the line

- 11 Additional information:** vehicular access to the site will be from Whitley Road around the edge of the existing field on a temporary road. There are paths used by the public which may need to be temporarily closed to allow access to the site. Where possible diversions will be provided

### Benton East Junction option C

**Current use:** car park and storage area  
**Potential use:** construction site for engineering works to be carried out to the line

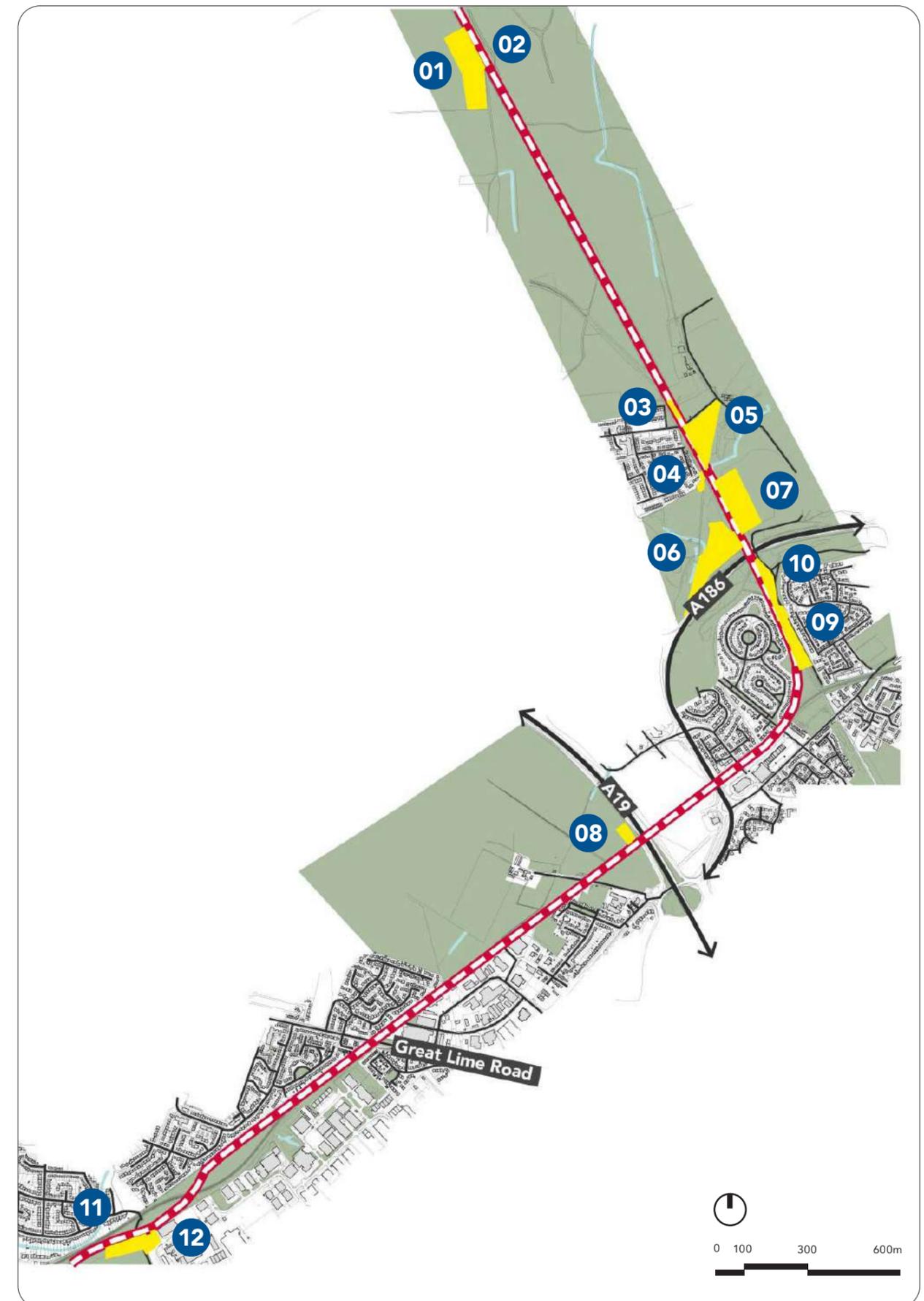


Figure 29: Map showing potential temporary work sites



**More information about  
our proposals**

## Travel to and from 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.

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.

Mode of transport	How we will ensure people can easily interchange
	<p>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.</p> <p>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.</p>
	<p>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.</p> <p>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.</p>
	<p>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.</p> <p>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.</p>
	<p>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.</p>

Figure 30: Key transport connections

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 make up 6% of the scheme's total car parking spaces, with an aspiration for this to be increased to 10% in future where practicable.

## Engineering works

As indicated in each section of this booklet, a range of other upgrades and changes will be made to the existing railway line. These include:

- track upgrades and realignment to enable higher speeds, shorter journey times and a smoother ride;
- Power and signalling upgrades, including a new power supply building near Bedlington North level crossing;
- Laying of new track, including additional track to allow trains to reverse at Ashington without being in the way of freight trains and a track loop at Seghill to enable trains to pass each other; and
- Improvements and repairs to bridges and culverts along the track.

The need for train maintenance facilities, including driver welfare facilities and space to park trains overnight, is currently being assessed. If further facilities are required, details will be released when available.

## Environmental management

To help reduce the effects of construction on the environment and local people, an Environment Manager has been appointed to manage environmental impacts during the detailed design phase of the project. This is expected to continue into the enabling works and construction phases. Part of their role is to take into account concerns raised by local residents and other stakeholders during the consultation and planning application processes. The Environment Manager will work with our contractors and environmental specialists to ensure residents' concerns are addressed as effectively as possible.

Our planning applications will be supported by a number of reports that set out the environmental impacts of the scheme when operational. This includes assessments of noise and air quality and, where any negative impacts are highlighted, suitable measures will be put in place.



Figure 31: Green space local to the scheme

## Landscape

It is inevitable that the project will lead to changes in what the area around the railway line and the stations looks like. As noted throughout this booklet, this will mean some trees and other vegetation will need to be removed along the track and at some worksites. We will approach changes to the local landscape as sensitively as possible and we are developing a landscape strategy to deliver landscape and ecological enhancements as part of the project.

This means that the project will ultimately lead to new and improved habitats for local wildlife. Where trees and habitats are unavoidably lost as a result of the scheme, they will be replaced at other suitable locations locally.

Our landscaping at the station sites will use as many native and local species of plant as possible, aiming to create an attractive environment for people arriving at the stations. Our ecology surveys mean we know the protected species and habitats along the line and our proposals will safeguard these, as well as creating new habitats where possible. Where need, protected species licenses will be sought.

Lighting design will also take into account species, habitats and nearby properties, minimising disturbance as far as possible.

## Managing construction

This project represents a significant opportunity for South East Northumberland and we are committed to continuing to engage with local communities to ensure it meets their needs. We are aware that a key area of interest is how the scheme will be constructed and any short-term impacts this may have.

The main works for the scheme will be controlled through Construction Environment Management Plans (CEMPs) and Construction Transport Management Plans (CTMPs). 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. CEMPs and CTMPs for the works associated with stations will be approved by the local planning authorities as part of the planning process.

We are considering a number of potential sites to use as construction compounds to help us build the scheme. All the sites we are currently considering are set out at the end of each geographical section of this booklet.

Whilst construction is taking place our 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. Contractors will not be allowed to park their vehicles on residential streets.

One of our priorities is to deliver the scheme as fast as possible, minimising the construction period and disruption to local people and enabling the scheme's benefits to be delivered as soon as possible.

All the sites we are currently considering as construction compounds to help us build the scheme are set out at the end of each geographical section of this booklet.

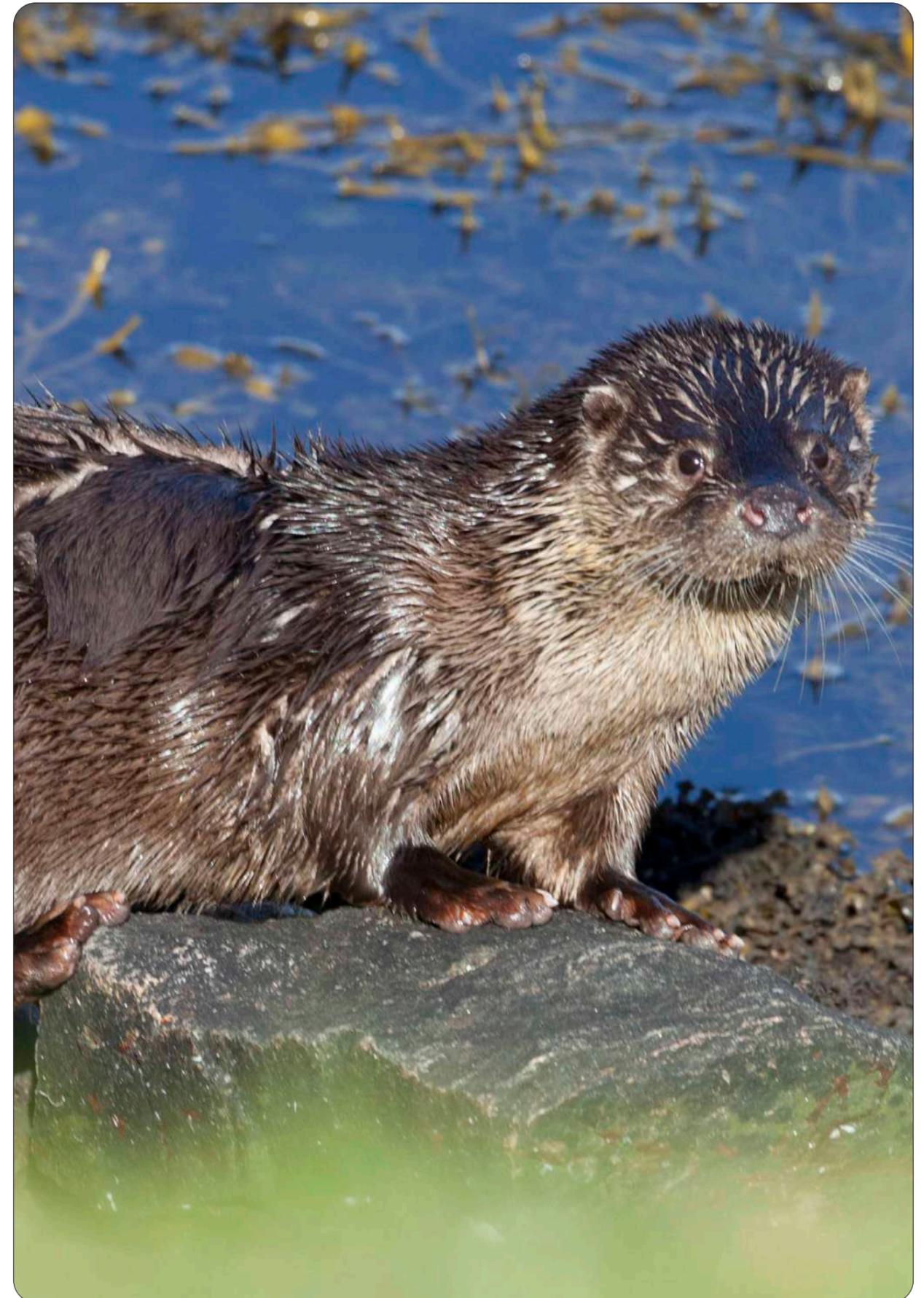


Figure 32: Otters are one of the protected species living close to the railway line. Photo by Kev Webb



**How to have your say  
and next steps**

## How to have your say

This consultation is our way of asking you, as potential users of the Northumberland Line or those likely to be affected by its development, for your views on our plans. Your input will help us improve the scheme and ensure it will be a success for the communities it will serve on the route.

Wherever possible, please submit feedback using our response form. However, if you are submitting feedback outside of the response form, please clearly state the name of the proposal or temporary site your feedback relates to as part of your response.

### Online

To submit an online version of our response form, go to [www.nland.uk/line](http://www.nland.uk/line).



### Post

If you would prefer to mail us a hard copy of the response form, please send it to **Freepost NORTHUMBERLAND LINE**.



### Email

To submit any feedback via email, please contact us on [rail@northumberland.gov.uk](mailto:rail@northumberland.gov.uk).

### Get in touch

If you would like to get in touch with us to ask any questions, please use the details below and we will try and ensure that the appropriate person responds to you as soon as possible.

 [rail@northumberland.gov.uk](mailto:rail@northumberland.gov.uk)

 **0345 600 6400**

 **018001 0345 600 6400**

Our phone line is manned by customer service staff at Northumberland County Council from 8.30am to 5pm Monday to Thursday and 8.30am to 4.30pm on Friday. The customer service staff will be able share your enquiry with the project team and we will aim to return your call between 9.30am and 5pm the next working day.

If you require hard copies of any of the consultation materials, please get in touch using the details outlined on this page.

## What happens to my feedback?

All feedback must be submitted by **11.59pm on 14 December 2020**. After this date, we will review all the feedback we have received and update our designs (as appropriate) 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 people's feedback has been considered and a short summary will be added to the project website ([www.northumberland.gov.uk/line](http://www.northumberland.gov.uk/line)).

### How can I be kept informed?

Up to date information about the project will be included on the scheme website ([www.northumberland.gov.uk/line](http://www.northumberland.gov.uk/line)), where you can also sign up for a project newsletter.

## What happens next

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

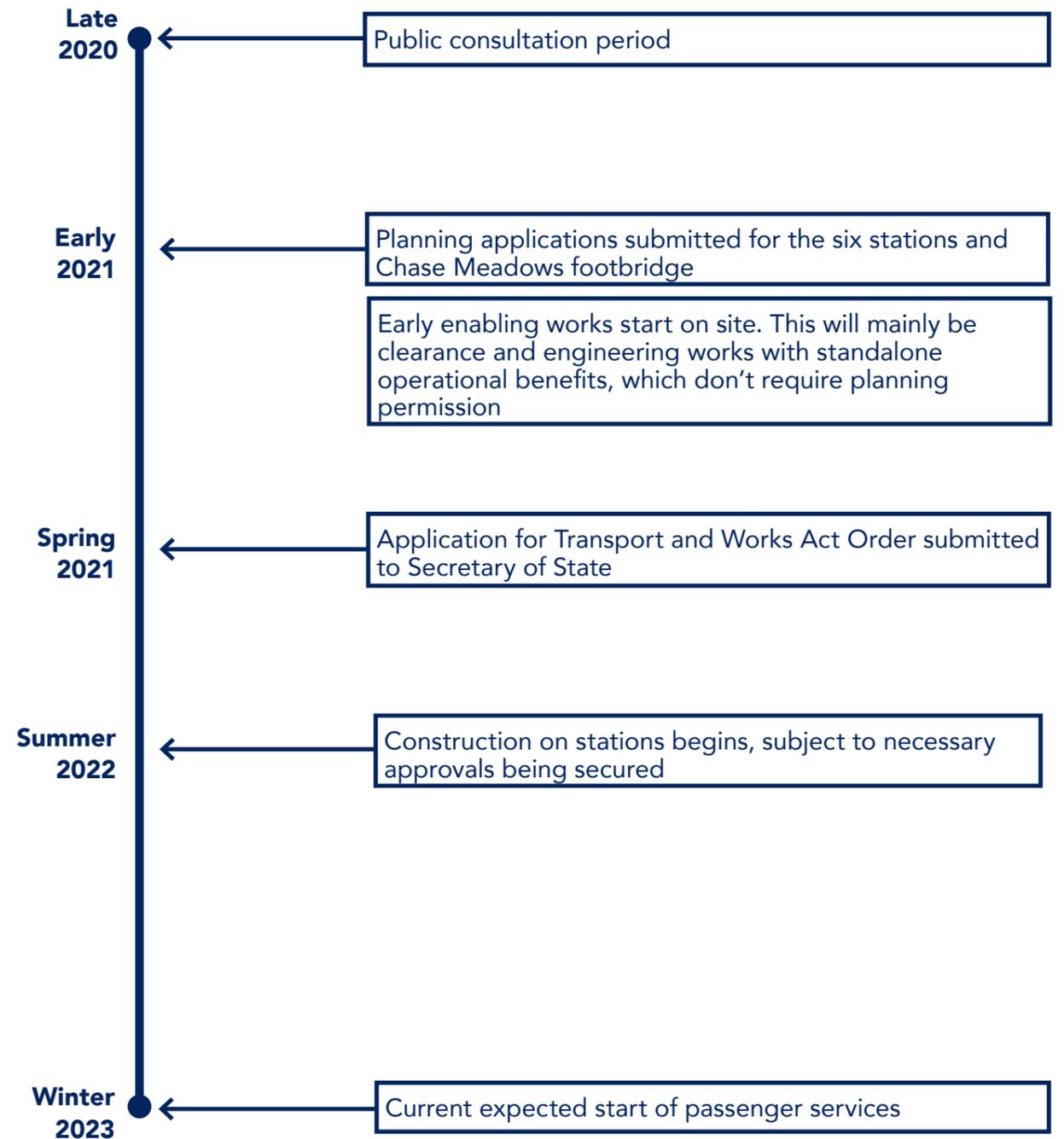


Figure 33: Timeline for the development of the Northumberland Line

## Data protection

NCC and AECOM process your personal data as joint data controllers because it is necessary to have a company independent from the council to analyse the data and, as the study is in the public interest, NCC wish to exercise their right to process personal data.

Personal information retained by, or submitted to, Northumberland County Council is governed and protected by the General Data Protection Regulation 2018 (GDPR). This means only necessary information will be kept accurately, safely and securely. Northumberland County Council is registered on the public register of data controllers, with the registered number Z1727733. Please direct all data protection queries to [informationgovernance@northumberland.gov.uk](mailto:informationgovernance@northumberland.gov.uk)

Data collected from this consultation will be aggregated, so you will not be identified. Anonymised data will be shared with local authorities, academic institutions or contractors working on behalf of Northumberland County Council for the development of the Northumberland Railway Line and research purposes. All survey responses containing personal data will be deleted within two years of the closure of the survey.

Further information about data privacy and your rights under the General Data Protection Regulation (the "GDPR") can be found at the ICO website (data protection regulator) [ico.org.uk/for-the-public](https://ico.org.uk/for-the-public).



### **Northumberland Line**

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