

Response ID ANON-QTHY-2BTY-7

Submitted to **Northumberland Line**

Submitted on **2020-11-29 01:37:57**

3. The stations

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

Fully supportive

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

Type here :

The line will help re-invigorate the local economy and will make it much easier to get to Northumberland Park and Newcastle, for work, education or leisure.

4. Ashington to North Seaton Railway Viaduct including Ashington station

Details of our proposals for Ashington station can be found above. Please use the space below to provide your comments on these proposals.

Type here :

The new station site appears to have moved south from the former station site, making it further away from Wansbeck Square and the shopping area. This is a pity. The station should be as near to the town centre as possible and the existing Wansbeck Square road overbridge, and existing level access ramps to it, used to provide the connection from the station car park and the additional car parking and housing estates at John Street. There should then be a separate pedestrian bridge or subway to replace Hospital Crossing with pedestrian access from the west side to the southern edge of the platform.

It is not clear why the green Lane level crossing will need to have the barriers down for longer, as northbound trains will pass it, after which barriers will close, and southbound trains should not get the starting signal from Ashington until the crossing barriers are down.

We have presented two options for a potential replacement for Hospital level crossing. Details of the options can be found above. Please use the space below to give your comments on the potential options.

Type here:

I agree Hospital Crossing should be replaced by a pedestrian bridge or subway, with link from the west side to the southern end of the platform at Ashington.

Our proposals include a number of changes to level crossings along the route of the Northumberland Line. If you have any comments about our proposed changes to level crossings in this section of the line, please include them in the space below. Please clearly state the name of the level crossing/s you are commenting on, as they are referred to here.

Type here :

this question can not be answered until proposals for the other crossings have been presented and reviewed

We have identified a number of sites that we could potentially use temporarily for construction and engineering works to support the development of the Northumberland Line. If you have any comments about our proposed sites in this section of the line, please include them in the space below. Please clearly state the name of the site/s you are commenting on, as they are referred to here.

Type here :

No comments on this section

5. North Seaton to Bedlington Viaduct including Bedlington station

Details of our proposals for Bedlington station can be found above. Please use the space below to provide your comments on these proposals, including the various options presented for station car parking.

Type here :

The northbound bus stop in Ravensworth street should have a turn back facility enabling busses to leave it and turn back to Bedlington South crossing. This would enable busses on Route 2 (Melrose Villas to Palace Road) to stop outside the station in both directions.

SENUG (The South East Northumberland Rail User Group) would like to be given use of one of the redundant Network Rail buildings at the station, which it would use for its volunteer and community activities and as a base for a new Community Rail Partnership serving the line along with the Newcastle - Berwick line. Part of the building could also be used for a static museum with display boards depicting the history of the development of the railways, and Bedlington's role in early railway and locomotive construction and the development of malleable rail. A walking trail to the site of the Bedlington Ironworks and Bedlington Wagonway could also be posted.

The alternative car parking site in Barrington Lane seems too far away from the station itself.

The design of railway operations at the station should consider that a future rail enhancement might see trains from Newcastle via Morpeth running to and

terminating at Bedlington. It should be decided at this stage whether this should be achieved by trains running from Chopington directly onto the northbound platform and reversing (requires the track on the northbound platform track and the western line of the double track section alongside Barrington Lane to be signalled for bi-directional working), or whether such trains would run into the furnace sidings and reverse, which would require an additional 2 operations of Bedlington South level crossing per train movement.

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As far as can be determined, no changes to either of the Bedlington level crossings are proposed

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Type here :

No comments

6. Bedlington Viaduct to Blyth Bebside including Blyth Bebside station

Details of our proposals for Blyth Bebside station can be found above. Please use the space below to provide your comments on these proposals, including the new cycle and pedestrian bridge over the A189.

Type here :

Blyth Bebside Station should simply be called "Bebside" to avoid confusion with the potential opening of a station in Blyth Town Centre as part of a subsequent extension to the Northumberland Lane.

The plan to move the station further south from the A193 is not welcome as it moves the station further away from the bus stops, increasing the need to access the station by car. The new layout only works if busses running along the A193 in both directions divert into Errington Street and serve the proposed bus stop in the new car park. Consideration should be given to siting the station to the north of the A193, with simple pedestrian access from the A193 itself, and the station footbridge extended across the A189 to a parking facility accessed from Loansdale Avenue, meaning vehicles from Blyth would not need to cross the road junction or the level crossing to reach the station car park

The pedestrian and cycle path across the A189 is welcomed but should be a continuation of the footbridge between the 2 platforms, so passengers travelling from the east side of the A189 do not have to cross one bridge, descend to ground level, and then cross another bridge to reach the northbound platform .

A cycle path connection between the station entrance / south end of Errington street west into Hatherley Lane should be considered to give easier access to the station from the cycle path from Horton Road / 3 Horse Shoes round-a-bout

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Type here :

No comments

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Type here :

No comments

7. Chase Meadows, Newsham and New Hartley including Newsham station

Details of our proposals for Newsham station can be found above. Please use the space below to provide your comments on these proposals.

Type here :

It is not clear whether there will be access to the platforms from the new overbridge, and if not, the pedestrian access to the platforms from the nearest bus stops. the station footbridge appears to be a waste of money. A better idea might be to build the overbridge with a wide pavement with access to both platforms from it, and let the overbridge serve as the pedestrian route between platforms

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

Type here:

Please see previous comment, which is repeated here:

It is not clear whether there will be access to the platforms from the new overbridge, and if not, the pedestrian access to the platforms from the nearest bus stops. The station footbridge appears to be a waste of money. A better idea might be to build the overbridge with a wide pavement with access to both platforms from it, and let the overbridge serve as the pedestrian route between platforms

Details of our proposals for Chase Meadows Footbridge can be found on this page. Please use the space below to provide your comments on these proposals.

Type here :

No comments

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Type here :

Whilst the Lyndon Farm crossing is clearly marked on OS maps, it does not appear to exist in practice, with no access up the railway embankment from the west side. In reality, walkers already have to divert to the nearby tunnel, a hundred metres or so to the north. Therefore, formal closure of this crossing seems reasonable. However, a proper tarmaced path should be created on the west side from the diversion point to the existing tunnel. At present walkers have to walk over uneven ground along the field edge. Upgrading the path to cycle path standards should also be considered.

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Type here :

No comments

8. New Hartley Curve to Holywell including Seaton Delaval station

Details of our proposals for Seaton Delaval station can be found on this page. Please use the space below to provide your comments on these proposals.

Type here :

Once again, it is disappointing the station is further way from the main road and thus bus stops. The overall scheme design seems to favour private car access to stations above public transport access.

The design for Seaton Delaval station should allow for subsequent double-tracking of the line and an additional platform to be added at a later date, as part of a scheme upgrade.

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Type here :

No comments on this section

9. Holywell and Benton North Junction including Northumberland Park station

Details of our proposals for Northumberland Park station can be found above. Please use the space below to provide your comments on these proposals.

Type here :

There should be a combined sheltered / weather-proofed Northumberland line and Metro ticket purchasing area on the overbridge giving access to the platforms.

It is surprising the Northumberland line platform is not further east, with eastern end aligning with the eastern edge of the Metro platforms, which might make potential double tracking through the station and addition of further platform to the north easier to achieve, instead of having the western end of the platform extend underneath the A186 overbridge

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Type here :

no comments on this section

10. More information about our proposals

11. How to have your say and next steps

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

Type here :

Generally, I find it disappointing that the platform locations at stations have been moved away from the main roads and associated existing bus stops, to facilitate better car parking provision. The stated target maximum of 400 metres from nearest bus stop (about quarter of a mile) is significantly too high and will preclude access by bus for anyone with mobility difficulties. Bus stops should be no further than 30 metres away to allow for proper bus / rail integration. Consideration should be given to moving platforms nearer to the main roads with simpler pedestrian access to the roads, although the location of the car parks is acceptable.

For stations such as Bebside where the design includes a new bus stop within the new station car park complex, it is by no means certain that the commercial bus operators will be willing to divert their routes off the main road to serve such stops. As I understand it the County Council does not currently have powers to mandate them to do so. There is a sad history of the dominant bus operator in Northumberland declining to serve the bus turning circles at Morpeth and Cramlington stations, leaving these stations without reasonable bus connections.

The station designs south of Newsham should make passive provision for eventual dualing of the single track sections of the line as part of a future enhancement. It is not clear that lessons have been learned from the Borders Line re-opening where no such passive provision was made, making it now much more expensive to enhance the scheme to increase capacity.

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

Full Name::

Dennis Fancett

Email address:

chair@senrug.co.uk

Telephone Number::

07810 353651

About you

Are you responding on behalf of an organisation or business?

Yes

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

Type here :

SENUG - The South East Northumberland Rail User Group

Please provide your home or organisation/business postcode:

Full UK postcodes only:

NE22 5AA

Which one of these age groups are you in?

55-64 years

Which of the following best describes how you think of yourself

Man

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

Yes, limited a little