



Mr Matthew Golton
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12th April 2022

Dear Mr Golton

Access For All – Cramlington

We are delighted to hear that TransPennine Express wishes to invest in rail service provision at Cramlington, the largest town in Northumberland with a rail station, and a population of 35,000.

We understand TPE is committed to increasing its train service provision at Cramlington whilst at the same time investing in the station infrastructure through An Access For All bid to create level access at the station.

We strongly support the increase of TPE services at Cramlington. This has been a SENRUG objective for some years, and we believe that all TPE services on the Newcastle – Edinburgh route should call at Cramlington, and that the service should be upgraded to hourly throughout the day (in both directions) and joined on to the TPE Newcastle – Liverpool service giving Cramlington passengers direct hourly services to York, Leeds and Manchester.

We likewise support the creation of level access Cramlington. We would however point out that SENRUG's suggested means of providing level access is part of a wider scheme designed to totally regenerate use of the station and significantly increase passenger numbers, by moving the platforms 200 metres down the track, to a town centre location adjacent to the rear entrance to Manor Walks Shopping Centre (the only indoor shopping centre in Northumberland). The proposed new site is underneath the existing Beacon Hill footbridge, which already has step free access, and connects via pedestrian subway under the highway to create a road-free pedestrian level access route into the shopping centre. This site would allow for integrated bus and taxi connection and extended parking facilities and is far superior than the existing, awkward station location in Nelson Village with poor road access. Part of the cost

of the scheme could be offset by release of land around the former station site for housing development. See <https://www.senrug.co.uk/MoveCramlingtonStation.php>.

Whilst we recognise Northumberland County Council are not at present supporting this policy, we understand this to be primarily on grounds of cost. Yet we suspect that, with Network Rail already, and without consultation of stakeholders such as SENRUG, having spent a significant sum in the last few months removing the existing footbridge at Cramlington, taking it away for sand-blast cleaning, and then replacing the same footbridge, even more money will be spent than if SENRUG's proposal had been adopted initially.

We request therefore that as part of the development of the Access for All bid, serious consideration is now given to SENRUG's proposal, which would create level access whilst at the same time provide significant economic advantages to the town and increase usage of rail services.

I am happy to discuss this further with yourself, Graham Meiklejohn, and colleagues from Network Rail as appropriate.

Kindest Regards

Dennis Fancett

Dennis Fancett

Chair, SENRUG: The South East Northumberland Rail User Group
Winner, Railfuture National Rail Campaigner of the Year Award, 2021

Campaigning for better rail services in South East Northumberland
www.senrug.co.uk