

**Distribution List for Letter of 8th September 2016 re
Campaign for North of Morpeth Local Rail Service**

Text of Letter below

Name	Position	Organisation	Reply Status (as at 8th Nov 2016)
Mr Steven Mason	Chief Executive	Northumberland County Council	
Cllr Allan Hepple	Cabinet Member for Economic Growth	Northumberland County Council	
Mr Stuart McNaughton	Strategic Transport Manager	Northumberland County Council	
Mr Geoff Paul	Director of Planning & Economy	Northumberland County Council	
Ms Tracey Bell	Clerk	Morpeth Town Council	REPLIED
Mr Kevin Cassie	Clerk	Pegswood Parish Council	
Mr R Smith	Clerk	Widdrington Station and Stobswood Parish Council	
Miss Elaine Brown	Clerk	Acklington Parish Council	
Mrs Isabel Hunter	Clerk	Belford with Middleton Parish Council	
Mrs S Henderson	Clerk	Kyloe Parish Council	
Mr John Bevan	Clerk	Holy Island Parish Council	
Mr Geoff O'Connell	Chairman	Belford Rail User Group	
Mr Ian Lavery MP	MP	Wansbeck Constituency	
Ms Anne-Marie Trevelyan MP	MP	Berwick-Upon-Tweed Constituency	REPLIED
Mr Mike Paterson	Regional Director (North East)	Northern Railway	
Mr Pete Myers	Stakeholder Manager (North East)	Northern Railway	
Mr Paul Salveson		Arriva Rail	
Mr Tobyn Hughes	Director of Rail	North East Combined Authority	
Ms Jude Leitch	Director	Northumberland Tourism	
Mr Roger Blake	Director	Railfuture	



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8th September 2016

«Title» «First_Name» «Second_Name»
«Title1»
«Company»
«Address_1»
«Town»
«County»
«Postcode»

Dear «Title» «Second_Name»

NORTH OF MORPETH LOCAL RAIL SERVICE

I'm writing to let you know SENRUG has today launched a new campaign for a regular, local rail service north of Morpeth.

Currently, the communities of Pegswood (Wansbeck constituency), Widdrington, Acklington and Chathill (Berwick constituency) have just one train to Newcastle in the morning and one return in the evening. This is wholly inadequate to create any kind of market. SENRUG wants to see an hourly service throughout the day, extending further north to Berwick, with the former stations at Belford and Beal re-opened.

You may be aware that several companies have aspirations to develop additional non-stop or limited stop Newcastle to Edinburgh services, and whilst some of these services have merits, SENRUG believes it is also time to call for a service which would serve the local communities through which the route passes.

North of the Scottish Border, our sister pro-rail campaign group RAGES are likewise campaigning for a local rail service between Berwick and Edinburgh with stations at East Linton and Reston re-opened, and SENRUG and RAGES have decided to work together in calling for a through

service between Newcastle and Edinburgh, calling at every existing local station as well as re-opened stations at the places mentioned.

The new service we envisage would re-vitalise the communities it serves, creating access both to jobs and further education by allowing commuting to access both Newcastle and Edinburgh, and also help develop tourism both sides of the border as the line serves many places of interest and long distance walking paths. In particular, the line runs virtually alongside the coast path and cycle path for much of its length and the provision of good public transport links connecting various staging points along the route would allow the North Sea Trail to be promoted much more effectively. Once the service is running SENRUG would form a Community Rail Partnership to help market and develop the route.

The first step towards delivering this new rail link would be for Northumberland County Council to commission a feasibility study to assess the market and confirm the viability for this service. Initial feasibility work in Scotland has already been completed and supports the establishment of a local rail service of this nature. Then, local authorities both sides of the border would then trigger the formal process with Network Rail. DfT Funding could be available to contribute to the cost of re-opening former stations (see attached press article). We envisage the service would be operated jointly by the local rail franchisees each side of the border which are currently Arriva Northern Railway and Abellio ScotRail.

Additionally, in the short term, we believe there is a strong case for Northern Railway to extend their current Metrocentre – Morpeth service to Pegswood and Widdrington, which we believe can be done within existing rolling stock, noting that the existing timetable will need to be-cast from 2019 when other operators commence additional Newcastle – Edinburgh services.

I do trust you will formally support our campaign, and have enclosed some of our leaflets which I trust you will find of interest. Should you have any questions or want to discuss the campaign with me please let me know. Over the last few years, SENRUG has established an impressive reputation for securing improvements to local rail services in this region, and we believe that, by working together, this new service can also become a reality.

Kindest Regards

Dennis Fancett

Chair, SENRUG: The South East Northumberland Rail User Group

Campaigning for better rail services in South East Northumberland

www.senrug.co.uk