



**SLC Property**

# Statement of Community Engagement

Northumberland Line

Ashington Station

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# Document Control

## Version Control

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V.01	02/12/2020	Becky Greenhill	First draft template review NCC/JDV
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## Approvals

Version No.	Name of approver	Title & organisation	Date
V.03	Allen Creedy	Director of Planning, SLC-AECOM	29.01.2021
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# 1 Introduction

## 1.1 Applicant and Agent

1.1.1 This Statement of Community Engagement (SCE) has been prepared by SLC Property Ltd (the Agent) on behalf of Northumberland County Council (the Applicant).

1.1.2 The SCE forms part of the Planning Application for Ashington station. A separate Planning Statement has been prepared which details the proposed scheme, policy context and case for development. This SCE should be read in conjunction with the Planning Statement.

1.1.3 'The client' for the purpose of the SCE is Northumberland County Council, a unitary authority in North East England.

## 1.2 Purpose of the SCE

1.2.1 The main purpose of this SCE is to outline the pre-application consultation, engagement and communications that have taken place with key stakeholders and the local and wider community in connection with the proposals for Ashington station. It focusses primarily on the public consultation that took place in November and December 2020, outlining the consultation aims, methods and how feedback from the consultation has helped to refine the development proposals.

## 1.3 Structure of the SCE

1.3.1 This SCE comprises the following sections.

- [Section 2](#) outlines the policy guidelines and statutory requirements for engagement and consultation on planning applications.
- [Section 3](#) provides a summary of the proposals at Ashington station.
- [Section 4](#) outlines previous engagement undertaken in 2019.
- [Section 5](#) outlines the strategic considerations for the consultation undertaken in November and December 2020.
- [Section 6](#) provides an overview of engagement with key stakeholders.
- [Section 7](#) gives an overview of consultation materials, mechanisms and reach.
- [Section 8](#) summarises the feedback received on the scheme and the proposed station development at Ashington.
- [Section 9](#) outlines the way in which the scheme at Ashington has responded to feedback.
- [Section 10](#) provides a summary of the SCE and opportunities for future engagement.

## 2 Policy context and engagement approach

### 2.1 Policy context

2.1.1 The engagement approach adopted for the scheme was designed with regard to the National Planning Policy Framework (NPPF) (2019) and the Northumberland Local Plan – Statement of Community Involvement (SCI) adopted February 2015<sup>1</sup> and subsequent 2020<sup>2</sup> addendum.

2.1.2 Section 4 of the NPPF emphasises the importance of early engagement with local communities, statutory and non-statutory stakeholders. Paragraph 39 advocates:

*‘Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.’*

2.1.3 Paragraph 42 of the NPPF advises that wherever possible ‘parallel processing of other consents should be encouraged to help speed up the process and resolve any issues as early as possible’.

*‘The participation of other consenting bodies in pre-application discussions should enable early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle, even where other consents relating to how a development is built or operated are needed at a later stage. Wherever possible, parallel processing of other consents should be encouraged to help speed up the process and resolve any issues as early as possible.’*

2.1.4 Northumberland County Council’s SCI (2015) sets out how people should be consulted and involved in the planning process. Section 2 of the SCI outlines eight consultation values established specifically for planning. These consultation values encourage people’s involvement at a formative stage in plan making, making consultation more effective for those who are already providing their views whilst encouraging more people to take part in consultation; encourage applicants to find new ways to make consultation more meaningful, transparent, far-reaching and accessible; and aim to help ensure that people’s views are taken into account in the decision-making process.

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<sup>1</sup> <https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/planning%20policy/Local%20Plan/NCC-SCI-February-2015.pdf>

<sup>2</sup> <https://www.northumberland.gov.uk/NorthumberlandCountyCouncil/media/Planning-and-Building/planning%20policy/Local%20Plan/Statement-of-Community-Involvement-Addendum-August-2020.pdf>

1. *Involve people at the start of and throughout the decision-making process on planning applications and when developing new planning policy.*
2. *Engage with relevant people and organisations at the appropriate time using effective and appropriate engagement methods, allowing sufficient time for meaningful consultation and allowing all individuals and communities the opportunity to influence decisions.*
3. *Be adaptable, recognising that different consultation methods will be required in different circumstances.*
4. *Respect the diversity of people and their lifestyles and give people a fair chance to have their voice heard regardless of gender, age, race, abilities, sexual orientation, circumstances or wherever they live.*
5. *Communicate clearly with people using plain English and avoiding jargon.*
6. *Ensure that people's views are taken into account in reaching decisions on all planning matters using the most appropriate methods of community involvement as set out throughout this document.*
7. *Make documents publicly available on the Council's website and where appropriate across the networks of Council offices and libraries.*
8. *Be consistent in our approach, regardless of the location within Northumberland or the planning issue covered by the policy or proposal.*

2.1.5 An Addendum was made to the SCI (2020) to reflect the restrictions resulting from the COVID-19 pandemic and its impact on how Northumberland County Council engage with local people and businesses. It recommends that '*Public drop-in events should not be held*' and instead encourages a wide variety of media and publicity is utilised to ensure consultation reach is maintained.

## **2.2 Strategic principles**

- 2.2.1 The engagement approach adopted for the scheme also drew on the Gunning Principles for fair and meaningful consultation:
- (i) That consultation must be at a time when proposals are still at a formative stage.
  - (ii) That the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response.
  - (iii) That adequate time is given for consideration and response; and
  - (iv) that the product of consultation is conscientiously considered when finalising the decision.

## 3 Northumberland Line and Ashington station

### 3.1 The Northumberland Line

- 3.1.1 The Northumberland Line will bring passenger trains back into service on the freight railway 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.
- 3.1.2 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.
  - Support the delivery of significant growth in sectors such as renewable energy, offshore oil and gas and engineering.
- 3.1.3 The project will provide six new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park, as shown in **Figure 1**. Journeys between Newcastle and Ashington will take about 35 minutes with no need to change trains.
- 3.1.4 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. Options for integrated ticketing between the two services are currently being explored. 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.
- 3.1.5 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.
- 3.1.6 The passenger services are likely to be operated by Northern Rail. The line is currently anticipated to open to passengers in late 2023.



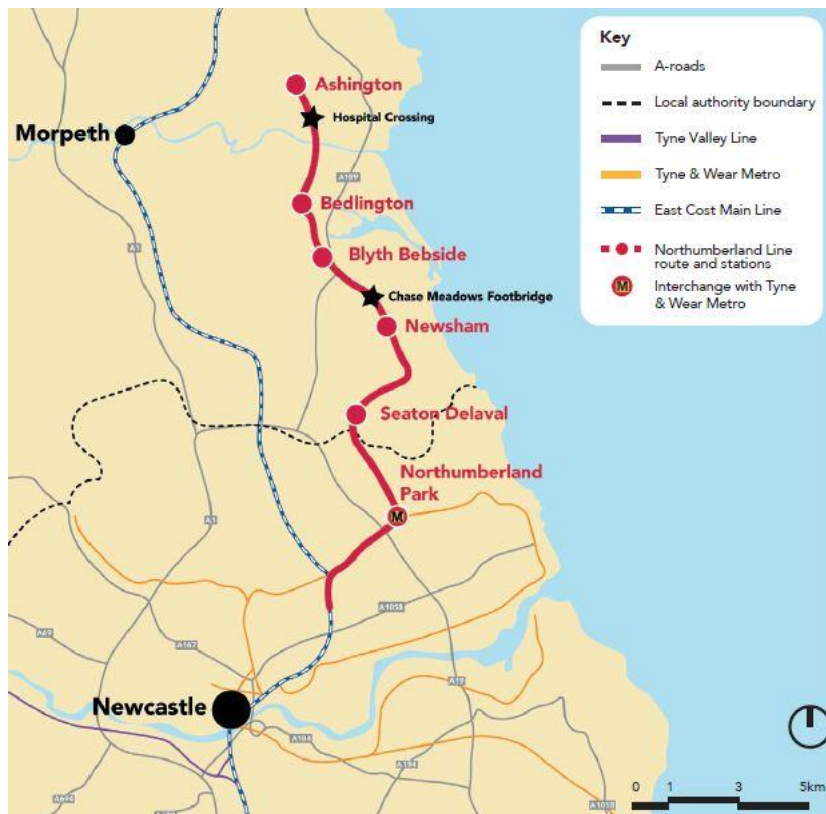


Figure 1: Northumberland Line Stations

## 3.2 Ashington station

- 3.2.1 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.
- 3.2.2 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 the facilities common to all stations: ticket machines; seating and shelters; audio frequency induction loops; car parking; CCTV cameras; bicycle parking; real time information boards, and lighting.
- 3.2.3 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.
- 3.2.4 The station and car park will include tree planting and wildlife friendly landscaping, focused on the areas around the extended car park.

3.2.5 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. Options for its replacement are currently being considered, including a footbridge at the station and an underpass close to the site of the existing crossing. Feedback from the public consultation has been shared with the relevant design disciplines for consideration, Hospital level crossing is out with the scope of this application for planning permission.

3.2.6 An indicative plan showing the proposals for Ashington station was included within the Consultation Booklet (refer **Figure 2**)



Figure 2: Proposed layout for Ashington Station (Northumberland Line Consultation Booklet 2020)

## **4 2019 consultation**

### **4.1 Introduction**

4.1.1 An initial consultation on the Northumberland Line proposals ran for 6 weeks between 2 September and 18 October 2019. This consultation focussed on raising awareness of the scheme and gathering important feedback on what the Northumberland Line service should offer to local residents.

### **4.2 Consultation publicity**

4.2.1 The consultation was promoted via press release, social media and Northumberland County Council communications channels. Press coverage for the consultation was secured in local newspapers, including the Northumberland Gazette and News Post leader.

### **4.3 Consultation events**

4.3.1 10 drop-in sessions were held across 5 different locations situated close to the proposed railway station locations, with a day and evening slot available at each. These events were attended by 266 people. Each session provided an opportunity to discuss proposals, answer questions and invite feedback from attendees. Large visual boards were available to help promote discussion at the sessions.

### **4.4 Online survey**

4.4.1 An online survey was used to invite feedback on the proposals, with paper copies of the survey available at the consultation events. 971 online and hard copy survey responses were received and analysed.

### **4.5 What we asked for feedback on**

4.5.1 Respondents were asked a range of questions, including their overall sentiments towards the scheme, the likelihood of their using the proposed service, how often they would do so and for what purpose. Other questions asked about which station/s they would use, and how they would travel to and from them. Further questions were asked about which facilities they would like to see available at stations and on the rail service itself.

4.5.2 The feedback obtained from the consultation has fed into the ongoing development of the scheme, including:

- Helping to develop proposals and plan the service.
- Helping to establish likely usage profiles.
- Understanding local priorities and how greater use of the proposed service could be encouraged; and
- identifying themes to be addressed during the next stages of scheme development.

4.5.3 A range of demographics responded to the consultation.

- 50% of respondent identified as a woman; 49% identified as a man; 1.3% preferred not to say; and less than 1% preferred another term.
- Just under half (44%) of respondents were aged between 35 and 54, with 32% aged over 55.
- Almost a fifth (18%) stated that their day-to-day activities were limited due to a health problem or disability.
- From the postcodes provided there was a good spread of responses along the railway corridor.

## 4.6 Results and key themes

4.6.1 A large majority of the respondents were in favour of the new rail scheme (96% supportive). 89% of 965 respondents that gave an answer to the relevant question stated they would be likely to use the rail service, with the main reasons including leisure (48%) and commuting (31%).

4.6.2 Of the respondents who stated that they would use the service, over half (57%) thought they would travel to the station by walking, with just over a quarter (26%) driving. Seaton Delaval (78%) and Bedlington (63%) stations would be most likely to be accessed on foot.

4.6.3 The most frequently listed facilities respondents would like to see in the new stations are listed in **Table 1** (each percentage is out of the 893 respondents to the relevant question).

*Table 1: 2019 public consultation*

<b>Facility</b>	<b>Percentage of respondents that wanted to see this at Northumberland Line stations</b>
Security / CCTV	68%
Shelter	57%
Real time information displays	56%
Car parking	51%
Station lighting	47%
Toilets	40%
Waiting rooms	24%
Cycle storage	24%
Ticket offices	22%
Station staff	18%
Catering facilities	6%

4.6.4 Those unsupportive of the scheme cited noise, lack of stations in certain locations, traffic and anticipated disruption as reasons.

4.6.5 Respondents who were most unsupportive of the proposed scheme were located around Seaton Delaval. A frequent reason given for this was the proposed delivery of the scheme in two phases, with Seaton Delaval station forming part of a second, later phase. It should be noted that, in the updated proposals, the whole scheme will be delivered in a single phase.

## 5 Devising a strategy – 2020 consultation

### 5.1 Consultation on the proposals

5.1.1 In Autumn 2020, proposals for the Northumberland Line had been sufficiently developed by Northumberland County Council to enable an informed public consultation on plans for the six new stations, new footbridges and a potential underpass, changes to level crossings and the land required to build the railway line infrastructure.

5.1.2 The public consultation took a holistic approach, consulting on the Northumberland Line as a whole rather than on an isolated 'per feature' (geographical) or 'consenting route' (thematic) basis.

5.1.3 For the purpose of the public consultation, the railway line was been divided into six geographical sections, with each section comprising a station alongside the various other elements of the Northumberland Line within the geographical boundary (e.g., footbridges and level crossing works). Moving north to south, the sections were:

- Ashington to North Seaton Viaduct, including Ashington station.
- North Seaton Viaduct to Bedlington Viaduct, including Bedlington station.
- Bedlington Viaduct to Blyth Bebside, including Blyth Bebside station.
- Chase Meadows, Newsham and New Hartley Curve, including Newsham station.
- New Hartley Curve to Holywell, including Seaton Delaval station.
- Holywell to Benton North Junction, including Northumberland Park station.

5.1.4 The public consultation was designed to clearly distinguish between the different consenting routes and features, both in the information provided and in the feedback mechanisms. It was also made clear what feedback was being invited on, and how feedback would be considered.

## 5.2 Aims of consultation

5.2.1 The aims of the public consultation on the Northumberland Line proposals are set out below.

- To align consultation required for parallel consents – Town and Country Planning Act (TCPA, “Planning Permission”), Transport and Works Act Order (TWAO) and Level Crossing Orders (LXO).
- To deliver a COVID-19 resilient public consultation.
- To inform local elected representatives and other key stakeholders about the scope, proposals and approximate timescales involved with the delivery of the Northumberland Line and capture their feedback on the proposals presented.
- To inform the local community and wider stakeholders about the scope, proposals and approximate timescales involved with the delivery of the Northumberland Line and capture their feedback on the proposals presented.
- To provide an opportunity for a two-way dialogue through which residents, businesses and community groups could speak directly with Northumberland County Council to understand proposals and give informed feedback.
- To identify any further groups or individuals whose local knowledge of the area would be beneficial to the detailed design process.
- To consider feedback in relation to the pre-application proposals to identify potential areas for improvement in terms of design, access, and other material considerations and make any amendments as appropriate.
- To enable the evaluation of responses specific to the planning application for Ashington station.

## 5.3 COVID-19

5.3.1 The wellbeing of stakeholders, the project team, interested parties and the local community is of paramount importance. A COVID-19 resilient approach to consultation was adopted in line with government recommendations at the time and Northumberland County Council’s Addendum to the SCI (2020).

5.3.2 In particular, the COVID-19 restrictions have meant that the majority of consultation (and related engagement and communications) activities moved into the digital realm, a strategy mirrored across a large number of delivery partners and stakeholder audiences. Whereas previously the project might have attended face to face meetings these were instead conducted in the main through online platforms (e.g., Teams and Zoom), maintaining the opportunity for two-way dialogue with stakeholders. This has meant that stakeholders continue to be informed and able to distribute key messages to their networks, including those that are offline.

5.3.3 Our consultation strategy also incorporated a number of methods to reach stakeholders without internet access, explained in more detail in [Section 5.4](#) of this document.

5.3.4 Between 5 November 2020 and 2 December 2020, England entered into a second nationwide lockdown, meaning that all but essential venues and services (e.g., supermarkets and schools) were closed to control the spread of COVID-19. From 2 December 2020 the UK Government introduced a new lockdown tier system; the proposal area was placed into Tier 3, with the highest level of restrictions in place.

## 5.4 Consultation methods

5.4.1 The following were identified as appropriate tools for satisfying the consultation aims and to ensure a wide cross-section of the local community was reached. Further information on the resources is provided in [Section 7](#).

5.4.2 Publicity materials that were used are listed below.

- Postcard (mailshot)
- Posters (including QR code for ease of access to online resources)
- Press release
- Social media campaign
- Email to key and named stakeholders
- Letter to key and named stakeholders (where email address unknown)

5.4.3 Information resources that were used are listed below.

- Consultation booklet
- Pre-recorded presentation from the project team introducing the project and proposals
- Information page on the Northumberland County Council website, which directed people to the consultation hub (see below)
- Frequently asked questions (FAQ) document
- Citizen Space consultation hub, a single web portal that hosted the consultation booklet (in PDF and webtext form), response form and scheme Frequently Asked Questions document
- Dedicated customer services (e-mail, telephone, TypeTalk and Freepost)
- Online presentations / briefings via Teams/Zoom to key stakeholders
- Face to face meetings where no other options available

5.4.4 Feedback was captured through a number of channels.

- Hard copy response forms submitted to the Freepost address
- Through the online survey on the consultation hub (which mirrored the hard copy response form)
- Emails to the project email address
- Online presentations via Teams/Zoom to key stakeholders



- On site meetings with stakeholders (where no other option available)

5.4.5 Consultation materials signposted the availability of alternate formats such as braille, large print and hard copy. An audio transcription by the Royal National Institute of the Blind (RNIB) of the consultation booklet was produced on request and subsequently shared on Northumberland County Council's consultation hub alongside the other digital resources.

5.4.6 A 4-week public consultation opened on 16 November 2020 and closed on 14 December 2020.

## 5.5 Identifying interested parties

5.5.1 The 2019 consultation and pre-application discussions with Northumberland County Council and North Tyneside Council assisted with identifying stakeholders and interested parties to be engaged in connection with the planning application.

5.5.2 [Appendix A](#) provides a list of stakeholders including those specific to Ashington station.

5.5.3 Local residents, businesses and community groups were also identified and invited to participate in the consultation, with particular emphasis on reaching those who were most likely to be affected by the proposals.

## 5.6 Recording Feedback

5.6.1 Responses to the consultation were encouraged through the online platform, though as noted above were also received via mail and email. The design of the response form captured:

- (i) Feedback on a per 'feature' requiring consent basis within each of the six geographical sections (Section 5.1.3). This enabled stakeholder feedback specific to the planning application for Ashington station to be recorded.
- (ii) General feedback on a geographical/project basis.

5.6.2 Consultee responses provided through alternate feedback mechanisms, such as by e-mail or letter, were analysed and recorded as either by line feature (e.g., station, level crossing) or general according to their content.

## 6 Engagement with key stakeholders – 2020

### 6.1 Engagement tools

6.1.1 The following engagement tools were utilised for targeted engagement with key stakeholders, both during and prior to the 2020 public consultation period.

- Direct mailing and emailing: Emails with links to online consultation resources and electronic copies of the poster, postcard, and consultation booklet. Where stakeholder email addresses were unavailable, a letter with hard copies of the consultation booklet was sent instead. The direct e-mails were sent on the consultation launch date (16 November 2020); this encouraged feedback through the online response form.
- Briefings and/or virtual presentations: delivered by members of the project team and/or Northumberland County Council. These briefings are summarised in Table 2 below and included Members of Northumberland County Council, North Tyneside Council and Newcastle City Council.

*Table 2: Schedule of group stakeholder engagement*

<b>Stakeholder</b>	<b>Month 2020</b>	<b>Station geographical area</b>
<b>Ashington Town Council</b>	<b>October</b>	<b>Ashington</b>
East Bedlington Parish Council	October	Bedlington
Seaton Valley Community Council	October	Seaton Delaval
Blyth Town Council	October	Blyth Bebside
NCC Youth Parliament	October	N/A
NTC Officers and Members	October	Northumberland Park
The South East Northumberland Rail User Group (SENUG)	October	N/A
Community Rail Network	October	N/A
Newcastle City Council – Members (information supplied electronically)	November	N/A
Colbalt Business Leaders	November	Northumberland Park
Blyth Town Forum	November	Blyth Bebside
<b>Ashington Councillors</b>	<b>December</b>	<b>Ashington</b>
Built Environment Accessibility Panel (BEAP)	December	N/A

## 6.2 Capturing feedback

- 6.2.1 Feedback from each of these briefings was captured by members of the project team and passed on to the relevant discipline for consideration. Additionally, attendees had the opportunity to provide feedback through the public engagement mechanisms (which some did). The feedback from all stakeholders that responded through the public engagement mechanisms is included within the analysis at [Section 8](#).
- 6.2.2 Feedback from the Built Environment Accessibility Panel has been provided at [Appendix F](#). A joint briefing with the project team, Network Rail and the Built Environment Accessibility Panel on 26 November 2020 provided an opportunity to identify and improve station accessibility for those with a disability or additional needs.

## 7 2020 public consultation

### 7.1 Introduction

7.1.1 A 4-week public consultation opened on 16 November 2020 and closed at 11:59pm on 14 December 2020.

### 7.2 Publicity materials

7.2.1 The project utilised a variety of delivery methods and material formats to promote and encourage consultation participation.

7.2.2 A **postcard** promoting the public consultation was delivered on 16 November 2020 to all residential and business addresses within a 200m buffer of the railway corridor line. The 200m buffer was extended in some areas to ensure only complete roads were included in the mailing area. To further boost publicity a print supply of postcards was provided to a number of local shops and other venues (refer **Table 3**) and distributed electronically to key and named stakeholders. A copy of the postcards used for the mailshot and distribution to venues is provided at [Appendix B](#).

*Table 3: Distribution of postcards to local businesses / venues.*

Distribution	Postcard	Location
Sainsburys	100	Northumberland Park
Aldi	100	Northumberland Park
Lakes and Dales	100	Seaton Delaval
<b>Co-op Remscheid Way</b>	<b>100</b>	<b>Ashington</b>
<b>Co-op Milburn Road</b>	<b>100</b>	<b>Ashington</b>
ASDA Blyth Superstore	100	Blyth
SPAR Bedlington	100	Bedlington
Co-op Food Bedlington Station	100	Bedlington
<b>ASDA Ashington</b>	<b>100</b>	<b>Ashington</b>
NCC Libraries and Integrated Services	500	Across geographical area
NCC County Hall Reception	100	Morpeth

7.2.3 **Posters** were distributed to local shops and other venues (refer **Table 4**); the posters included a QR code providing a direct link to the online resources including the online survey. The poster was also distributed electronically to key and named stakeholders. A copy of the poster is provided at [Appendix B](#).

*Table 4: Distribution of posters to local businesses / venues.*

Distribution	Posters	Location
Sainsburys	6	Northumberland Park
Aldi	6	Northumberland Park
Lakes and Dales	4	Seaton Delaval
<b>Co-op Remscheid Way</b>	<b>4</b>	<b>Ashington</b>
<b>Co-op Milburn Road</b>	<b>4</b>	<b>Ashington</b>
ASDA Blyth Superstore	4	Blyth
SPAR Bedlington	4	Bedlington
Co-op Food Bedlington Station	4	Bedlington
<b>ASDA Ashington</b>	<b>12</b>	<b>Ashington</b>
NCC Libraries and Integrated Services	30	Across geographical area
NCC Local Centres & Depots	40	

7.2.4 Northumberland County Council issued **three press releases** during the course of the consultation. The first of these on 16<sup>th</sup> November 2020 aimed to raise awareness of the consultation, inform readers that it was open for participation, and encourage people to contribute<sup>3</sup>. The second of these on 2<sup>nd</sup> December 2020 sought to remind the public of the opportunity to comment on the proposals at the consultation’s halfway point<sup>4</sup>. The final press release was published on 15<sup>th</sup> December 2020 and summarised the consultation’s uptake<sup>5</sup>.

7.2.5 The full text of each press release is available at [Appendix B](#).

7.2.6 A **Northumberland Libraries email newsletter** included an item on the consultation giving details of how to access the information and provide feedback. This had a reach of 3,106 library members, as well as county councillors and other partners.

<sup>3</sup> <https://www.northumberland.gov.uk/News/2020/Nov/Have-your-say-on-major-rail-line-plans.aspx>

<sup>4</sup> <https://www.northumberland.gov.uk/News/2020/Dec/Hundreds-have-their-say-so-far-on-rail-scheme.aspx>

<sup>5</sup> <https://www.northumberland.gov.uk/News/2020/Dec/Public-thanked-as-rail-consultation-closes.aspx>

### In other news

Northumberland Line consultation

In late 2023 passenger trains will run between Ashington and Newcastle every 30 minutes, connecting you to jobs, education and leisure opportunities.

The Northumberland Line will revolutionise public transport across South East Northumberland.

In November 2020 the Northumberland County Council is consulting on the project and would like your feedback on the proposals.

To get involved email [rail@northumberland.gov.uk](mailto:rail@northumberland.gov.uk) or click on the link below

**Get Involved** >

Northumberland County Council, County Hall, Morpeth, Northumberland NE61 2EF, United Kingdom

You may [unsubscribe](#) or [change your contact details](#) at any time.

### Figure 3: Libraries email notice

- 7.2.7 **Social media posts** promoting the consultation between 16 November 2020 and 14 December 2020 were viewed 96,491 reaching 199,980 people who follow Northumberland County Council's social media channels. Included in these posts were links to the Northumberland Line web page on the Northumberland County Council's website and a link to the 'Have Your Say' consultation hub. Altogether, these links were clicked 1,468 times across the campaign.
- 7.2.8 **Council intranets** at both Northumberland County Council and North Tyneside Council were utilised to raise internal awareness of the consultation.
- 7.2.9 **Over 150 named stakeholders** from outside the project team were contacted directly via post or email (refer [Appendix A](#)).

## 7.3 Information resources

- 7.3.1 The consultation utilised a variety of material types and delivery modes to maximise consultation reach and participation Alternate formats such as Braille or large print were available on request.
- 7.3.2 A [consultation booklet](#) provided information on the Northumberland Line proposals, this included a section detailing the plans for Ashington station. The consultation booklet was available in a variety of formats including standard and large print, digital (to download/view) and audio transcribed by the RNIB. Print copies were distributed to local shops and other venues (refer **Table 5**) and also available on request via a dedicated e-mail, telephone/TypeTalk number or by writing to Northumberland County Council. An electronic copy of the Consultation Booklet was distributed to key and named stakeholders.

*Table 5: Distribution of print materials – consultation booklets to local businesses / venues.*

<b>Distribution</b>	<b>Booklets</b>	<b>Location</b>
Sainsburys	100	Northumberland Park
Aldi	100	Northumberland Park
Lakes and Dales	100	Seaton Delaval
<b>Co-op Remscheid Way</b>	<b>100</b>	<b>Ashington</b>
<b>Co-op Milburn Road</b>	<b>100</b>	<b>Ashington</b>
ASDA Blyth Superstore	100	Blyth
SPAR Bedlington	100	Bedlington
Co-op Food Bedlington Station	100	Bedlington
<b>ASDA Ashington</b>	<b>100</b>	<b>Ashington</b>
NCC Libraries and Integrated Services	500	Across geographical area
NCC County Hall Reception	100	Morpeth

- 7.3.4 Northumberland County Council’s website already hosted a dedicated Northumberland Line [webpage](#) providing updates on the proposals. During the consultation, the website provided information on the consultation exercise including a direct link to the online materials and ‘Have your Say’ section. Northumberland County Council’s webpage was viewed a total of 851 times during the consultation period. In addition to this, consultees had the option of going directly to the consultation hub.
- 7.3.5 The consultation was hosted online at Northumberland County Council’s [consultation hub](#); here information about the Northumberland Line was provided electronically and via an audio transcript prepared by the RNIB. Mirroring the format and content of the consultation booklet, the information provided on the consultation hub was broken down into six geographical regions (refer [Section 5.1.3](#)) with each section containing a station. Information on the proposals for Ashington station was provided in the section ‘Ashington to North Seaton Railway Viaduct’. Note: The number of visitors to the consultation hub, where the main consultation was hosted, is not captured by the platform.
- 7.3.6 In the absence of face-to-face presentations (as a result of COVID-19 restrictions), Northumberland County Council prepared a video presentation on the proposals. Hosted on YouTube, the [project presentation](#) was embedded in the Northumberland Line consultation hub landing page and, as of 23 January 2021, had been viewed 1,500 times.
- 7.3.7 An FAQ was prepared by Northumberland County Council and the project team (refer [Appendix B](#)). The FAQ was available to download from the consultation hub and as an audio transcript. Hard copies (and alternate formats) were available on request.

7.3.8 In addition to online resources Northumberland County Council provided a dedicated Customer Services team contactable via e-mail, TypeTalk, telephone, and Freepost address. Customer Services contact information was provided on all publicity and information resources.

## 7.4 Capturing feedback

- 7.4.1 The consultation provided a variety of feedback opportunities. Consultees were encouraged to provide feedback through Northumberland County Council's consultation hub as follows:
- All consultees were asked to grade their level of support (this was a compulsory question) for the proposal to re-open the railway line to passenger services from fully supportive, mostly supportive, neutral, slightly supportive, and not supportive. A non-compulsory free text field provided space for consultees to elaborate on their responses should they wish.
  - For each of the key features of the railway line detailed in the consultation booklet, including Ashington station, consultees were given the option to provide a free text comment. Stakeholders were able to respond on as many or as few of the features as interested them. This open-ended comment approach enabled objective feedback to be captured without constraint.
  - Contact information was requested for those stakeholders interested in becoming 'Northumberland Line Champions' within their community to assist the project in building relationships, encouraging involvement, and providing a mechanism for the dissemination of information going forward.
  - Postcode, sex, age, and type of respondent (business / resident) was also recorded for data monitoring purposes by Northumberland County Council.
- 7.4.2 A copy of the hard copy version of the consultation feedback form is provided at [Appendix C.](#) the form was available on request in alternate formats.
- 7.4.3 All feedback was received directly by Northumberland County Council. Written feedback via e-mail/post was included in the feedback analysis (refer [Section 9](#)). All personal details were redacted before comments were shared with the project team.
- 7.4.4 Including late submissions, the project received 949 feedback form submissions and 77 email submissions. Two respondents submitted both emails and response forms, which have been classed as one submission per respondent. The total responses received was 1,024.
- 7.4.5 Although two-way dialogue was made more challenging due to COVID-19 restrictions. Northumberland County Council's dedicated Customer Services team were briefed and contactable via telephone, TypeTalk, e-mail, and Freepost address. 303 stakeholders contacted the Customer Services team via e-mail or phone during the consultation period, of these 156 requested hard copies of the consultation materials. While no consultation feedback was accepted by telephone, the Customer Services team logged all calls received and passed any queries on to the project team.



## 7.5 Summary overview of consultation responses / reach of engagement

7.5.1 As noted in the preceding sections of this document the consultation utilised a variety of media; the measurable reach of the engagement material is summarised in **Table 6**.

*Table 6: Measurable reach of engagement materials – whole of project*

Material		Measurable reach
Consultation booklet	1500	Numbers of print copies distributed at various locations.
Consultation booklet	156	Number of print copies issued by Northumberland County Council (on request).
Postcard	1500	Number of Print copies distributed by Northumberland County Council.
Postcard	9,391 addresses	Mailshot residential and business properties within 200m buffer of the railway line
Posters	138	Print copies distributed by Northumberland County Council.
Social media	1,468 clicks 96,491 user views	Reach of campaign
Press releases	16 <sup>th</sup> November 2020 2 <sup>nd</sup> December 2020 15 <sup>th</sup> December 2020	Press releases were carried by local media channels including the Northumberland Gazette
Direct mailing – email / letter	150 +	Number of stakeholders reached (refer <a href="#">Appendix A</a> )
Website	851 views	Northumberland County Council Northumberland Line website views <i>Note: The number of visitors to the consultation hub, where the main consultation was hosted, is not captured by the platform.</i>
Project presentation	1500 views	As of 23.01.2021
Customer Services	303	Number of enquiries

7.5.2

7.5.3 **Table 7** provides a summary of the number of consultation responses received via the feedback form, e-mail and letter.

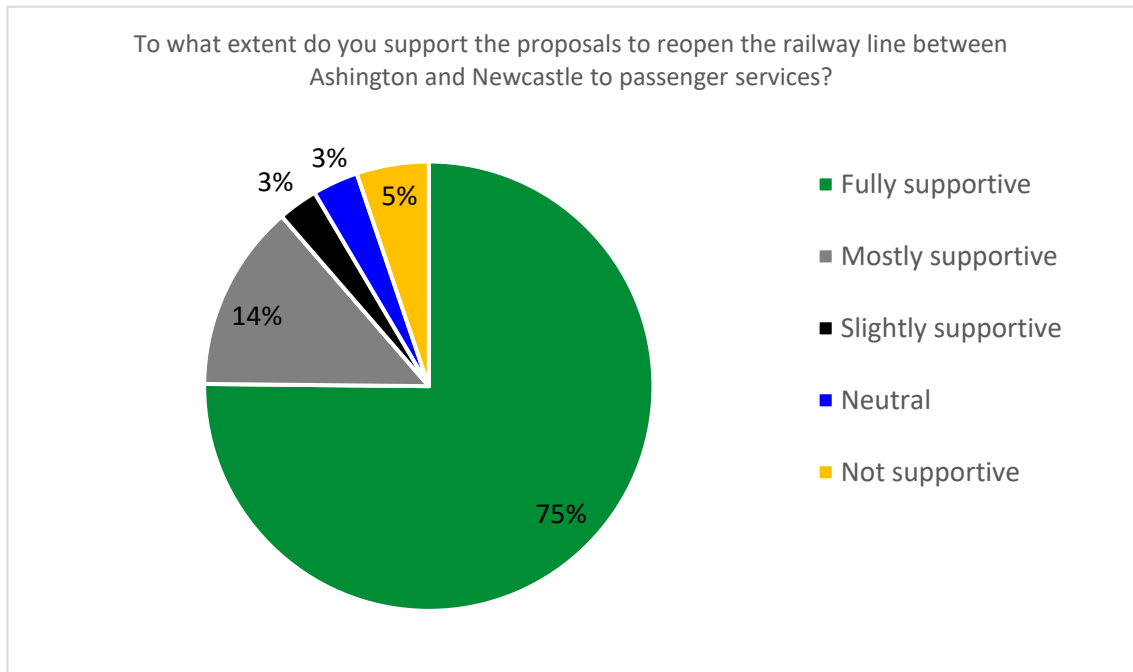
*Table 7: Number of responses – whole of project / Ashington station*

<b>Material</b>		<b>Consultation responses</b>
Feedback forms received Northumberland Line	949	Number of feedback responses via the Feedback Form
Email feedback received Northumberland Line	77	Number of additional responses received via e-mail / letter
Feedback Ashington station	333	Number of respondents who gave feedback on Ashington station proposals
Feedback Ashington station	474	Number of comments recorded by the 333 respondents for Ashington station

## 8 Analysis of consultation feedback

### 8.1 Scheme support

8.1.1 Respondents utilising the feedback form were asked to indicate their support for the scheme when taken as a whole. Of the 949 feedback form submissions, 867 (91%) were either fully, mostly or slightly supportive of the proposals to reopen the railway line between Ashington and Newcastle to passenger services. Only 50 (5%) were not supportive of the proposals. A total of all submissions relating to support for the scheme is included in **Figure 4** below.



*Figure 4: Scheme support*

8.1.2 Consultees who did not respond via the feedback form are not included in the analysis at Figure 4 and 5. However, all comments in relation to Northumberland Park, including an analysis of the level of support, are captured later in this section.

8.1.3 In addition to feedback provided on the individual stations, level crossings and temporary sites, respondents provided feedback on a number of scheme-wide themes. The themes that received more than 50 comments are included at **Figure 5** below.

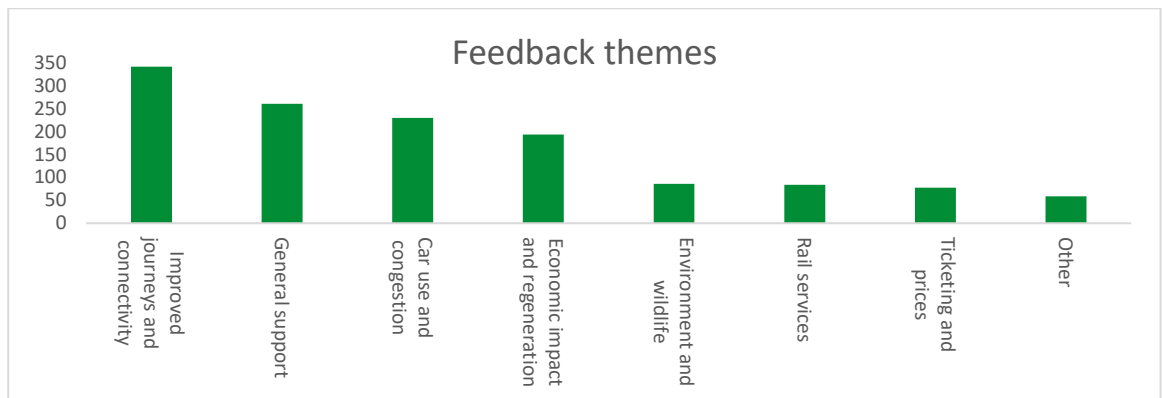


Figure 5: Support for the Northumberland Line proposals by theme

## 8.2 Ashington station

8.2.1 As noted in **Table 7**, 333 respondents commented on the proposals for Ashington station. Within these 333 responses, 474 separate comments on the proposals were identified.

8.2.2 [Appendix D](#) provides post code mapping of the comment respondents, where a postcode was provided, within the “North East (NE)” postcode area. The mapping highlights the clustering of respondents in close vicinity of the proposal site. Seven respondents fall outside the NE postcode area.

8.2.3 All comments were provided as a free-text response. Data analysis of the free text was undertaken to determine:

- (i) The category of support for the Northumberland Park proposals – positive, neutral/suggestions, or negative.
- (ii) For each category (positive, negative, and neutral/suggestions) comments were coded by theme as follows:

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Design</li> <li>• Safety and security</li> <li>• Parking</li> <li>• Highway and road</li> <li>• Pedestrian and cycle access</li> <li>• Accessibility</li> <li>• Interchange and connectivity</li> <li>• Location</li> <li>• Biodiversity / ecology</li> <li>• Environment – landscape</li> </ul> | <ul style="list-style-type: none"> <li>• Environment – noise / vibration</li> <li>• Environment – air quality / pollution</li> <li>• Visual impact</li> <li>• Impact on community / health and wellbeing</li> <li>• Construction</li> <li>• Economy</li> <li>• Other (e.g., non-specific responses ‘we support the proposals’, equestrian users).</li> </ul> |
|---|--|

8.2.4 These themes reflect feedback trends from the consultation response data analysis, specifically where comments relate to materials considerations for planning purposes.

8.2.5 Of the 474 comments received regarding Ashington Station, 251 (53%) were positive, 139 (29%) were either neutral, questions or suggestions, and 84 (18%) were negative (refer **Figure 6**).

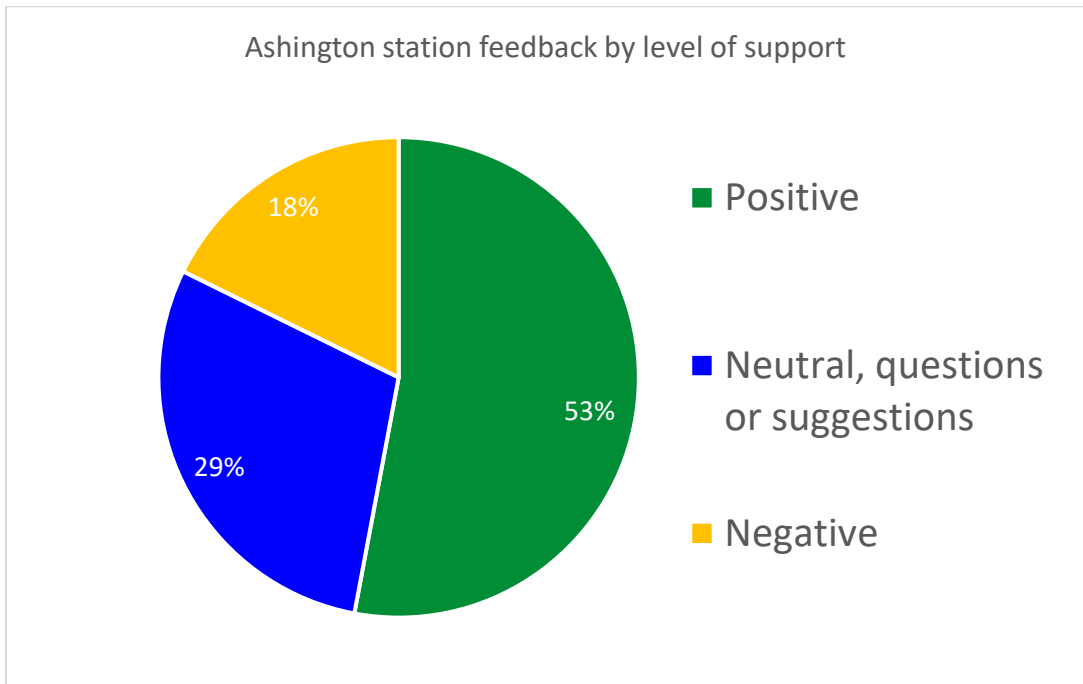


Figure 6: Ashington station support for the proposals

8.2.6 **Figure 7** indicates the number of comments by theme; a copy of the detailed feedback analysis is provided at [Appendix E](#). Comments made about Ashington Station were coded across fifteen themes.

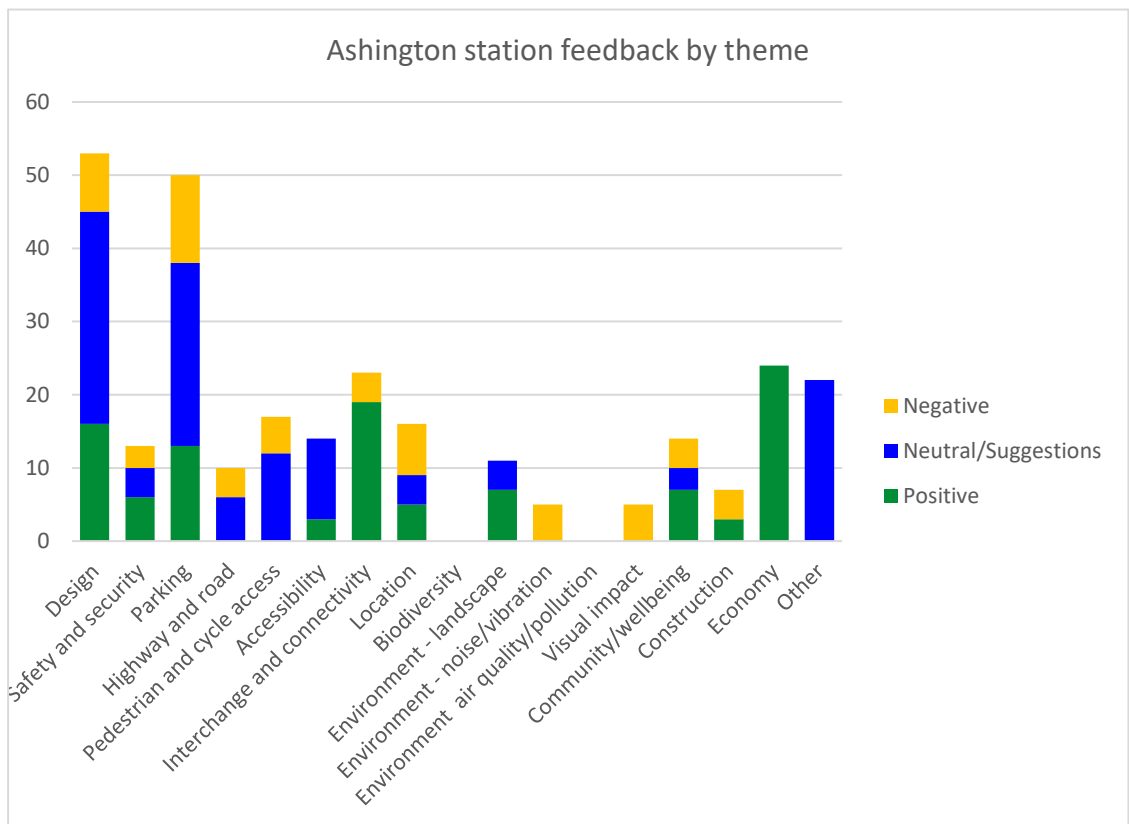


Figure 7: Ashington feedback analysis

- 8.2.7 Positive responses commonly focussed on the following benefits of the development.
- Economy: the station would encourage people to live and visit the area, provide more opportunities for local residents, boost investment and aid economic regeneration.
  - Interchange and connectivity: being able to use the station and access other areas in the North East was seen to improve choice for commuters whilst supporting Northumberland County Council's ambition for a modal shift from private cars.
  - Design: a number of respondents made a general comment about supporting the station design; those that listed a reason commented on the station improving the look of the area and having the potential for future expansion.
- 8.2.8 Neutral responses and suggestions focussed on the following elements of the scheme.
- Design: comments focussed on the detail of the design, how it sits and relates to its immediate environs.
  - Parking: respondents commented on the size of the car park, in particular that they felt it was too small (14) and should be future proofed for expansion (6). A number (7) felt it should be reduced in size to act as an incentive for active travel.
  - Other: includes requests for wayfinding signage to link with the local area and onward travel information.
- 8.2.9 Negative feedback focussed on the following aspects of the proposals.
- Parking: there was concern that the station would have a negative impact on the availability of parking for local shops and residents.
  - Design: concerns were raised about the single platform and its inhibiting future service expansion.
  - Location: respondents were concerned about the choice of location for the station, with several suggesting alternatives. Comments were also made about the poor bus connectivity of the chosen site.
  - Comments were mostly in support of the proposals for a station at Ashington, with 72% positive/neutral feedback.

## 9 Implications for planning

### 9.1 Material considerations

- 9.1.1 Consultation involves stakeholders providing their views and feedback to consider in the plan-making process. The consultation responses from stakeholders, interested parties and the public have been analysed and passed to the project team for consideration.
- 9.1.2 Where feedback on specific issues or particular impacts on, for example, neighbouring properties, was given, it may not have been included explicitly within this SCE due to issues of privacy. Notwithstanding this, individuals or organisations may wish to make these representations again during the determination of the planning application.

### 9.2 Project workshop

- 9.2.1 Public consultation feedback review workshops attended by Northumberland County Council and the project team were held on 16th December 2020 (Workshop 1) covering Northumberland Park, Seaton Delaval and Newsham stations. Workshop 2 was on 17th December 2020 and covered Bedlington, Blyth Bebside and Ashington stations alongside the proposed footbridge at Chase Meadows.
- 9.2.2 The purpose of the workshops was to review feedback comments for the stations in order to disseminate information, evaluate feedback, and consider the planning and design responses. Arising project risks and responsibilities for resolving these issues were agreed during the workshop.

### 9.3 Response to issues raised during consultation

9.3.1 The issues raised by stakeholders, interested parties and the public have been considered by the design and planning team. A summary of those that relate to material considerations for planning purposes and the resultant design/planning response is included in **Table 8**.

*Table 8: Ashington Consultation feedback – design and planning response.*

<b>Material consideration</b>	<b>Summary of consultation feedback</b>	<b>Design / planning response</b>
Design	Station to include a second platform for future expansion	Ashington is a terminus for the line, and therefore a single platform is sufficient. However, the design of the station has been carefully formulated so that it does not preclude future expansion.
Design	Appetite for more information on passenger facilities	The detailed design of the station is anticipated to be subject to a planning condition, and passenger facilities will be subject to Network Rail standards. As the detailed design progresses, Northumberland County Council will share further information about the passenger facilities that will be on offer.
Design	Utilise existing platform structures	These are redundant structures. In particular, the poor structural condition of the platforms makes it uneconomic for them to be restored and the platforms are in the wrong location to align with the slewed track for the required platform and the overall station design.
Design	Needs to be more ambitious	The design of the station has been influenced by passenger forecasts. However, the design of the station has been carefully formulated so that it does not preclude future expansion.
Design	Provide stabling for trains	The station platform length provides stabling for two carriages during off peak times, which is anticipated to be sufficient. The detailed design of the station is anticipated to be subject to a planning condition.
Safety and Security	Concerns about anti-social behaviour	All new stations will feature CCTV, lighting and passenger help points. The detailed design of the station is anticipated to be subject to a planning condition, and will include specific locations for CCTV and other safety features.



Safety and Security	Concerns about the fact it will be an unmanned station	Although the station is unmanned, the increase in footfall through the area it generates is anticipated to act as a natural deterrent to antisocial behaviour. In addition, all new stations will feature CCTV, lighting and passenger help points. The detailed design of the station is anticipated to be subject to a planning condition, and will include specific locations for CCTV and other safety features.
Parking	Concerns about the number of car parking spaces	The station's Transport Assessment considers anticipated demand and existing supply of local car parking spaces, and the size of the car park has been determined by demand forecasting, with an allowance for future anticipated demand. Northumberland County Council will monitor any parking issues and implement measures as necessary should issues arise.
Parking	Desire for Electric Vehicle (EV) capability	6% of the car parking spaces will have EV charging, with passive provision for up to 10%.
Highway and road	Concerns about localised congestion	The station's Transport Assessment considers the development's impact on the local road network, and indicates that the proposals will not have a significant impact on the surrounding highway network in terms of capacity and safety.
Highway and road	Connectivity and impact on local highways	The final design for amended walking routes to the stations will be determined later in the design process. However, Northumberland County Council's local Walking and Cycling plans have been prepared with the location of the proposed train station in mind, and consultation on these plans will take place in the near future. The council is 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.  Northumberland County Council are assembling proposals for improving the local connectivity of the station with footways and highways.

Pedestrian and cycle access	Cycle connectivity	<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 Northumberland County Council's intention is to widen roads at key points to minimise the risk of conflict with other vehicles. In addition, Northumberland County Council's local Walking and Cycling plans have been prepared with the location of the proposed train station in mind, and consultation on these plans will take place in the near future. The plans will focus on improving walking/cycling infrastructure to encourage active travel and a modal shift from private cars.</p>
Pedestrian and cycle access	Cycle parking/ parking for adapted bicycles	<p>Storage for bicycles will be provided at Ashington station. 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, though the exact number and type is determined by the Transport Assessment. The cycle racks will be located close to the car park and station entrance, well-lit and covered by CCTV for security.</p> <p>The detailed design of the station, including cycle parking, is anticipated to be subject to a planning condition.</p>
Accessibility	<p>Pedestrian access to the station, including comments specifically about the potential footbridge - 8 respondents were against a footbridge, suggesting it was either unnecessary or that a lift would be preferred, 6 supported the inclusion of a footbridge at the station.</p>	<p>The project has reviewed pedestrian access to the station, and a lift is now proposed to provide accessible access to/from the station to Wansbeck Square.</p> <p>The pedestrian footbridge outlined in the consultation booklet is no longer required. The lift will be designed to be large enough to accommodate 16 people. It will also be large enough to allow a turnaround for all cycles, as well as to accommodate other users, such as mobility scooters.</p>
Accessibility	<p>Lack of disabled parking/ wider bays to accommodate different types of access requirements</p>	<p>Accessible parking is provided within the car park, and has been located close to the entrance to the platform to minimise distance needing to be travelled between car and station. The design of the car park is</p>

anticipated to be subject to a planning condition, and the detailed design for the spaces will include consideration of widths and other design features to help ensure they meet the needs of people with different access requirements.

Interchange and Connectivity	Signage and wayfinding	The detailed design of the station is anticipated to be subject to a planning condition, and site signage will be agreed with Northumberland County Council, Network Rail and the train operator. Northumberland County Council is aware of the need to provide consistent and understandable wayfinding and signage, including outside of the station site and on local approaches, and will take the feedback received through the consultation on board at the detailed design stage.
Interchange and connectivity	Need for bus connectivity	The importance of multi-modal connectivity is acknowledged, and discussions with bus operators about how best to enhance and promote existing options are ongoing. One aspect of this is the potential to bring the bus stops on Station Road back into use. However, these changes are outside the scope of the Northumberland Line scheme and the project is unable to directly influence service provision.
Interchange and connectivity	Provide taxi ranks	There is no provision for a taxi rank at the station; a passenger drop off / pick-up area is proposed and is expected to be sufficient for user needs.
Location	Location of the station	One of the project's priorities is to enable people to travel quickly between Ashington and Newcastle, helping encourage them to switch from car to rail. With this in mind, the number of stations and their locations have been chosen to carefully balance passenger demand and journey times. The proposed location of the station has been found as the most suitable, with consideration of detailed surveys and analysis including business case development, demand modelling, the position of rail line, connectivity for onward travel and the station's Transport Assessment.

Biodiversity / ecology	Impact on wildlife	Ecological surveys and assessments have been undertaken to inform understanding the existing wildlife context and have subsequently been used to inform the design of the station. At Ashington station, 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 and improvements to green infrastructure.
Environment – noise / vibration	Concerns about noise and vibration (structural damage to homes)	The project has undertaken noise and vibration assessments to understand the possible impact on nearby residential properties and other sensitive receptors. Where necessary, mitigation will be included in the proposal. Details of mitigation are anticipated to be subject to a planning condition.
Visual impact	Visual impact for neighbouring properties	An appraisal of the impact on the visual amenity, townscape and local landscape of the proposals for the station has been undertaken and this has been used to inform the station design and associated landscaping proposals. It is not anticipated that there will be any adverse impact on neighbouring properties.
Impact on community / health and wellbeing	Privacy/quality of life impact	Mitigation measures are anticipated to include additional planting and/or retention of existing trees to screen the car parking areas within the wider landscape. A Landscape Plan is submitted in support of this planning application. It is anticipated detailed mitigation measures will be discussed and agreed with Northumberland County Council and will be the subject of a planning condition.
Construction	Noise during construction	Construction of the station will be controlled through a Construction Environment Management Plans (CEMP) and a Construction Transport Management Plan (CTMP), which are anticipated to be subject to a planning condition. These plans will set out how environmental impacts from construction (including noise, vibration, dust and traffic) will be controlled and monitored. They will also set out how impacts on

neighbours will be reduced, including how information about the works will be communicated.

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

Economy	Impact on property values	Studies <sup>6</sup> have shown that the construction of new stations can lead to an increase in house prices in the surrounding area, generating benefits for local residents.
Economy	Include a café	The station will not have dedicated space for cafés or other retail facilities, but its design allows for the possibility of pop-up businesses, such as coffee carts, in the future. Northumberland County Council is 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.
Other.	Linking station redevelopment with landscaping war memorial	The project is in discussions with Northumberland County Council on whether landscaping could be extended to include the war memorial site.
Other	Make proposals horse friendly	The proposals for the station do not impact existing equestrian routes, but local equestrian routes will be considered when developing the construction strategy.

<sup>6</sup> For example [Predicting the impact of new railway stations and services \(soton.ac.uk\)](#); [Crossrail special report.pdf \(nationwide.co.uk\)](#)

9.3.2 The technical design of Ashington station is ongoing, as a result it is anticipated that the local planning authority will seek to condition detailed elements of the design that require further specialist input, ongoing dialogue with residents or construction detail.

# 10 Summary

- 10.1.1 This SCE outlines the COVID-19 resilient public consultation undertaken in November/December 2020 in connection with plans for the Northumberland Line, in particular Ashington station.
- 10.1.2 The public consultation utilised a variety of methods to maximise audience reach including a postcard mailshot to 9,391 residents and businesses within a 200m buffer of the railway line; three press releases; posters; social media campaign attracting 1,468 clicks reaching 96,491 users and a direct mailing to over 150 named stakeholders.
- 10.1.3 Information on the proposals was available in paper, virtual and audio transcribed versions. The consultation was hosted on Northumberland County Council's Consultation Hub. To facilitate a two-way dialogue Northumberland County Council provided a dedicated Customer Services team (via phone, email, freepost address, type talk) to respond to stakeholder enquiries. The Customer Services team received 303 enquiries during the consultation.
- 10.1.4 Feedback on the proposals was mostly provided through the online Response Form – the scheme received 949 responses through the feedback form; a further 77 comments were received via e-mail or letter. 91% of responses via the Response Form were either fully, mostly, or slightly supportive of the proposals to reopen the railway line between Ashington and Newcastle to passenger services, 5% were not supportive of the proposals.
- 10.1.5 333 respondents made 474 comments in connection with the proposals for Ashington station. 82% of the comments were either positive or neutral, 18% were negative. Comments were coded across fifteen themes. Positive responses commonly focussed on the following benefits of the development: economy, interchange and connectivity and the positive impact on the immediate environ and potential for future expansion. Neutral feedback focussed on detail of the design, size of car park and connectivity via wayfinding/signage within the local area. Negative feedback focussed on the parking and impact on availability for shoppers, design with concerns raised about the single platform and its inhibiting future service expansion and location.
- 10.1.6 Northumberland County Council and the project team undertook a detailed analysis of the consultation feedback at a project workshop on 17 December 2020. The responses are outlined in [Section 9](#). Feedback from stakeholders is important and will feed into the development of the technical designs.
- 10.1.7 Following feedback from the public consultation the project has reviewed pedestrian access. A lift is now proposed to provide access to/from station to Wansbeck Square. A lift from station road bridge is not included in the proposal, this means that the pedestrian footbridge outlined in the Consultation Booklet is no longer required. Lifts accommodate 16 people. Lifts are large enough to allow a turnaround for all cycles as well as other users such as mobility scooters.
- 10.1.8 The technical design of Ashington station is ongoing, as a result it is anticipated that the local planning authority will seek to condition detailed elements of the design that require further specialist input, ongoing dialogue with residents or construction detail.

10.1.9 The SCE demonstrates that the project has engaged stakeholders and the local community at the plan-making stage of the proposals when information on the designs was of sufficient level for informed and meaningful engagement. It further demonstrates that the project team has listened and considered the feedback which will feed into the development of the station at Ashington.

## **10.2 Opportunities for future engagement**

10.2.1 The SCE provides a snapshot of the engagement undertaken through the November 2020–December 2020 public consultation. The project has a longer-term focus on relationship building and proactive risk management. Stakeholder engagement is visioned as an inclusive and continuous dialogue process between the project and its stakeholders.

10.2.2 266 stakeholders are keen to find out more about becoming a Northumberland Line Champion, acting as ambassadors for the scheme in their local community.

10.2.3 The project team and Northumberland County Council are currently developing a number of follow-on engagement activities including virtual SEND Careers event in schools.

## **10.3 Additional information**

10.3.1 In the event that additional information, clarification or further details concerning the proposed scheme are required during the determination period this will be provided upon request.



# Appendices

# Appendix A Ashington / Northumberland Line stakeholders

Additional stakeholders with a potential interest in the scheme for Section 1: Ashington Station to North Seaton Viaduct were identified as per the table below:

Category	Organisation/ Group and Department (if relevant)	Method of Communication
<b>ASHINGTON STAKEHOLDERS</b>		
community stakeholder - Ashington	Koast radio	Post with hard copies
community stakeholder - Ashington	WATBike	Post with hard copies
community stakeholder - Ashington	WATBus	Post with hard copies
community stakeholder - Ashington	Heart of the Hirst	Post with hard copies
community stakeholder - Ashington	Age UK Northumberland	Post with hard copies
community stakeholder - Ashington	Golden Age Forum	Post with hard copies
community stakeholder - Ashington	Ashington Town Council	Briefing/Virtual presentation by NCC
Community stakeholder - general	YMCA	Post with hard copies
Community stakeholder - general	Northumberland CVA: Action Project	Post with hard copies
Community stakeholder - general	Ageing Well	Post with hard copies
Community stakeholder - general	Councillor/ Over 55 Clubs	Post with hard copies
Community stakeholder - general	Market Traders Association	Post with hard copies
Community stakeholder - general	We Love Blyth Group	Post with hard copies
rail interest group	The South East Northumberland Rail User Group (SENUG)	Briefing/Virtual presentation by NCC
charity (promotes active lifestyle)	RISE	public consultation
Local business community	name redacted	public consultation
local landowner	Welbeck Estates Co Ltd	public consultation
<b>PROJECT STAKEHOLDERS</b>		
Accessibility groups	Natural Ability	Email
Accessibility groups	Adapt NE	Email

Accessibility groups	The Disabilities Trust- Jane Percy House	Email
Accessibility groups	Azure Charitable Enterprises	Email
Accessibility groups	Alzheimers Soc. Morpeth	Email
Accessibility groups	Blyth Valley Disabled Forum	Email
Accessibility groups	N' County Blind Association	Email
Accessibility groups	MIND Tyneside & Northumberland	Email
Accessibility groups	Built Environment Accessibility Panel (BEAP)	Briefing/Virtual presentation by NCC
Emergency services	British Transport Police (BTP)	Email
Emergency services	North East Ambulance Service	Email
Emergency services	Northumbria Police	Email
Emergency services	Tyne and Wear Fire and Rescue Service: Wallsend	Email
Emergency services	Tyne and Wear Fire and Rescue Service: Tynemouth	Email
Emergency services	Tyne and Wear Fire and Rescue Service: Newcastle Central	Email
Emergency services	Northumberland Fire and Rescue Service: HQ	Email
Emergency services	Northumbria Specialist Emergency Care Hospital	Email
environment	Royal Society for the Protection of Birds	Email
environment	Marine Conservation Society	Email
environment	The Open Spaces Society	Email with hard copies
environment	The Ramblers' Association	Email with hard copies
Freight operating companies	Lochaber Smelter	Bespoke e-mail from project relationship manager
Freight operating companies	DB Schenker: Rail Network	Bespoke e-mail from project relationship manager
Freight operating companies	DB Schenker: Property Asset	Bespoke e-mail from project relationship manager
Freight operating companies	Direct Rail Services	Post with hard copies
Freight operating companies	Freightliner	Bespoke e-mail from project relationship manager
Freight operating companies	GB Railfreight: Strategic Access	Bespoke e-mail from project relationship manager
Freight operating companies	GB Railfreight	Bespoke e-mail from project relationship manager
heritage and environment	National Trust	Email
Key stakeholder	SoS Defra	Email with hard copies
Key stakeholder	SoS DfT	Email with hard copies

Key stakeholder	North East Combined Authority (NECA)	Email
Key stakeholder	North East Local Enterprise Partnership	Email
Key stakeholder	North of Tyne Combined Authority	Email
Key stakeholder	Network Rail	Bespoke e-mail from project relationship manager
Key stakeholder	NEXUS - Executive	Bespoke e-mail from project relationship manager
Key stakeholder	NEXUS – Engineering: Engineering	Bespoke e-mail from project relationship manager
Key stakeholder	NEXUS – Engineering: Heavy Rail	Bespoke e-mail from project relationship manager
Key stakeholder	Northern Rail	Bespoke e-mail from project relationship manager
Key stakeholder	Northern Rail: Timetable planning	Bespoke e-mail from project relationship manager
Key stakeholder	Office of Road and Rail	Bespoke e-mail from project relationship manager
Key stakeholder	Transport for the North (TfN) and Rail North Partnership: Strategic transport	Bespoke e-mail from project relationship manager
Key stakeholder	Transport for the North (TfN) and Rail North Partnership: Investment Planning	Bespoke e-mail from project relationship manager
Local authorities (officer level)	Northumberland CC: Planning	Email
Local authorities (officer level)	North Tyneside CC: PROW	Email
Local authorities (officer level)	Northumberland CC	Bespoke e-mail from project relationship manager
Local authorities (officer level)	North Tyneside CC: Planning	Bespoke e-mail from project relationship manager
Local authorities (officer level)	North Tyneside CC: PRoW	Bespoke e-mail from project relationship manager
Local authorities (officer level)	North Tyneside CC: Officers and members	Briefing/Virtual presentation by NCC
Local authorities (officer level)	Northumberland CC: NCC Officers	Bespoke e-mail from project relationship manager
Local authorities (officer level)	Newcastle City Council	Bespoke e-mail from project relationship manager
Local authorities (transport)	North East Joint Transport Committee	public consultation
Local business community	Cobalt Business Park	Email
Local business community	Lynemouth Power Station	Email
Local business community	North East Chamber of Commerce	Email

Local business community	Newcastle Helix (formerly Science Central)	Email
Local business community	Stephenson Quarter	Email
Local business community	Quorum (and Ballio) Business Park	Email
Local business community	Team Valley	Email
Local business community	National Innovation Centre for Data	Email
Local business community	Northern Design Centre	Email
Local business community	PROTO: The Emerging Technology Centre	Email
Local business community	Active Northumberland	Email
Local business community	East Pilgrim Street Development	Email
Local business community	The Metro Centre	Email
Local business community	Port of Blyth	Email
Local business community	Kirkley Hall Zoological Gardens	Email
Local community	The North East Futures University Technology College	Email
Local community	Northumbria University's Innovate Campus	Email
Local community	Baltic Campus Gateshead College	Email
Local community	ACoRP (Association of Community Rail Partnerships)	Briefing/Virtual presentation by NCC
Local community	Community Rail Lancashire	Email
Local community	Atkinson House school	Email
Local community	Cleaswell Hill School	Email
Local community	NCEA Castle School	Email
Local community	The Dales School - Blythdale	Email
Local community	Newcastle College Rail Academy (Gateshead)	Email
Local community	Northumberland Youth Parliament	Briefing/Virtual presentation by NCC
Local community	North Nottinghamshire and Lincolnshire Community Rail Partnership	Email
Local community	Tyne Valley Community Rail Partnership	Email
organisational stakeholder	Church Commissioners	Email
organisational stakeholder	Royal Mail Group	Email
organisational stakeholder	CPRE	Email
organisational stakeholder	Country Land and Business Association	Email
organisational stakeholder	Joint Committee of the National Amenity Societies	Email

organisational stakeholder	The British Driving Society	Email with hard copies
Other transport groups	Heritage Railway Association	Email
Other transport groups	Auto-Cycle Union Ltd.	Email with hard copies
Other transport groups	British Horse Society	Email with hard copies
Other transport groups	The Byways and Bridleways Trust	Email with hard copies
Other transport groups	The Cyclists' Touring Club	Email with hard copies
Other transport groups	Arriva	Email
Other transport groups	Go North East	Email
Other transport groups	Travelsure, Belford	Email
Other transport groups	Stagecoach	Email
Other transport groups	Northumberland CC taxi licensing	Email
Other transport groups	North Tyneside CC taxi licensing	Email
Other transport groups	Sustrans	Email
Other transport groups	The Disabled Persons Transport Advisory Committee	Email
Other transport groups	SENBUG	Bespoke e-mail from project relationship manager
Other transport groups	Northumbria Long Distance Walkers Association	public consultation
Parish Council (more distant)	Hebron Parish Council	Email
Parish Council (more distant)	Hepscott Parish Council	Email
Parish Council (more distant)	Morpeth Parish Council	Email
Parish Council (more distant)	Longhirst Parish Council	Email
Parish Council (more distant)	Pegswood Parish Council	Email
Parish Council (nearby)	West Bedlington Town Council	Email
Parish Council (nearby)	Newbiggin by the Sea Parish Council	Email
Parish Council (affected)	Blyth Town Council	Email with hard copies
Parish Council (affected)	Blyth Town Council	Email with hard copies
Parish Council (affected)	East Bedlington Parish Council	Email with hard copies
Parish Council (affected)	Choppington Parish Council	Email with hard copies
Parish Council (affected)	Seaton Valley Community Council	Email with hard copies; Briefing/virtual presentation by NCC
Schools - Local community	Northumberland College	Email
Special interest groups	Cultura Trust (formerly known as the (North East England Civic Trust)	Email
Special interest groups	Society of Antiquaries: Newcastle upon Tyne	Email
Statutory Stakeholders	Design Council	Email
Statutory Stakeholders	The Equality and Human Rights Commission	Email

Statutory Stakeholders	Health and Safety Executive	Email
Statutory Stakeholders	Wildlife Trust	Email
Statutory Stakeholders	Canal and River Trust (Yorkshire & North East Advisory Board)	Email
Statutory Stakeholders	Environment Agency	Email
Statutory Stakeholders	Highways England	Email
Statutory Stakeholders	Historic England	Email
Statutory Stakeholders	Coal Authority	Email
Statutory Stakeholders	National Park Authority (Northumberland National Park)	Email
Statutory Stakeholders	Natural England	Email
transport	Transport Focus	Email
regeneration/development	Barton Wilmore on behalf of Bellway Homes, Ashberry Homes, Barratt Homes and David Wilson Homes	public consultation
regeneration/development	Taylor Wimpey	public consultation

# Appendix B Northumberland Line public consultation materials

Postcard

## Northumberland Line public consultation



### Have your say on the Northumberland Line

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

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

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



Return address: \_\_\_\_\_



Dear resident,

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

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

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

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

Email: [rail@northumberland.gov.uk](mailto:rail@northumberland.gov.uk)  
Telephone: 0345 600 6400  
Typetalk: 018001 0345 600 6400

■	title	forename	surname
■	property	address 1	
■	property	address 2	
■	property	address 3	
■	property	address 4	
■	property	address 5	
■	property	address 6	
■	postcode		
<small>Potts_jobID / Potts_ref / / Sack Number / Selection Code / Delivery Point Suffix</small>			





# Northumberland Line public consultation

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

## Have your say

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

Find out more and have your say at [www.nland.uk/line](http://www.nland.uk/line)

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



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

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

Telephone: 0345 600 6400

Typetalk: 018001 0345 600 6400





## Northumberland Line consultation FAQs

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

### Contents

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Train services and operation.....	4
The stations and surrounding areas .....	5
Sustainability.....	7
Giving feedback and staying involved .....	9

### Benefits

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

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

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

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



# Northumberland

## County Council

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

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

## **2. What benefits will the scheme deliver?**

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

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



# Northumberland County Council

## **Scheme development and delivery**

### **3. Is the scheme definitely going ahead?**

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

### **4. When will construction start?**

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

### **5. When will passenger services be operational?**

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

### **6. Who is delivering the scheme?**

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

### **7. Who is funding the scheme?**

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



# Northumberland County Council

## Train services and operation

### **8. How frequent will services be?**

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

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

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

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

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

### **11. What type of trains will you use?**

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

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

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



# Northumberland County Council

## **13. Will the services extend beyond Newcastle?**

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

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

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

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

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

### **The stations and surrounding areas**

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

Each station will have the following:

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

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



# Northumberland County Council

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

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

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

## **17. How will people get to the stations?**

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

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

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

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



# Northumberland

## County Council

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

### **19. Will the stations reflect their localities and communities?**

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

### **Sustainability**

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

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

#### **Buses**

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

#### **Cycling**

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





## Northumberland County Council

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

### **Walking**

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

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

### **Taxis**

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

### **21. How are you making the stations sustainable?**

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



## Northumberland County Council

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

### Giving feedback and staying involved

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

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

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

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

#### **24. How can I provide feedback about the scheme?**

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

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

#### **25. What happens next?**

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



# Northumberland

## County Council

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)).

# Northumberland Line public consultation



## Have your say on the Northumberland Line

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

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

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

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- New bridges
- Changes to level crossings

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

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

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Telephone: 0345 600 6400  
Typetalk: 018001 0345 600 6400



## **Press Release: 16<sup>th</sup> November 2020**

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

### **Have your say now on major rail line plans 16 Nov 2020**

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

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

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

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

The consultation will be available from November 16th by going to [nland.uk/line](http://nland.uk/line) and will close on December 14th.

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

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

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

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

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

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

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

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

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

## **Hundreds have their say so far on rail scheme**

**02 Dec 2020**

Take part in the survey [HERE](#)

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

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

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

The consultation is available until December 14th by going to [nland.uk/line](http://nland.uk/line)

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

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

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

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

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

Take part in the survey [HERE](#)

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

## **Public thanked as rail consultation closes**

**15 Dec 2020**

Public consultation on the reintroduction of a rail passenger service in Northumberland has closed.

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

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

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

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

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

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

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

# Appendix C Response form (normal size print version)



## Northumberland Line consultation response form

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

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

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

Email: [rail@northumberland.gov.uk](mailto:rail@northumberland.gov.uk)  
Telephone: 0345 600 6400  
Typetalk: 018001 0345 600 6400

### About this form

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

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

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

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



## Northumberland Line overview (ALL TO COMPLETE)

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

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

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





## Northumberland County Council

### Section 1: Ashington station and Hospital level crossing

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

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

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

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



## Northumberland County Council

### Section 2: Bedlington station

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

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



## Northumberland County Council

### Section 3: Blyth Bebside station

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

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



## Northumberland County Council

### Section 4: Newsham station and Chase Meadows Footbridge

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

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

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



## Northumberland County Council

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

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



## Northumberland County Council

### Section 5: Seaton Delaval station

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

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



## Northumberland County Council

### Section 6: Northumberland Park station

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

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



## Northumberland County Council

### Section 7: Level crossings

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

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

**Section 8: Temporary construction sites**

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

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

**Section 9: Further comments**

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

**Section 10: Northumberland Line Champions**

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

Full name:

Email:

Telephone:

**About you**

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

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

Yes   
No

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

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

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

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

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

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

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



# Northumberland County Council

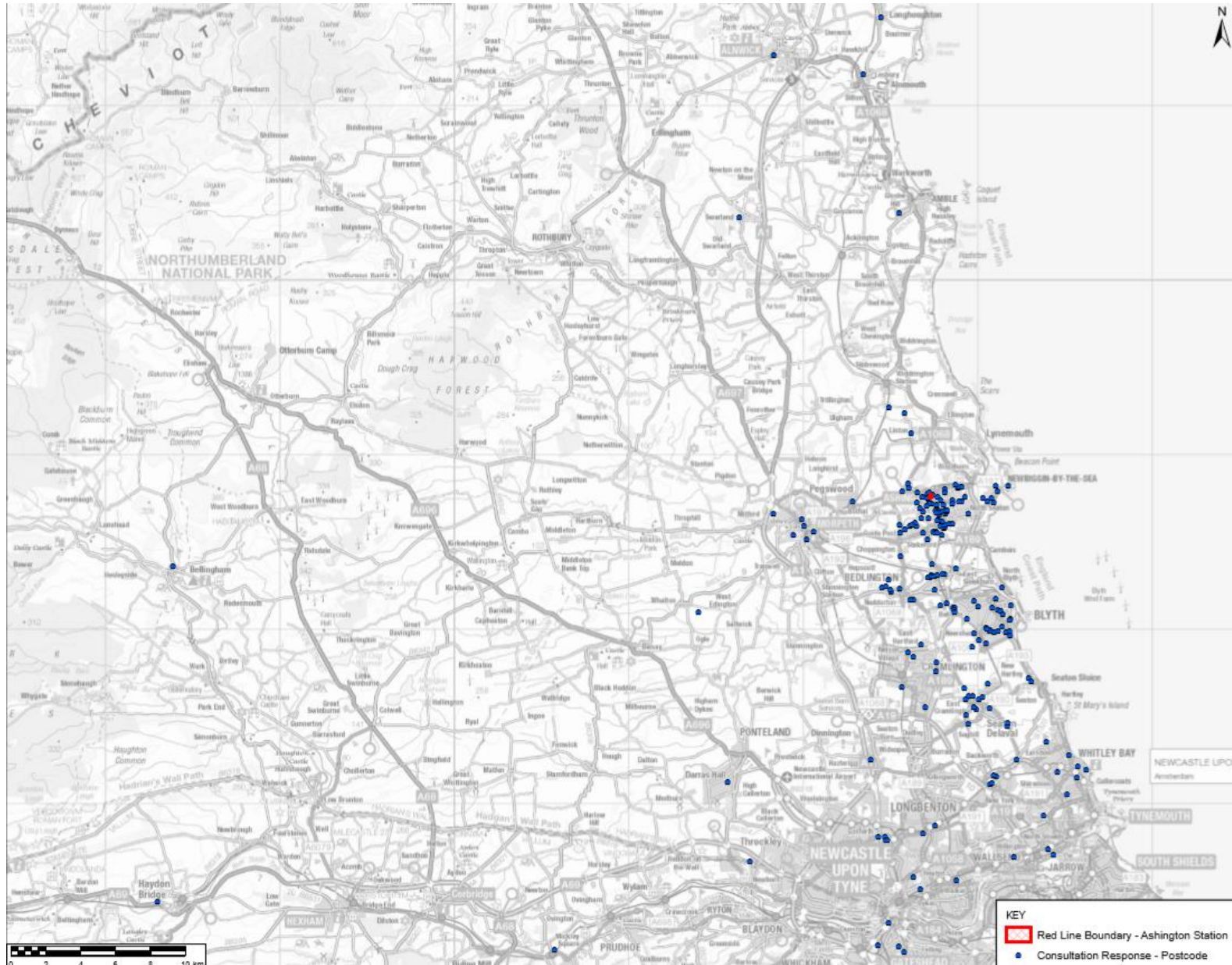
## About you (continued)

6. Are your day-to-day activities limited because of a health problem or disability?  
(Tick one only)

Yes, limited a lot	<input type="checkbox"/>	No	<input type="checkbox"/>
Yes, limited a little	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>

**Thank you for completing this response form.**

# Appendix D Ashington station postcode analysis of respondents





# Appendix E Ashington consultation data analysis

*Table (i) Ashington station positive feedback*

Themes receiving greater than 2 comments.

251 positive comments were received in relation to Ashington Station. The majority of the positive comments (157) were general positive feedback. Of the remaining positive comments received, the themes included in the table received more than two comments.

<b>Theme</b>	<b>Feedback</b>	<b>Number of comments</b>
Economic impact	<ul style="list-style-type: none"> <li>• Will bring more trade to the area (8)</li> <li>• Will bring much needed investment to the area (8)</li> <li>• Will attract more people to the area (2)</li> <li>• Will provide more opportunities for local people (6)</li> </ul>	24
Interchange and connectivity	<ul style="list-style-type: none"> <li>• Will make journeys easier for those with disabilities</li> <li>• Will allow local people to make more car free journeys (2)</li> <li>• Suggestion to line up bus and rail services</li> <li>• Support for allowance for future expansion (5)</li> <li>• Provide good links for local people (6)</li> <li>• Improve journey times (3)</li> <li>• Will improve access to Wansbeck Hospital</li> </ul>	19
Design	<ul style="list-style-type: none"> <li>• Support for the station design (8)</li> <li>• The design allows for future expansion (3)</li> <li>• Will improve the look of the area (2)</li> <li>• Support for the location of the station (3)</li> </ul>	16
Parking	<ul style="list-style-type: none"> <li>• Good number of parking spaces provided (9)</li> <li>• Support the use of existing vacant land for parking (2)</li> <li>• Support for the parking proposals</li> <li>• Access to car parks well thought out</li> </ul>	13
Impact on community / health	<ul style="list-style-type: none"> <li>• Will increase footfall for local businesses</li> <li>• Modern rail links are needed to support proposed developments in the area</li> <li>• Will be beneficial to the local community (4)</li> <li>• Will bring new life to the town</li> </ul>	7
Environmental impact	<ul style="list-style-type: none"> <li>• Support for planting proposals (3)</li> <li>• Will allow residents to travel in a more environmentally friendly way</li> <li>• Environmental impact has been considered</li> <li>• Will help reduce car use</li> <li>• Suggestion for more planting and replacement of green space</li> </ul>	7
Safety and security	<ul style="list-style-type: none"> <li>• Proposals take consideration of safety issues (3)</li> <li>• It will be much safer (2)</li> <li>• Support for upgrading of crossing points</li> </ul>	6
Location	<ul style="list-style-type: none"> <li>• Location is ideal for accessing the town centre (4)</li> <li>• Support for the location</li> </ul>	5

Theme	Feedback	Number of comments
Construction impact	<ul style="list-style-type: none"> <li>• Benefits outweigh the disruption during construction (2)</li> <li>• Support the use of screening on John Street</li> </ul>	3
Accessibility / disability	<ul style="list-style-type: none"> <li>• Support inclusion of lifts (2)</li> <li>• Pleased to see that blue badge holders have been considered</li> </ul>	3

### Table (ii) Ashington station neutral feedback

Themes receiving greater than 2 comments.

Theme	Feedback	Number of comments
Design	<ul style="list-style-type: none"> <li>• A larger canopy or a second shelter should be considered</li> <li>• Enhance areas near war memorial</li> <li>• Include a platform on both sides</li> <li>• Suggest proposals need to be more ambitious to avoid overcrowding</li> <li>• Provision of a future platform on the opposite side</li> <li>• Utilise the existing platform near Wilko, which would be nearer to the shopping area</li> <li>• Question how trains will access the Newcastle bound line from the new platform</li> <li>• Having the signal board and foot crossing 200 yards away from existing one would end problems for neighbouring residents</li> <li>• Proposals would make potential development in the area unfeasible</li> <li>• General comments that the proposal should be improved</li> <li>• Station should be a through track to allow future extension</li> <li>• Add benches for waiting areas</li> <li>• A new footbridge is essential</li> <li>• An easy/welcoming link between Station Road and the platform should be the priority</li> <li>• Move the footbridge further north to provide easier access</li> <li>• Clear access route required for visibility of the station</li> </ul>	29
Parking	<p>14 respondents suggested that additional car parking may be required, with six of these suggesting that car parking should be future proofed for expansion. Seven respondents suggested that the car parking proposals should be reduced.</p> <p>Other feedback included the below.</p> <ul style="list-style-type: none"> <li>• Question whether any alternatives are proposed if parking becomes an issue</li> <li>• Suggestion for multi-storey parking</li> <li>• Suggestion for a park and ride</li> <li>• Question whether resident parking permits will be introduced if parking becomes a problem</li> <li>• Parking may cause traffic problems</li> <li>• Future proof for EV charging</li> <li>• Question why car parking spaces are turned</li> </ul>	25

Theme	Feedback	Number of comments
	<ul style="list-style-type: none"> <li>• Question how many extra parking spaces there will be</li> <li>• Parking needs to be free to prevent rail users parking in surrounding street</li> <li>• Suggestion for rearranging the site (making the north entry exit, to be entry, right turn only when inside the park only, this to facilitate ease of HGV and bus access)</li> </ul>	
Other	<ul style="list-style-type: none"> <li>• Respondents said the proposals were as expected</li> <li>• Other comments were related to making sure onward travel information is available and questions regarding station design</li> <li>• Include signage in town to promote the station</li> <li>• Suggestions included: facilities for a café, making the proposals horse friendly, engaging local bus companies, providing points and stabling for a turnaround and considering the benefits of providing a route from the station via Wansbeck Square to Ashington town centre</li> <li>• Request for more information about the impact on landowners and businesses, and to make it clear how access to the triangle of land between the railway lines north of Ashington Station will be accessed for future development</li> </ul>	22
Pedestrian/ cycle access	<ul style="list-style-type: none"> <li>• Access to Wansbeck Square should be improved as part of the station development</li> <li>• Introduce a footbridge</li> <li>• Footbridge is unnecessary</li> <li>• Provide access from the Station Road overbridge</li> <li>• Narrow roads should be improved</li> <li>• Provide segregated routes to the station</li> <li>• Ensure footpaths are good quality</li> <li>• Question how passengers would access the trains from both sides if there is no pedestrian footbridge over the bay platform section of railway line</li> <li>• Suggest partially enclosing the north walkway</li> </ul>	12
Accessibility/ disabled persons facilities	<ul style="list-style-type: none"> <li>• Make pedestrian access and facilities accessible for older people, wheelchair users and make them dementia and visually impaired friendly</li> <li>• Question whether there will be plenty of disabled parking</li> <li>• Lifts should be on both sides of the station</li> <li>• Ramp is too narrow at Wansbeck Square and needs improving</li> <li>• Ramp access to Wansbeck Square should be retained</li> <li>• Footbridge may not be easily accessible for disabled travellers</li> </ul>	11
Highways/roads	<ul style="list-style-type: none"> <li>• Question whether 20mph zones will stay in place</li> <li>• Concern regarding traffic impact, particularly on Kenilworth Road</li> <li>• Routes should be reviewed because they are confusing</li> <li>• Improve road markings at Green Lane crossing</li> </ul>	6
Interchange and connectivity	<ul style="list-style-type: none"> <li>• Question whether there will be any additional bus routes or amendments to existing routes for surrounding areas</li> <li>• Footbridge with ramps required</li> <li>• Provide a shuttle bus service</li> <li>• Question whether the station will be integrated with buses, including a bus drop-off point</li> </ul>	6
Location	<ul style="list-style-type: none"> <li>• Ashington may be difficult to access because it's in the middle of town</li> <li>• Ensure the station is close to the town centre</li> </ul>	4

Theme	Feedback	Number of comments
	<ul style="list-style-type: none"> <li>• Use brownfield sites for the station</li> <li>• Question why the station doesn't start where the existing platforms are</li> </ul>	
Safety and security	<ul style="list-style-type: none"> <li>• Question what the commitment will be to staffing levels to prevent crime and antisocial behaviour</li> <li>• Good system to prevent vandalism and ensure public safety is required</li> <li>• Ensure safety at level crossings</li> <li>• Trees either side of the footpath could create darkness and a perceived fear of crime</li> <li>• Create a footpath that is safe and secure for pedestrians to eliminate any fear of crime</li> </ul>	4
Landscape	<ul style="list-style-type: none"> <li>• Tidy up the old platform east of the line</li> <li>• Wansbeck Square ramp and crossover are eyesores and should be improved</li> </ul>	4
Impact on community/ health and wellbeing	<ul style="list-style-type: none"> <li>• Prioritise the development on Ashington Town Centre</li> <li>• Provide netting along the cricket pitch</li> <li>• Engage community groups that can bring real benefits to the station and the communities they serve</li> </ul>	3

*Table (iii) Ashington station negative feedback*

Themes receiving greater than 2 comments.

Theme	Feedback	Number of comments
Parking	<ul style="list-style-type: none"> <li>• Station will badly affect parking for local shopping</li> <li>• There are not enough bike shelters</li> <li>• Poor car park design with same sized spaces as when cars were first designed</li> </ul>	12
Cost	<ul style="list-style-type: none"> <li>• The proposals are a waste of money, including the new platform being a waste of money</li> <li>• The costly project will only benefit a few people</li> </ul>	8
Design	<ul style="list-style-type: none"> <li>• Short sighted to have a single track and platform; this could be detrimental to both the operation and passenger experience</li> <li>• There should be two platforms</li> <li>• There should 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</li> <li>• It is not clear why the Green Lane level crossing will need to have the barriers down for longer</li> <li>• Disappointed that the platforms have been moved further away from the main road and thus bus stops</li> </ul>	8

Theme	Feedback	Number of comments
	<ul style="list-style-type: none"> <li>The old mineral line connecting Ashington to the East Coast main line seems to have been purposely abandoned. It should have been maintained to provide future links to Morpeth and the north from Ashington</li> </ul>	
Location	<ul style="list-style-type: none"> <li>Station is not in a good location and won't be accessible for many residents</li> <li>There are no buses that access the station</li> <li>Not the right location, suggests Woodhorn at the roundabout serving Wansbeck hospital as an alternative</li> <li>Suggestion for Lynefield Park to be considered for the train depot</li> <li>Question whether the west side of the existing line is the correct location</li> </ul>	7
Visual impact	<ul style="list-style-type: none"> <li>Direct invasion of privacy of homes with the site line of carriages direct into bedrooms</li> <li>Request for screening between rail tracks and property boundaries</li> <li>Impact on home, garden and on value of house</li> <li>Question how residents will be compensated for visual impact</li> <li>Request for independent review of current house valuations and cost of counteracting noise and air pollution</li> </ul>	5
Pedestrian / cycle access	<ul style="list-style-type: none"> <li>There should be better cycle access, including either a segregated on-road or off-road cycle lane</li> <li>More cycle parking needed</li> <li>More effort should be spent looking towards walking/cycling integration, particularly the link between the station and Station Road</li> </ul>	5
Noise and vibration	<ul style="list-style-type: none"> <li>Increase in noise vibration and air pollution, which will be extremely disruptive</li> <li>Concern about structural damage to homes</li> <li>Insert noise reduction baffles along boundaries to reduce noise, vibration and air quality</li> </ul>	5
Highways/ roads	<ul style="list-style-type: none"> <li>Concerns about the traffic on Kenilworth Road, which is already an issue with people driving way above the speed limit</li> <li>Road access from Station Road to the car park will require improvement at the traffic light junction</li> <li>Road traffic will cause disruption and mayhem</li> </ul>	4
Construction impact	<ul style="list-style-type: none"> <li>Construction works will be loud</li> <li>Concern about noise, pollution, health and privacy impact during construction works and permanently</li> <li>Object to allowing construction traffic access via Kenilworth Road</li> </ul>	4
Impact on community/ health and wellbeing	<ul style="list-style-type: none"> <li>Concern about closeness of proposals to home and impact of disruption, on health, quality of life and property values</li> </ul>	4
Interchange and connectivity	<ul style="list-style-type: none"> <li>Bus stops are too far away</li> <li>Not enough public transport integration</li> </ul>	4
Safety and security	<ul style="list-style-type: none"> <li>The whole area needs a makeover</li> <li>Currently an area for anti-social behaviour</li> <li>Concern about the security of the car park</li> </ul>	3

# Appendix F Network Rail Built Environment Accessibility Panel

Date: 26 November 2020

Location: Teams

Attendees (names redacted)

BEAP Panel

Network Rail

AECOM – presentation on the proposals

## Key points: -

- Regarding the rolling stock I know it does not fall into your remit but worth debating and discussing the type of rolling stock to be used and whether they were deregulated the ones proposed 158.
- If replacing TOC that is coming in how those could be considered within terms of level access and the platforms you are creating.
- Opportunity to exceed minimum and because it is a new line a totally new intervention.
- The policy for assistance at stations is yet to be developed. That will be interesting to see and hear and be mindful of lift break downs where stations are unstaffed.
- Provision of 5% minimum, 5% wide spaces in addition to Blue Badge spaces.
- The issue of stepping distance you touched on to be a minimum and the train level access point was raised. Comment about the platform with a minimum of 3.5 at the moment.
- The preference for the BEAP for covered station stairs and footbridges rather than open. Last commentary was about the ramps and heights coming up over tracks and being mindful of BS8300.
- Last commentary was about the ramps and heights coming up over tracks and being mindful of BS8300.
- Would be useful also for the example of the station that you presented more information about walking distances and where resting places are and the gradients and lengths. How that is dealt with in terms of resting places and facilities for people who are walking or travelling a long way or using a wheelchair over a long way.

Document ends