



Northumberland Line

Developing the Northumberland Line

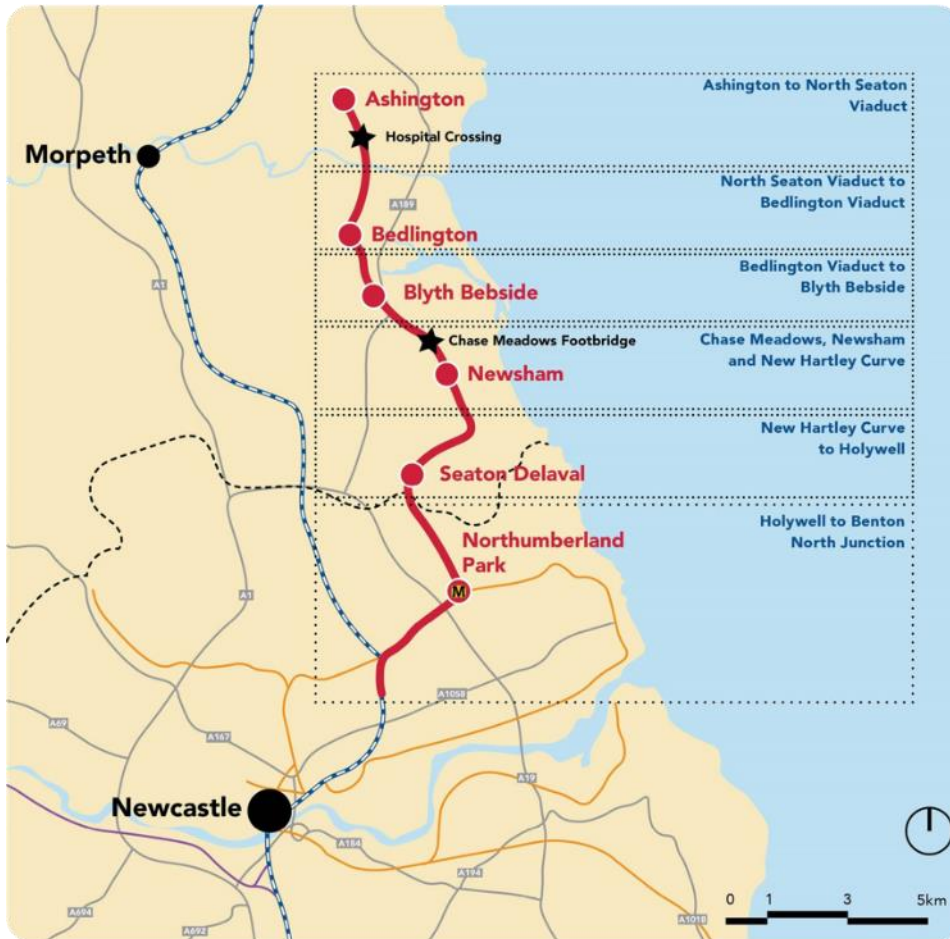
PWI Northeast Section

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Keeping You Connected

Overview



Levelling up

Generates > £450M of economic benefit and a BCR >1.5

An Economic Regeneration Project

Key

- A-roads 
- Local authority boundary 
- Tyne & Wear Metro 
- Tyne Valley Line 
- East Coast Main Line 
- Northumberland Line route and stations 
- Interchange with Tyne & Wear Metro 

New passenger service:

- Stimulates growth in the economy, employment and housing
- Provides new opportunities to access education and employment hubs
- Mode shift car to public transport (de-congestion/air quality).
- Integration with regional transport systems
- Supports growth in renewable energy, offshore oil and gas and engineering sectors
- Helps attract visitors and tourism

High level scope

Base requirement 2 passenger trains per hour plus one up and down freight path opportunity each operating hour.

35 min journey time Ashington to Newcastle

23 min journey time Ashington to Northumberland Park

12 min journey time Newcastle to Northumberland Park

In order to run an hourly passenger service there was no 'do nothing' option even with line-speed upgrades

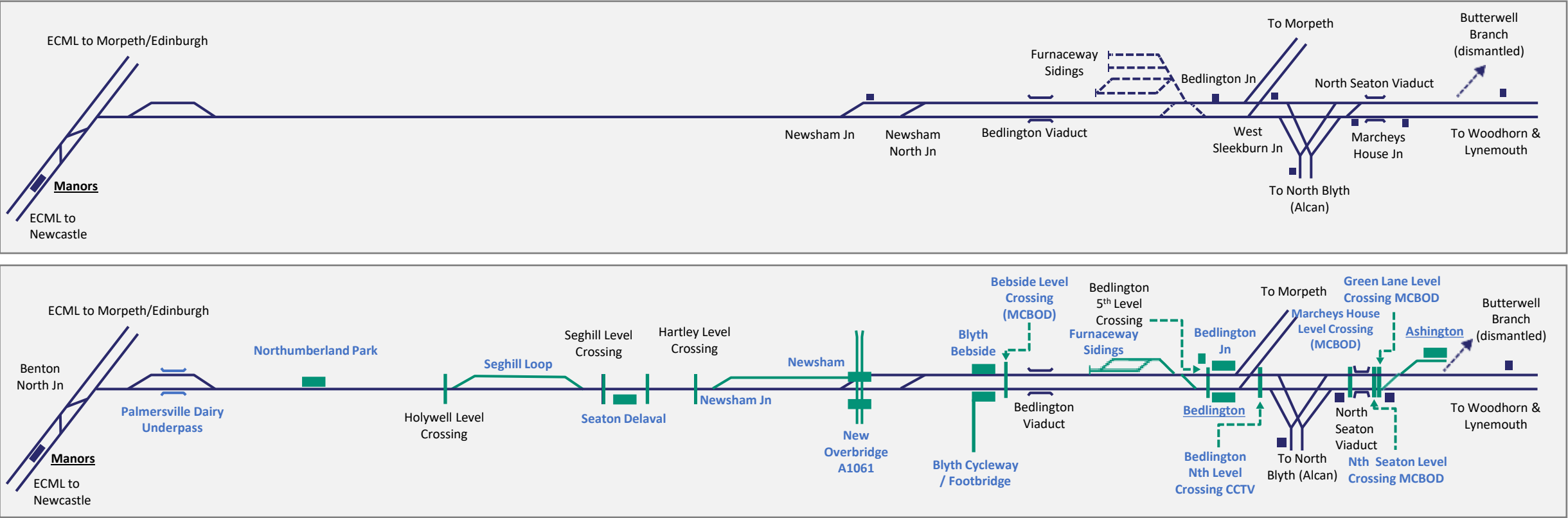
Extension of existing passing loops and installation of a new passing loop required to achieve the outputs.



- Currently average of 3-4 freight trips per day – predominantly bio-mass Tyne Dock to Lynemouth PS plus 3 return trips per week Port of Blyth to Fort William Alumina traffic



Route layout changes



Rail infrastructure scope

Optimised Infrastructure for timetable / operational requirements:

- 26km of track renewal
 - 2.4km – New passing loop between Holywell and Seghill
 - 1.0km - New twin track extension at Newsham
 - 22no. S&C installs / renewals
 - 1no. Run-around siding
- Upgraded Signalling – Mechanical to computer controlled
- 24 level crossings
 - 5 upgrades (roads)
 - 3 upgrades (footpaths)
 - 3 closed and replaced with structures
 - 4 closed outright
 - 1 closed and diverted to nearest structure
 - 8 remain unchanged
- 3 underbridges

All delivered and commissioned in August 2024



Stations and structures scope

- 6 new stations (5 with car parks)
 - Northumberland Park (1 Platform)
 - **Seaton Delaval (1 Platform)**
 - **Newsham (2 Platforms)**
 - **Blyth Bebside (2 Platforms)**
 - Bedlington (2 Platforms)
 - **Ashington Station (1 Platform)**
- 1 underpass
- 1 cycle bridge
- 1 road over bridge

First 4 stations open to passengers – remaining 2 nearing completion of construction



Route operations scope

- Rolling stock lease (4 x CI 158's)
- Driver and conductor recruitment and training
- Integrated Fares and Ticketing
- Operational Readiness workstreams
- Station Facility Owner
- **Passenger Services commenced in December 2024
>800k journeys already (c.25% higher than demand forecasts)**



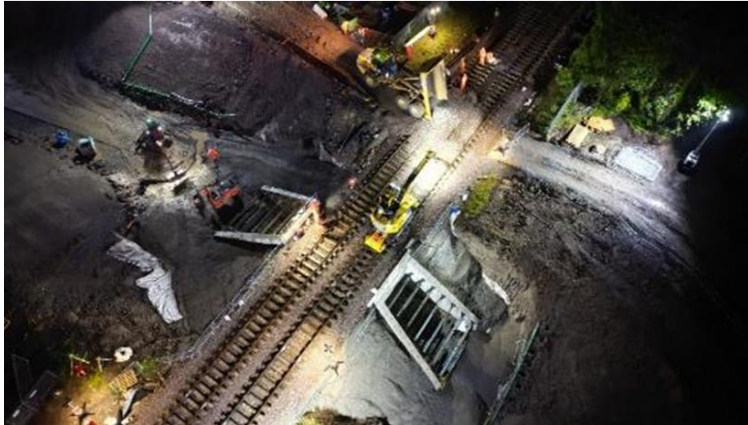
Challenges along the route



Challenges along the route



Challenges along the route



Challenges along the route



Challenges along the route



Social Value

- £20m of social value generated
- 209 FTE jobs generated
- 9 Apprenticeships
- 111 weeks of paid work placement
- £616k of work to support young people
- 5000h of staff time engaged in skills development
- 14,000 children taught rail safety in school's presentations
- £25.8m spent in Northumberland supply chain



Q&A

Connect with us



Connect with us and keep updated online by signing up at **nland.cc/signup**. Alternatively, scan the QR code below to sign-up to receive the digital newsletter **monthly**.

Up to date information about the project will be included on the scheme website <http://www.northumberlandline.uk/>.

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



Ashington – before



Ashington – current



Bedlington – before



Bedlington — current



Blyth Bebside – before



Blyth Bebside – current



Newsham – before



Newsham road bridge – current



Newsham station— current



Seaton Delaval – before



Seaton Delaval – current



Northumberland Park – before



Northumberland Park – current

