

Project: **Tyne and Wear Freight Partnership - Rail Partner Group** Job No/Ref:

Purpose: **Rail Partner Group Meeting** Date held: **20<sup>th</sup> May 2014**

Held at: **St Mary's Room, AECOM Offices** Made by: **Mike Page**

|            |                         |                                     |                             |
|------------|-------------------------|-------------------------------------|-----------------------------|
| Present:   | John Bourn (JB) (Chair) | Regional Transport Team             | Distribution:<br><b>All</b> |
|            | Andrew Carmichael (AC)  | SENUG                               |                             |
|            | Chris Owen (CO)         | Port of Blyth                       |                             |
|            | Dick Phillips (DP)      | Northumberland County Council (NCC) |                             |
|            | Keith Taylor            | Northumberland County Council       |                             |
|            | Eddie Peat (EP)         | Harworth Estates                    |                             |
|            | Gordon Carr (GCa)       | CILT                                |                             |
|            | Martin Murphy (MMu)     | NECTAR                              |                             |
|            | Peter Wood (PW)         | UK Coal                             |                             |
|            | Rob Fairy (RF)          | Network Rail                        |                             |
|            | Jonathan Bell (JBe)     | Network Rail                        |                             |
|            | Stephen Psallidas (SP)  | Nexus                               |                             |
|            | Mike Page (MP)          | AECOM                               |                             |
|            | Stuart Corker (SC)      | Gateshead Council                   |                             |
|            | Ian Mobbs (IM)          | AECOM                               |                             |
|            | John Cram (JC)          | North Tyneside Council              |                             |
|            | Paul Blackburn (PB)     | Independent                         |                             |
| Apologies: | John Holwell            | Malcolms                            |                             |
|            | Tony Walker             | Railfuture North East               |                             |
|            | Trevor Watson           | SENUG                               |                             |
|            | Maggie Simpson          | RFG                                 |                             |
|            | Mark Hassan             | Port of Sunderland                  |                             |
|            | Malcolm Bingham         | FTA                                 |                             |
|            | Lee Davies              | Railfuture NE                       |                             |
|            | Jim Hubbard             | Newcastle College Rail Academy      |                             |
|            | Tom Zunder              | Newrail                             |                             |
|            | Alasdair Kerr           | Port of Tyne                        |                             |

| No. | Item   | Action By |
|-----|--|-----------|
|     | <p><b>Introductions</b></p> <p>JB and the group welcomed Mike Page back after his unfortunate sickness absence.</p> <p><b>Minutes of last meeting and matters arising</b></p> <p>Minutes of last meeting were agreed by the Group. Presentations from the previous meeting (November 2013) need to be uploaded onto the Freight Partnership website.</p> |           |

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**Multi Modal Carbon Calculator**

MP outlined progress so far related to the calculator. The tool has been updated to maintain the accuracy of the data held in the database of all 203 facilities. In total there were 68 amendments to contact details and commodities handled.

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Over the 12 month period of year 9 there were 127 users of the tool with 199 sessions.

In year 10 there are no plans to update the tool; however Haven Gateway are discussing the way forward for the tool and future funding mechanisms.

EP asked if the tool allowed the route planning from anywhere. MP stated the tool is now capable of route planning from any origin to any destination

**Rail Opportunities***Port of Blyth*

CO provided an update on the Port of Blyth and stated that the proposed power station has been shelved. The conversion of Lynemouth Power Station by RWE to biomass will be possibly supplied by the port, however there may be rail opportunities

In the peak they have been running five trains daily, now it is three to four.

RF advised that signalling changes are planned to allow a faster turn round of trains into the Port of Blyth – at present, only one train can occupy the line.

*Ashington, Blyth and Tyne Line*

DP stated that funding is in place and ideas are being developed, NCC is working with Network Rail in progressing to the GRIP2 stage.

Network Rail is looking to put together a stakeholder management plan which will involve some of the Rail Partner Group and some of the major organisations who could utilise rail.

Lynemouth Power station is leasing land from Harworth Estates to construct a new biomass power station adjacent to the existing power station, the lay down period is estimated to be 18 months, when commissioned the existing power station is to be decommissioned.

The upgrade of the line is creating a lot of opportunities - consequently the opening figures for the business case have increased significantly, increasing value for money.

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SP asked, what is the next milestone for the ABT line? RF said he would investigate.

RF

*Port of Sunderland*

JB stated that the representative from the Port of Sunderland was unable to attend, sending his apologies.

*Butterwell Disposal Point*

EP outlined the benefit of the Butterwell Point, it currently serves two open cast sites. He felt there was a strong business case for the new proposal to connect to the ECML, however previous priorities has been for a coal route. There are still millions of tonnes of coal opportunities in the region.

There is more work needed to bring together a strong proposal for planning consent, especially working together to get different restoration schemes approved, including Widdrington. EP stated that Wardley is part of an area which is being promoted by South Tyneside and Sunderland City Council jointly as a potential premier employment site. The whole site is believed to be 400 hectares in size. Map examples are to be included with the minutes of the meeting.

The Alcan site is for sale but there are opportunities to use rail for the new buyer.

EP discussed the restoration plans for Butterwell, Wardley and possibly even Follingsby and the route south of Cobalt. RF suggested that, from Network Rail's perspective, any application will depend on the cost and having a strong business case.

AC outlined the written paper on the 'Butterwell Disposal Point' and thanked JB and MP for their contribution. The paper summarises the potential opportunities and supports in principle the business case submission to the Northumberland County Council (NCC) Core Strategy, whilst not endorsing any specific planning application.

The project is currently a work in progress with consultations to take place with stakeholders.

It was recognised that Network Rail, as the state-funded infrastructure provider, had to abstain from supporting the paper.

With the exception of Network Rail (see above), the Tyne and Wear Rail Partner group fully supported and agreed to the document being submitted to NCC's Core Strategy. Aecom would organise the submission on behalf of the Group.

MP

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**Future Rail Investment***Impacts of HS2*

MP said that MS of the RFG could not attend but had sent a summary from the RFG on the impacts of HS2 for the rail freight sector.

This would be circulated to the Rail group for consideration.

MP

*Network Rail Control Period 5 Delivery Plans*

JBe gave an outline of the Network Rail funding mechanisms such as incoming funds from the taxpayer and fares revenue, the outgoing cost for rolling stock track charges borrowing and other costs.

The delivery plan is over a period of 5 years 2014-2019 and creates investment that supports economic growth across the North such as:

- East Cost Capability with gauge clearance and stations work for IEP trains
- Power Supply Upgrade, ECML ready for 2020+ timetable
- Transpennine Electrification
- Ordsall Chord, giving better connections to Newcastle

Capacity and connectivity; freight corridor opportunities to accommodate additional long distance hourly service. Increasing connection options for the NE and proposed infrastructure upgrades to remove bottlenecks

JBe said Funds have specific criteria, each to be backed by business case for aligning strategies; packaging schemes; timing HS2/EC alignment; business cases.

SFN funds administered by SFN Steering Group. Rail Freight Group best way to influence CP6 candidates

CP6 will look at the routes, what services can provide for 2043 and infrastructure works up to 2043.

RF said the value of rail is perceived as high and HS2 will impact on core plans but as long as a strong business case is put forward then plans should be stable.

There is a consultation in August RF would like the Rail Partner Group to be included.

**Rail Freight and Logistics MSc**

This initiative has been approved for 2014-15 business plan.

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We are to work with Newrail (University of Newcastle) to provide a research programme for one of their MSc students.

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Liaise with the Universities in Newcastle to offer support for their transport students by providing research subjects and advice.

Liaise with other learning establishments to support their students, such as

- o Newcastle College, Rail Academy
- o Nexus, Regional Rail Training Academy

### **Cross-Boundary Issues and Challenges**

#### *Rail North*

There is an update on the Rail North proposals for regional rail devolution which can be accessed on the website <http://www.railnorth.org/news/>

JB

#### *Strategic Economic Plan (SEP)*

JB passed around a copy of the section of the SEP relating to rail investment proposals. The paper was submitted to the Department for Business Innovation and Skills by the North East Local Enterprise Partnership in March 2014.

#### *The future of the Leamside line*

AECOM has been commissioned by Nexus to carry out a feasibility study to examine the business case for the reinstatement of the Leamside Line. It is to look at how effective is current public transport provision in the area, problems, issues and challenges.

Data gathering will be an important element of the study using groups to get feedback on opportunities that interact with the plan.

A review will be carried out over the next couple of months to collate the information to assist in a decision and to consider what function will be most appropriate - a freight corridor, passenger route, passenger diversionary route or some combination of them all.

The Highways Agency are fully supportive of the reinstatement of the Leamside line as it relieves the A1 and A19 of lorries.

SP advised that the Metro Strategy 2030 looks beyond 2021, when the current investment programme ends. It is a draft document which will be developed further through formal consultation in May and June 2014 and includes a section on the Leamside line:

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<http://www.nexus.org.uk/consultation/item/metro-strategy-2030>

- **Map of Leamside can be found in e-mail attachment**

#### **Any Other Business**

JB announced he has drawn up a document for the Rail Partner Group outlining a proposed Terms of Reference for the Group (to be consistent with the ToRs for the full Partnership); this is to be found in an e-mail attachment with these notes and comments are welcomed.

Dick Phillips of Northumberland County Council had earlier announced to the group that this will be his last Rail Partner meeting, as he is taking early retirement in July. We thank him for his valuable input in making the Rail Partner Group a success and wish him well in the future.

#### **Date of next meeting**

The date of the next meeting was scheduled as 18<sup>th</sup> November 2014, venue TBC.