

North East Freight Partnership - Rail Partner Group

Date Held 27th February 2018

Venue Newcastle College Rail Academy, Felling

List of Attendees and Organisation

John Bourn (Chair)	North East Combined Authority
Paul Davison	AECOM
Andrew Dorrian	NECA
Eddie Peat	Harworth Estates
Martin Murphy (MMu)	NECTAR
Andrew Carmichael	SENRUG
Dave Marshall	Sunderland City Council
Tony Walker	NECTAR
Ed Dunn	Network Rail
Charlie Nettle	AV Dawson
David Marshall	Sunderland City Council
Keith Taylor	Northumberland County Council
Mike Hogg	Rail Freight Group
Ron Pawley	Stockton Riverside College
John Holwell	Oxford Rail Strategies

Apologies

John Cram	North Tyneside Council
Ann Wilson	Tees Valley Combined Authority
Karen McCartney	Career Ready

Agenda Item 2: Minutes of last meeting

The group accepted the minutes as a true reflection of the last meeting.

Agenda Item 3 Eddie Peat, Harworth Estates

Eddie provided an update on the progress of several rail connected Harworth Estates sites, including Lynnfield Park, Butterwell, Widdrington and Wardley.

He outlined how at Lynnfield Park, transformation works were still ongoing to create the platform to develop and build new employment space, two of the commercial units that were retained and considered suitable for reuse have since been leased and occupied by Lynx Precast and H-Mix.

The 1.3 million sq ft of employment space has already been given outline consent, with design and build opportunities on a flexible basis available with immediate effect. Eddie invited the group to tour the site for the next Rail Partner Group meeting.

Agenda Item 4: Update from the Rail Academy and Tour, Mark McPake

Mark McPake reviewed the success of the Rail Academy. Covering full time, part time and short courses from levels 1-6, the academy has supported around 200 students into employment.

He explained it offers safety critical Network Rail courses as well as links to Nexus for training on the Metro. The skills gap in rail engineers is well recognised and the college with its bespoke facilities trains students to the highest levels however recruitment levels remain a concern.

There was also a tour of the site, where delegates were able to observe the infrastructure and facilities in place and how they support the development of trainees.

Agenda Item 5: Transport for the North, Connecting the Energy Coasts, Andrew Dorrian, NECA

Andrew discussed Transport for the North work on this corridor and how they are looking at the case for improving connections for people and businesses and exploring options for improving road, rail and waterborne capacity.

The corridor links advanced manufacturing businesses and energy generation facilities located in the North East, Tees Valley, Lancashire and Cumbria.

He described how Transport investment within this corridor could also unlock employment, supply chain and housing opportunities as part of the Government's Industrial Strategy. Advanced manufacturing and energy industries in the corridor have attracted a significant amount of prospective investment. In Cumbria alone, there is more than £25bn of planned private sector investment over the next 10 years.

Poor transport infrastructure is currently a key constraint to securing this potential investment. Improving transport links within this corridor would also support growth in the tourism and leisure industry.

Agenda Item 6: East Coast Route Study report update. Ed Dunn

There was a presentation on the East Coast Route study. The North East has since responded to the consultation and Network Rail are now progressing with work on Continuous Modular Strategic Planning covering investment in the region. Ed outlined the study incorporates the following:

- A strategy for growth for the ECML
- Uses demand projections out to 2043
- Sets out enhancement **choices** for funders
- Aims for greater customer and devolved Route focus following reviews into Network rail and the industry (e.g. Bowe, Shaw and Hansford)
- New format; more user-friendly

He also stated that:

- An indicative Train Service Specification has 2 tph freight north-south between York and Newcastle, 1 tph Newcastle to Edinburgh
- The ECML between Northallerton and Newcastle is two-track and constrained by a

mix of freight with passenger trains, with differing stopping patterns

- The future aspirations for trains per hour, stopping patterns and journey time will determine what is needed to accommodate it all
- ECML Route Study advocates improved capability for freight
 - Better end-to-end journey time, less conflicting movements
 - ECML is W12 but the capability of routes in the North East branching off is poor

Ed outlined that there was public consultation on the draft report which gives an opportunity to focus on priorities for ECML communities, which closes on 16th March 2018

Agenda Item 7: Ashington Blyth and Tyne (Now Northumberland Line), Keith Taylor, Northumberland County Council.

Keith from Northumberland updated on ABT which is now called the Northumberland Line.

The Grip 2 study has finished and at the time they were working towards Grip 3.

Agenda Item 8: AOB

No additional business was identified

Agenda Item 9- Date and Venue of Next meeting

16th October 2018, Lynnfield Park, Northumberland