

ECMA Update

1. Introduction

- 1.1 This report provides an update to the Partnership Board on recent discussions relative to the East Coast Main Line, based on an ECMA Officers' Group meeting which took place on 5 February and on a full Consortium meeting which took place on 27 February.

2. Budget

- 2.1 The budget for 2018/19 was £92831, which reflects the income received from the participating authorities' subscriptions for the current year.

Assuming that a further £12k (over and above the £12.5k referred to in 3.1 below) earmarked for additional research into the economic benefits of the line and that £35k assigned to advocacy and communications related to promoting the line will not be spent this year, a carry-over of approximately £47k to 19/20 is anticipated.

At this stage, the draft budget for 2019/20 assumes expenditure of £31k for the secretariat support, £35k for advocacy and communications and £20k for further research.

- 2.2 The Consortium agreed to keep subscription levels at the same level as the current year and seek to attract further contributions from authorities not yet paid up as fully participating members.
- 2.3 The advocacy and communications work which was planned for the current year was to be carried out by West Yorkshire Combined Authority (WYCA) but they were unable to provide a sufficient resource to carry out the work this year.

They have, however, committed to doing the work in 2019/20 and this is consistent with the budget proposed for 2019/20. (See paragraph 4.1 below).

3. Consultancy Work

- 3.1 A study entitled, "Investing for Economic Growth" was undertaken by JMP on behalf of ECMA, in 2016. SYSTRA have been appointed to refresh / update the 2016 study at a cost of £12.5k and the work is to be completed by the end of March 2019.

At the RTPs request, SYSTRA will be required to consult with the RTPs, to ensure that their refresh includes appropriate input in respect of the route through Scotland.

4. Work Programme 2019/20

4.1 A draft work programme for 2019/20 was approved but needs to be further developed to take account of anticipated events in Scotland, during the coming year.

5. **Engagement with Both the UK Government and the Scottish Government**

5.1 ECMA has written to both Chris Grayling, Secretary of State for Transport and Michael Matheson, Cabinet Secretary for Transport, Infrastructure & Connectivity, requesting meetings to discuss future investment in the ECML, north and south of the border. An approach to the Scottish Parliament's, Cross Party Rail Group to include a presentation from ECMA, on their aims, has been made and this is being discussed with the secretariat.

6. **Williams Rail Review**

6.1 A review to transform Britain's railways was launched on 20th September 2018 by Transport Secretary Chris Grayling. The review was described as "the most significant since privatisation" and it was promised that it would "consider ambitious recommendations for reform to ensure our vital rail system continues to benefit passengers and support a stronger, fairer economy".

It was further stated that the government's vision is for the UK to have a world class railway. The Rail Review has been established to recommend the most appropriate organisational and commercial frameworks to deliver the government's vision. It should be comprehensive in its scope and bold in its thinking; challenging received wisdom and looking to innovate. The review is led by independent chair Keith Williams.

A call for evidence was launched to support the review. Although responses were invited by 18th January 2019, it was stated that further opportunities will be available to contribute to the review up to the end of May.

ECMA will submit a response through the ECMA Chair.

7. **General Items**

7.1 **LNER update**

7.1.1 LNER are looking to rollout the new Azuma trains steadily and introduce at least one new train per week. It is anticipated that the first Azuma will be brought into service from mid-April.

7.2 **Network Rail Update**

7.2.1 A short update was provided by Network Rail. Andrew Haines is the new Chief Executive and a 100-day review of the organisation is taking place and will be published soon.

Network Rail will continue to support ECMA in identifying improvements on the ECML.

Network Rail and LNER are currently working together to solve capacity issues at Harrowgate.

It was suggested that ECMA meetings could have a specific Network Rail agenda item in future. All ECMA officers in attendance agreed.

8. Recommendation

8.1 That the Board notes the content of the report.

Jim Grieve
Interim Partnership Director
11th March 2019

Policy Implications	The maintenance and improvement of the East Coast Main railway line is entirely consistent with the regional Transport Strategy
Financial Implications	The cost of ECMA continued membership can be contained within existing budgets.
Equalities Implications	None
Disability Equalities Implications	None