

Report to Partnership Meeting 8 November 2013

CONSULTATION

East Coast Rail Franchise

Purpose of Report

To provide Members with an update on East Coast franchise and the involvement of HITRANS in the East Coast Mainline Authorities consortium ECMA.

East Coast Franchise

On 25 October 2013 the DfT published the InterCity East Coast prospectus, produced to give information to potential bidders the InterCity East Coast franchise competition to:

- give detail and information about the InterCity East Coast franchise opportunity to allow prospective bidders to decide whether they wish to seek prequalification, either as a single entity or as part of a consortium
- communicate what is important to DfT in relation to the franchise which will enable interested parties to begin preparations to bid
- indicate some of the key areas, risks and responsibilities which bidders will need to consider when preparing their bid

An InterCity East Coast consultation summary report and InterCity East Coast (ICEC) franchise 2013: OJEU Notice and pre-qualification documentation have also been published. Bidders will submit a PQQ in January 2014. The ITT will be issued in February 2014, and submitted in May 2014. The franchise is set to begin in February 2015 and run for 8-9 years. During the course of the franchise the High Speed Train fleet will be replaced by 9 car Super Express Train bi-mode sets.

Senior DfT staff attended a meeting with HITRANS and stakeholders in Inverness on 19 September 2013. It was agreed to offer our InverCity and 4castOD studies into the data room, with a suggestion that we update them to include the 2011 census data, and the latest passenger statistics. Currently the HITRANS area is served by one train each way per day- the Highland Chieftain.

East Coast Mainline Authorities

East Coast Mainline Authorities Consortium briefing note appears below. It is a group that seeks to gather evidence to put to the franchise bidders and to Central Government in order to attract additional investment beyond the £247m committed in Network Rail's Control Period 5 2014-19. It has twice yearly meetings of local authority members and senior executives, and a second tier of an economic working group, and a rail technical group attended by Frank Roach.

Draft Conditional Outputs are to be drawn up to assist the desktop study that will be carried out by consultants – procurement is underway, value c£50k.

A series of business events November-December 2013 will be organised and a communications plan developed. An event in Aberdeen has been proposed.

It is suggested that HITRANS contribute c.£1500 to assist with funding the consortium,

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East Coast Mainline Authorities Consortium

Who are we and what we are doing?

We are a group of Councils and Scottish Regional Transport Partnerships who are working together to be advocates for continued investment in the East Coast Main Line (ECML), because of its strategic importance to national and regional economies.

We believe that the ECML is a key piece of infrastructure connecting their regional economies with each other, to the national economy and to Europe. However, its ability to do this fully is currently constrained and we will make the economic case for influencing investment to enable the delivery of solutions by the rail industry.

It is currently estimated that up to 49% of the United Kingdom’s Gross Value Added measure of economic output is served by the ECML (figure includes London).

The Consortium was established in 2012 and has been making substantive progress in making the connection with Government and the rail industry.

We are seeking to:

1. set out the economic benefits of investing in the line.
2. raise awareness about the continued need to invest.
3. ensure that decision makers have all the relevant evidence before they make choices.
4. create a strong partnership with the rail industry.

The Consortium does not intend to replace existing partnerships, but add value to them.

How we are advocating for continued investment in the East Coast Mainline. We are:

1. preparing a strategic business case for the whole line that will clearly set out the economic benefits of investing the route and what is constraining the realisation of those benefits.
2. working with Network Rail, passenger & freight train operators and others to make sure that investment proposals are based on all the available evidence, not just their impact on train operation.
3. in regular contact with the Department for Transport about their plans for the ECML including the franchising of passenger train services that run on it.
4. joining up existing work along the ECML, so that the case for local improvements can be strengthened by understanding the benefit to the economies along the line as a whole.

We are adding value by:

1. providing a single voice to Government and the rail industry concerning strategic investments in the ECML.
2. bringing together all the evidence about the economic benefits of investing in the ECML.
3. ensuring that decision makers in Government and the rail industry have this evidence to hand before they make choices that impact on the ability of the ECML to facilitate the economic growth ambitions of national and regional economies.

The Project Manager for the Consortium is Simon Houldsworth. He may be contacted by telephone on (01904) 551629 or by email at simon.houldsworth@york.gov.uk

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Recommendation

1. Members are asked to note the report and to approve the contribution to ECMA.

Risk	Impact	Comment
RTS delivery	√	This project fits well with a number of RTS Horizontal themes.
Policy	√	This project has integration and environmental benefits.
Financial	√	This project is fully funded
Equality	-	No impact on equalities issues.

Report by: Frank Roach
Designation: Partnership Manager
Date: 28th October 2013