

Keeping the economy on track



Our manifesto



The Consortium of
East Coast Main
Line Authorities



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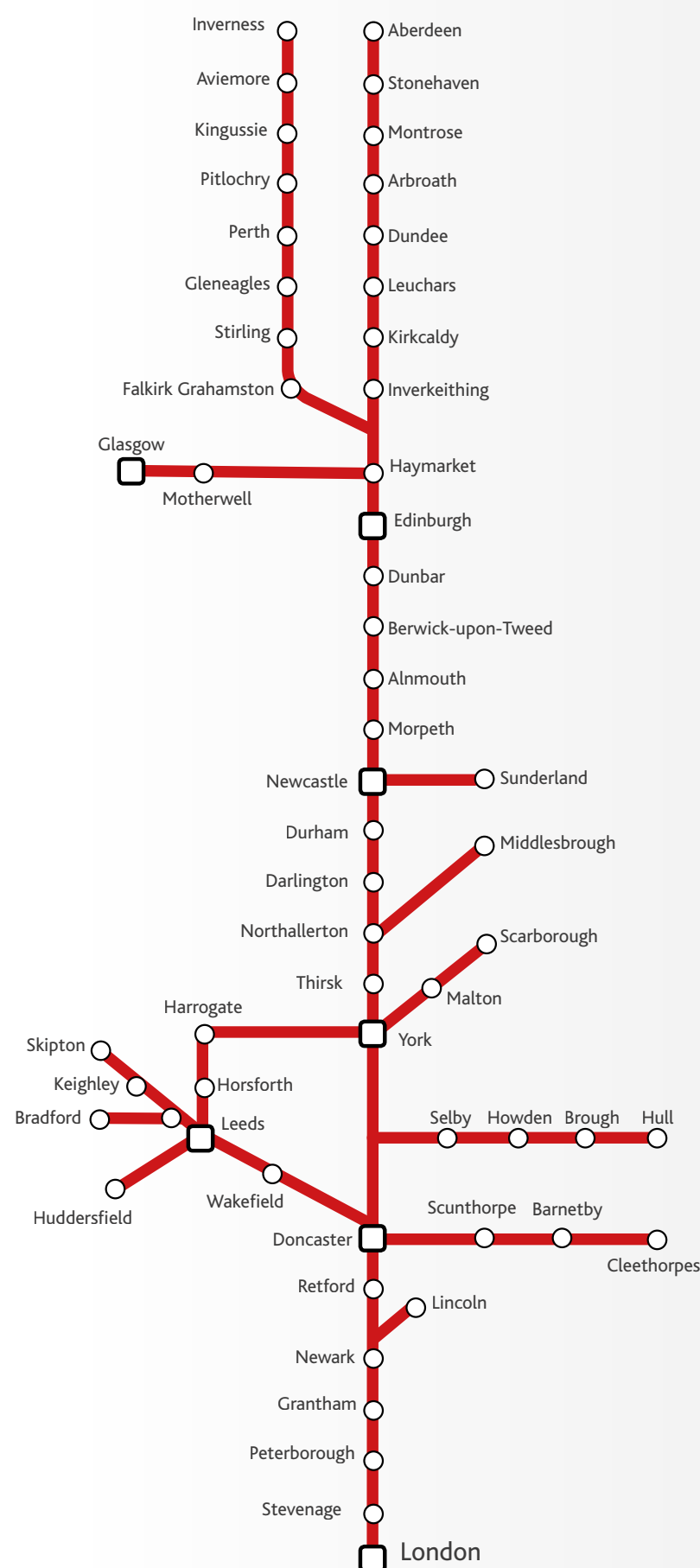
The Consortium of East Coast Main Line Authorities represents Local Authorities and Scottish Regional Transport Partnerships throughout the area served by the East Coast Main Line.

The many strategic decisions that need to be made about rail connectivity over the next few years mean that the Consortium has a vital role in representing all the communities served by the East Coast Main Line. We will work in partnership with both Governments, the rail industry and business to deliver the investment that is needed to enable economic growth.

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ECMA Area

Consortium members are already investing significant sums to achieve economic growth, as set out in their economic strategies. There are many examples including:

- the **£1 billion** transformation of Dundee Waterfront including the new Victoria & Albert Museum of Design,
- the **£200m** Stephenson Quarter mixed use development adjacent to Newcastle station,
- the **£400m** iPort strategic road rail freight terminal at Doncaster,
- the **£22m** Lincoln Castle Revealed project anchoring the Magna Carta celebrations in 2015,
- the **£15m** Bourges Boulevard improvement schemes in Peterborough transforming the city centre particularly around the rail station, unlocking up to 5,000 jobs and 350 homes.

The economic benefits of investment in the East Coast Main Line

The Consortium has commissioned independent, specialist research to provide a complete view of the growth potential of economies linked by the East Coast Main Line (ECML)¹. Our methodology is consistent with that used by both the Department for Transport and Network Rail.

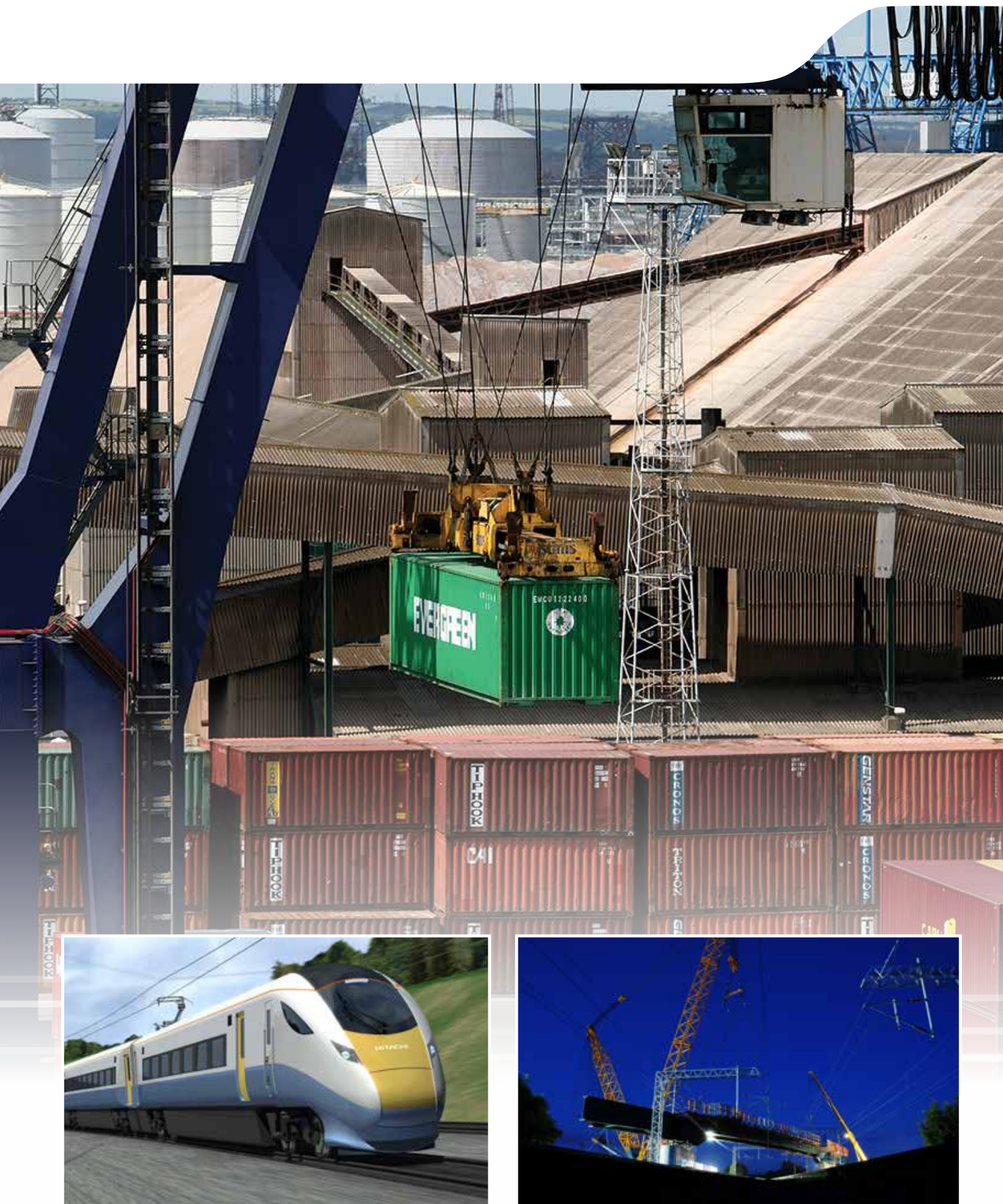


Our research includes evidence from businesses throughout the area about the important role of ECML services to the economy.

Our research shows that:

1. **The economies served from the ECML are significant.** They contribute over £300 billion per annum (Gross Value Added) to the United Kingdom economy. This figure rises when London's output is included.
2. **Our economies have tremendous growth potential.** Many sectors need good links to Edinburgh, London and other places along the route. The connectivity of the East Coast Main Line is the lifeblood of core and emerging business sectors. We are proud to be home to growing centres in finance and business services, life sciences and biotechnology, tourism, oil and gas, and advanced and applied manufacturing.
3. **The potential benefits from investment can be realised straight away.** Investment is being made to improve the capacity and reliability of the ECML as well as journey times. More can be done now to remove capacity constraints, increase connectivity between places and raise quality standards to aid economic growth.
4. **Investment to improve both passenger and freight services is needed.** The evidence shows that the economies could generate over £5 billion in additional Gross Domestic Product if passenger services were improved. These economic benefits are in addition to the transport benefits accruing from each specific scheme. We will see consequential employment, taxation and social benefits.

¹ A copy of the Prospectus containing our research can be supplied upon request.



5. **Investment in the East Coast Main Line and in all its services is beneficial and complementary to the case for High Speed 2 Phase 2 to Leeds and York** (HS2 Phase 2). Our research shows that investment in both the ECML and the eastern arm of HS2 is complementary. Services from HS2 will create the conditions along the whole ECML that would generate a higher total Gross Domestic Product of £9 billion. Thus, investment in the ECML needs to be made as well as investment in HS2 to allow **both** to perform to their full economic potential.





Delivering the right schemes for economic growth

Network Rail and others in the rail industry are best placed to develop the specific schemes that will be needed to achieve the potential for economic growth identified in our research.



The research shows that the following actions would create the conditions that achieve strong levels of economic growth:

1. Providing eight, long distance, high speed passenger trains each hour from London linking core and intermediate stations together, with nine trains north of Peterborough in the longer term. These trains need to run at 100 mph along the ECML – our “Silver Standard”.
2. Providing through HS2 services in the longer term to Leeds, York, the North East and Edinburgh – our “Gold Standard”.
3. Providing regular direct services to London from places that currently have no or few trains each day to the capital and linking these places to other destinations on the ECML. Bradford, Scunthorpe and Middlesbrough are examples of places that need a regular service to the capital.
4. Providing a new direct passenger service from the north to Cambridge in the longer term, without reducing links between other ECML stations.
5. Improving the quality of the whole journey both on train and at platform, for example by providing 100% mobile connectivity throughout each journey to enable people to work whilst travelling.
6. Improving the movement of freight by completing gauge enhancement work, providing enough capacity for freight trains and connecting the ECML to the Electric Spine² to allow more electric haulage to key destinations such as ports, power stations and logistics sites.

²The Electric Spine will enable electrically powered freight trains to run from the Port of Southampton to the Midlands through the installation of overhead power lines.

The economies served from the
East Coast Main Line contribute over
£300 billion
per annum to the United Kingdom economy.



Working together

By working together, the Consortium, the rail industry, Government and businesses can deliver the potential economic growth that is identified in our research. We propose five actions to make this happen:



1. **Working in partnership** to develop specific proposals.
2. **Securing significant additional investment in the East Coast Main Line** to deliver the specific proposals.
3. **Specifying franchised services that connect East Coast economies together.** Services need to link together existing and emerging economies supported by the East Coast Main Line. We need to deliver effective services not only along the route but to connected locations such as Sunderland and Lincoln.
4. Continuing to **invest in rail freight related infrastructure** that improves the movement of freight both between UK regional economies and to economies in other countries.
5. **Ensuring that HS2 services start to serve Leeds, York, the North East and Edinburgh sooner than is currently proposed** and that these services are fully integrated with existing ones, to maximise the economic benefits to all areas served by the ECML.



The overall economic benefit is

£9 billion*

Our commitment

Consortium members will work together to:

1. **Provide local business and community input on ECML issues on a whole line basis**, with an emphasis on economic growth.
2. **Continue to provide well established channels of communication** to enable us to work with the rail industry in delivering the right schemes.
3. **Provide resources to help deliver investment in the ECML**, including securing additional funding.



*The additional Gross Domestic Product from investing in both the ECML and the eastern arm of HS2 is £9 billion (Net Present Value).

Keeping the economy on track



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