

Midland Main Line (MML) Lobbying Event: 29 November 2011, 5.30pm-7.30pm, Church House, Parliament Square London

Briefing Note for 9Cs Leaders and CXs

1. Summary

- 1.1 The event will be jointly hosted by EMC, South Yorkshire Passenger Transport Executive (SYPTTE) and Clive Betts MP, Chair of the MML Parliamentary Group.
- 1.2 The objective is demonstrate the benefits and strength of political support for proposals electrify and enhance the Midland Main Line set out in Network Rail's Initial Industry Plan for 2014-19, prior to formal funding decisions made in 2012-13 by the Government and the Office of the Rail Regulator.

2. Background

- 2.1 A similar lobbying event was held in December 2009 which was attended by around 100 council leaders, MPs and business representatives from across the East Midlands & South Yorkshire, and at which the then Transport Secretary Lord Adonis also spoke. The event launched a prospectus for investment in Midlands Main Line, setting out the benefits to the economy and environment of MML electrification and enhancement.
- 2.2 Although some of the momentum gained by the event and prospectus was lost as a result of the General Election campaign and subsequent change of Government, it did succeed in raising the profile of the MML with key decisions makers, which in turn has contributed to the current proposals in the Initial Industry Plan (IIP).
- 2.3 Whilst the IIP represents a very positive step forward for the MML, it is not the end of the story. Government and the Rail Regulator will not make final decisions on funding until 2013. Given the current economic and fiscal situation, it is unlikely that everything highlighted in the IIP will be funded. The MML will therefore need to fight its corner against other interests.

3. Proposed Approach for November 2011.

- 3.1 The event in November 2011 will be similar in format to that held in 2009, with contributions from EMC (Cllr Parsons), SYPTTE and Clive Betts MP. The Rail Minister Teresa Villiers has been invited (through Cllr Jim Harker)

and EMC is in contact with DfT officials and the Minister's Private Officer. SYPTE is pursuing the new Transport Secretary Justine Greening, who originally comes from South Yorkshire. Given the importance of rail investment to regeneration and re-balancing the economy across the East Midlands, an additional contribution from the business sector could also be effective.

3.2 The event will launch an updated version of the original MML prospectus, which will look to set out the benefits of the electrification and enhancement proposals set out in the IIP. This technical work is being undertaken by Arup working to a brief agreed jointly by EMC and SYPTE. The prospectus will also seek to capture a number of key messages for campaigning purposes. In particular:

- The MML is successful with strongly growing patronage, but has slower and poorer levels of service than other main lines. *As a result, towns and cities across the East Midlands are at a competitive disadvantage compared to other similar places across England.*
- More money has been spent on upgrading the car-parks along the West Coast Main Line than on the entire MML during the current investment Control Period (CP4: 2008-13). *This disparity cannot continue and must be redressed in CP5 (2014-19).*
- It is only through a combination of electrification *and* enhancement of the MML can the full benefits of both in terms of efficiency, capacity and speed be fully realised. *Doing one without the other will lead to significantly reduced outcomes and would represent a 'once in a generation' missed opportunity.*
- HS2 (if it happens) cannot be seen as a substitute for electrification and enhancement of the MML. *Investment is required to improve rail services to the East Midlands long before HS2 could become fully operational in 2033. However, electrification could add value to HS2 by allowing High Speed trains to use 'classic rail' lines to access more destinations.*

4. Action Required by the 9Cs

4.1 All council leaders and MPs in the East Midlands and number of key business interests (including LEPs and Chambers of Commerce) have been invited to the event (initially by e-mail to be followed by hard copies) **It would be helpful if the 9Cs could also make contact with MPs and district council leaders within their area to ensure a strong turn out from the East Midlands.** We are not proposing to limit attendance, so

additional representation from Transport Portfolio Holders and Chief Executives is welcome as long as we know who to expect on the day.

- 4.2 An additional speaker from a business perspective may be required. **It would be helpful if the 9Cs could suggest any suitable candidates able to articulate the benefits to business of rail investment.**
- 4.3 It is important that the revised MML prospectus presents a robust technical case for the investment in the MML – which is why Arup have been contracted to assess the impact of proposals in the IIP. The total cost of this work and of holding the event itself is likely to come to around £13,000 – which will be split 50-50 with SYPTE resulting in a contribution of **£6,500** from the EM. **EMC does not have resources to meet this cost, and will therefore be looking for financial contributions from the 9Cs – roughly £950 each from the 7 relevant 9Cs.**
- 4.4 There is an ‘informal’ consultation on the IIP itself. Comments should be made by to Calvin Lloyd at planningahead@networkrail.co.uk by 18 November 2011. **It is important for the 9Cs to all make positive individual responses to the consultation - and to also copy the response to the Office of the Rail Regulator.** EMC will also respond via the EMC Executive’s Infrastructure Champion, Cllr Jim Harker.

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