



Derby City Council

**Regeneration and Housing Scrutiny
Review Board
20 March 2018**

Report of The Strategic Director of
Communities and Place

ITEM 13

Midland Mainline Electrification - Update

SUMMARY

- 1.1 The original proposals for widespread electrification of the mainline rail network around the country have been gradually scaled back by government over the last two years by a series of announcements that have either postponed or abandoned electrification projects. The current proposal is for partial electrification of the midland mainline to the north of London, but probably not beyond south Northamptonshire.
- 1.2 There still remains a case for midland mainline electrification to the east midlands in terms of track speed, beneficial costs to rail operators (which it is perceived could slow down or halt escalating ticket prices) and that electrification would require new investment in state-of-the-art rolling stock.

RECOMMENDATIONS

- 2.1 Continue to support the campaign for Midland Mainline Electrification and support the work of Transport for the East Midlands and Midlands Council's.

REASONS FOR RECOMMENDATION

- 3.1 Midland Mainline Electrification and the benefits are still generally considered to be important to the East Midlands economy and connectivity of the region to London.
- 3.2 The benefits of the investment in rolling stock and track speed should be extended to the region.

SUPPORTING INFORMATION

- 3.1 Electrification was being pursued by the Midlands Councils led groups representing the region on the renewal of the rail franchise. The franchising process does not include any statutory basis for making electrification a requirement for rail operators. However the Local Authorities working together on franchising have tried to secure the increased track speed and carriage improvements as part of the new franchise.

- 3.2 The campaign for electrification has been and remains a priority for Transport for the East Midlands (TfEM). In the summer of 2017 all of the Local Authority constituent members were asked to propose full council resolutions in support of electrification.
- 3.3 A representative group from TfEM met with the minister in the Autumn. But they received no guarantee that the discussion for electrification in the east midlands would be re-opened. Government was keen to present outline propositions for alternative technologies, which it believes are likely to make electrification obsolete in the next 10 years. These include hybrid engines, and the development of hydrogen power.
- 3.4 TfEM is currently finalising a prospectus of the key priorities for the region. Electrification will be included in the top five priorities and there is strong support among all of the Local Authorities to continue the campaign, based on the benefit to the regional economy and future development of the region requiring high quality, fit for future purpose rail transport.

OTHER OPTIONS CONSIDERED

- 4.1 Concede that electrification is not going to be delivered and campaign for other investment. However this would leave the region behind other regions in terms of investment and quality of service.

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Estates/Property officer Service Director(s) Other(s)	David Gartside, Director of Strategic Partnerships, Planning and Transportation
For more information contact: Background papers: List of appendices:	Nigel Brien 01332 641833 nigel.brien@derby.gov.uk None Appendix 1 – Implications

IMPLICATIONS

Financial and Value for Money

- 1.1 None directly arising from this report

Legal

- 2.1 None directly arising from this report

Personnel

- 3.1 None directly arising from this report

IT

- 4.1 None directly arising from this report

Equalities Impact

- 5.1 None directly arising from this report

Health and Safety

- 6.1 None directly arising from this report

Environmental Sustainability

- 7.1 None directly arising from this report

Property and Asset Management

- 7.1 None directly arising from this report

Risk Management and Safeguarding

- 9.1 None directly arising from this report

Corporate objectives and priorities for change

- 10.1 Supports the Councils priority for supporting jobs and regenerating the city.

