



**MANCHESTER**  
CITY COUNCIL

**Sir Richard Leese**

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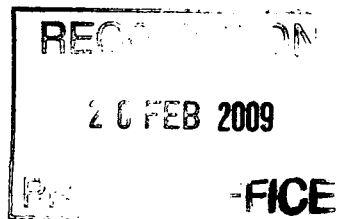
Advice for AA please.

RL/RGA

RMS

16<sup>th</sup> February 2009

Lord Adonis  
House of Lords  
London  
SW1A 0PW



Dear Andrew

I am writing to express our interest in your work on rail electrification. I am pleased that Network Rail are making good progress on this work. In the Manchester area there are several factors that I ask that both your work and their work takes into account. There are a number of critical interfaces that must be taken into account if the work is to lead to a maximisation of benefits (a) to the rail system, and (b) to the long-term prosperity of the city region.

The main issues for us in Greater Manchester are that the changing shape and economy of the city-region has led to the railway being placed under ever-greater pressure. The railway was pared back from before the 1960s until the early 1990. In the last five to ten years the pressures on the railway in Greater Manchester have grown as people have made increasing use of it. People are commuting further, rail often offers a fast alternative to crowded roads, and connections to neighbouring cities are increasingly important for business and leisure. If the city-region is to prosper through becoming more productive and competitive then it is essential that these evident pressures are addressed. Eddington set out that investment in transport should be directed to transport networks that are congested. The needs of the Greater Manchester rail system pass that test.

Rail in Greater Manchester is almost wholly funded by central Government. It is inevitable then that at this time I must look to you to address many of our issues. This is a complex picture and it is important that the work on electrification takes full account of the interfaces with the following workstreams.

**Please supply advice using the 'invitation advice form' on the Andrew Adonis page of the Working with Ministers site on Transnet. Also attach separate draft replies accepting and declining the invitation, on the correct template for the Minister's signature.**

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Continuation\...2

- The HLOS implementation in the North will see both new and second-hand vehicles deployed on the key services in the area. Decisions on electrification will have an impact on what types of rolling stock are deployed in Manchester. Where cascaded rolling stock might be destined for Manchester early electrification would allow for that rolling stock to be more compatible with our commuting needs. I do have a concern that many of the diesel units that might be cascaded to Manchester are units that were never designed for intensive city commuting.
- The importance of thinking through how the next Northern franchise specification might embrace both more electrification and the possibility of downstream "tram-train" conversion.
- The importance of thinking through how any electrification would impact on the Manchester Hub programme. As I am sure you are aware this work, led by a DfT-chaired steering group that was set up by Rosie Winterton, is key to unblocking the bottlenecks in the railway around Manchester that constrain the development of rail services into the future.
- The interface between further electrification and the potential of any new lines (high speed or otherwise).

I would welcome your views on how these issues might be best incorporated into the work of DfT and Network Rail. I would be very happy to meet with you to discuss how rail fits into our plans for the future prosperity of the Manchester city region if you would welcome that.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Richard Leese', with a stylized flourish at the end.

Richard Leese