



# Convincing the Politicians

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# Convincing the Politicians

- Modern era of Light Rail began with:
  - Manchester Metrolink – Approved 1987. Opened 1992.
  - Sheffield Supertram – Approved 1989. Opened 1994.
  - Midland Metro – Approved 1989. Opened 1999.
  - Croydon Tramlink – Approved 1994. Opened 2000.
  - Nottingham NET – Approved 1998. Opened 2004.
- DETR's Ten-Year Plan envisaged 25 new tram schemes by 2010.

# Convincing the Politicians

- But in 2004 Alistair Darling cancelled schemes for Metrolink, Merseyside, Leeds and Southampton.
- Only Metrolink was later reinstated.
- By contrast, 3 to 6 new lines or extensions per year were approved in France in the same period.
- European experience characterised by faster delivery, cheaper development costs and a clearer political consensus over the wider value of tram systems around urban transformation and quality of place.
- The availability of local fundraising powers is a major element of a city's ability to build trams.

# Convincing the Politicians

- Following Darling's decision, AGMA and the PTE launched a ten district-wide campaign to reverse the decision.
- All 10 districts were involved.
- It had All Party Support.
- It involved both the Chamber of Commerce, Trade Unions, Pensioners Groups and Community Groups.
- It was a local, regional and national campaign.



# Convincing the Politicians

- “At the moment Manchester is trebling the size of its tram network, while Liverpool, Southampton and Leeds do not have trams. The important point.... is not that Manchester’s case ....was much better than ... the other cities, but that the 10 districts .... And the three political parties were united.”

*Westminster Hall, February 2012*



Graham Stringer MP

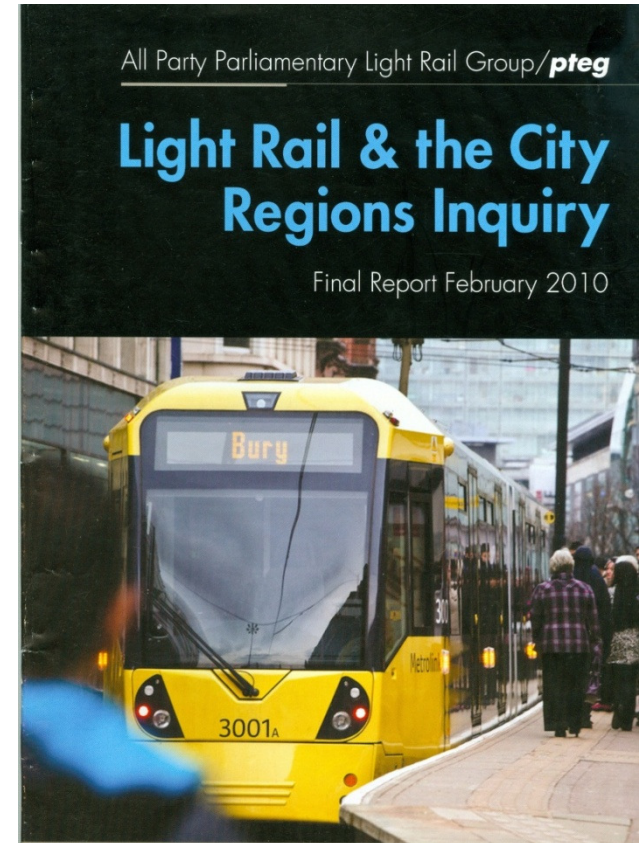
# A Politician's Promise



“We accept that there are biases against light rail schemes and that these should be removed in the appraisal process. We would change the basis of NATA significantly.

....I understand entirely the point which is made about the high cost of local utilities and would certainly want to see changes to the arrangements there to remove the unfair burden on light rail schemes.”

Norman Baker MP  
Lib Dem Shadow Secretary of State  
for Transport.  
*February 2010*



# Since the GE.....

- Coalition Agreement makes specific reference to Light Rail: “ We will reform the way decisions on ..... transport projects to prioritise ... low carbon approvals (including light rail schemes)”
- All existing Light Rail Schemes awaiting approval have been approved.
- The bias in the appraisal scheme of Light Rail Projects has been removed.
- A consultation on the utilities is underway.
- “Green Light for Light Rail” Published & Light Rail Summit held.
- UKTram tasked with carrying out a range of projects following the Summit.
- A follow-up Summit is planned for later this year.
- Work on the Tram-Train Trial for Sheffield-Rotherham continues.

# Where will the next generation of tram schemes come from?

- Further developments of existing schemes.
- Tram-Train Schemes once the pilot has been evaluated.
- Development of low cost Ultra Light Rail (ULR) systems:
- E.g. Wirral Waters, Trampower's Guild Line or Parry People Movers 'TTRAIN' Evolution.



The Parry People Mover in the Midlands



Trampower's Preston Guild Line



# But...

- We still need to convince the politicians:
- *“In this economic climate, it is impossible for Merseytravel to commit to this kind of project.”* Cllr. Mark Dowd Chair Merseytravel Feb 2011 speaking about the Wirral Waters Project.
- However the context in which decisions are being made is changing.

# Convincing the Politicians.

- Government's Localising agenda.
- City Mayors with greater powers.
- Development of City regions with greater powers.
- DfT's consultation on devolving decisions on large transport schemes to transport authorities/LEPs.
- Network Rail's Alternative RUS and recommendations of the McNulty Report.
- Possibilities for alternative sources of funding – Pension funds, Borough Bonds etc.

# Next steps

## Its not rocket science...

- Go with the flow.
- Concentrate on building support locally.
- Politicians will take their lead from local communities.
- Build on Light Rail's strengths.  
i.e. popular with commuters.
- Regenerate our towns and cities.
- Creating jobs.
- Clean and green

## Politicians, Promoters and Operators working together



# Any Questions?

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