

CARDIFF AND CO BREAKFAST EVENT – 20th MAY 2010

Speaking notes:

- Partnership led by the 3 northern RDAs and the north's 8 city regions.
- Our work is strongly evidence led focussed on the key transport priorities to maximise the North's economic growth and to influence national decision makers
- Enabled the North to speak with one voice on HSR despite competing interests both sides of the Pennines. Been able to set aside parochial interests through economic and other evidence.
- Been working on HSR since around 2007 when the first to quantify the potential wider economic benefits of a HSR network nationally as well as across the North.
- Also defined evidence about what's economically important for the North from HSR - better connectivity with London, Heathrow and Channel Tunnel. By better we mean the quality and capacity of our north-south links will accelerate our economic growth.
- Then worked with Greengauge 21 in establishing a public interest group and the work GG21 led to consider HSR nationally. As part of that we worked to secure the involvement of all eight English RDAs and importantly for the North we secured dialogue with Scotland.
- Also in the early discussions that led to the HSRUK campaign established between the English core cities and Cardiff, Edinburgh and Glasgow which has elevated HSR as a cities issue.
- In September 2009 we established the North's policy position on HSR. Reached 14 key conclusions that should be at the heart of HSR policy and which have been substantially met. This unified northern position also structured positions reached by the North's regions and city regions in their own right.
- However not just about HSR – one of our 14 key conclusions is the critical need for improvement of the classic existing main lines before HSR can be built - tied into the plan for HSR. So as with electrification of the Great Western we are looking for action on the Midland Main Line and an appropriate plan for the East Coast.
- So if we have 5 lessons to offer:
 - HSR is an economic and environmental issue.
 - Speak with one voice across regional and national boundaries – potentially easier for you given the linear route from Cardiff and Bristol to Heathrow and London.
 - HSR cannot be planned in isolation. Also about the classic main lines and a plan for long distance rail travel. You are blessed with a corridor designed by Brunel and ripe for improvement.
 - HSR and a national plan for long distance rail travel is an issue in which all political parties can and must share - and make happen - as delivery will span several governments.
 - And finally work together nationally as a plan for long distance rail is an issue for the big cities and for Britain.