



Board Meeting
18th June 2025
10.00am to 11.30pm

Virtual Meeting via Microsoft Teams

AGENDA

1. Introductions and Apologies
 - Welcome to new Members
2. Minutes & Actions of Board Meeting 10th March 2025*
3. Introduction to TfEM*
4. Presentation by Network Rail
 - Ellie Burrows, MD Eastern Region, Network Rail
5. 2025 Spending Review: Implications for the East Midlands*
 - Update on TfEM-Midlands Connect Shared Priorities
6. East Midlands Rail Collaboration
 - Update from East Midlands Railway
 - Report of the Head of Rail Improvement*
7. Any Other Business
8. Dates of Future Meetings:
 - Monday 29th September 2025: 3.00pm - 4.30pm
 - Monday 15th December 2025: 3.00pm - 4.30pm

*Paper enclosed

TfEM Terms of Reference

- To provide collective leadership on strategic transport issues for the East Midlands.
- To develop and agree strategic transport investment priorities.
- To provide collective East Midlands input into Midlands Connect (and other relevant sub-national bodies), the Department for Transport and its delivery bodies, and the work of the National Infrastructure Commission.
- To monitor the delivery of strategic transport investment within the East Midlands, and to highlight any concerns to the relevant delivery bodies, the Department for Transport and where necessary the EMC Executive Board.
- To provide regular activity updates to Leaders through the EMC Executive Board.

TfEM Membership

TfEM will comprise elected members nominated by the LTAs - to be determined by each authority but with an expectation it would be the relevant portfolio holder. Senior representatives of the Department for Transport, National Highways and Network Rail will be invited to attend as ex-officio members.



**Board Meeting
Monday 10th March 2025**

Virtual Meeting via Microsoft Teams

Minutes

Present:

Mayor Sir Peter Soulsby (Chair)	Leicester City Council
Cllr Richard Davies (Vice Chair)	Lincolnshire County Council
Cllr Gale Waller	Rutland County Council
Cllr Ozzy O'Shea	Leicestershire County Council
Cllr Carolyn Renwick	Derbyshire County Council

In attendance:

Chris Carter	Nottingham City Council
Wayne Bexton	Nottinghamshire County Council
Verna Bayliss	Derby City Council
Ann Carruthers	Leicestershire County Council
Penny Sharp	Rutland County Council
Timothy Bellenger	EMCCA
Ian Doust	National Highways
Will Rogers	East Midlands Railway
Donna Adams	East Midlands Railway
Jenna Cowie	East Midlands Railway
George Selby	East Midlands Railway
Tom Newman-Taylor	East Midlands Freeport
Andrew Hudson	Network Rail
Gavin Crook	Network Rail
Louise Clare	DfT
Mike Bull	Midlands Connect
Sarah Spink	Midlands Connect
David Atkinson	Harborough District Council
Andrew Pritchard	East Midlands Councils
Kyle William Butterworth	East Midlands Councils

Apologies:

Cllr Neghat Khan	Nottingham City Council
Cllr Carmel Swan	Derby City Council
Cllr Neil Clarke	Nottinghamshire County Council
Cllr Phil Larratt	West Northamptonshire Council
Cllr Macaulay Nichol	North Northamptonshire Council

		ACTION
1.	Introductions and Apologies	
1.1	Apologies as noted above	
2.	Minutes & Actions of Board Meeting 16th December 2024*	
2.1	Andrew Pritchard drew Members attention to the final versions of the following documents which has been submitted to DfT: <ul style="list-style-type: none"> • TfEM CSR Submission • TfEM Integrated National Transport Strategy Response 	
2.2	There were no further matters arising.	
2.3	The minutes of were agreed as a correct record.	
3.	Update on East Midlands Freeport	
3.1	The Chair introduced a presentation by Tom Newman Taylor, Chief Executive of East Midlands Freeport.	
3.2	Tom provided an update on progress in delivering the Freeport's key sites. In particular, he highlighted challenges around capacity at M1 Junction 24 and the impact that this has on both the growth ambitions of the Freeport and the plans of surrounding Local Planning Authorities.	
3.3	Tom emphasised private sector interest in developing a partial solution to M1J24 and positive dialogue with National Highway but also noted that HS2 safeguarding remains a constraint and there is no identified public funding for delivery.	
3.4	Andrew Pritchard noted that M1J24 remain a TfEM-Midlands Connect Shared priority and was also highlighted in the TfEM CSR 2025 Submission.	
3.5	The Chair thanked Tom for his presentation.	
4.	Update on TfEM-Midlands Connect Shared Priorities*	
4.1	Andrew Pritchard provided an update on progress against the eight TfEM-Midlands Connect Shared Priorities. In particular, he highlighted the following: <ul style="list-style-type: none"> • MMLe: A 2-page briefing note has been circulated to all MPs ahead of CSR. A promotional video is under development and will be launched shortly. The East Midlands APPG is due to meet to discuss CSR priorities and Catherine Atkinson MP will host a dinner with MPs and stakeholders in May to discuss MMLe. • Nottingham-Leicester-Coventry: a revised SOBC was launched in Coventry on the 28th February with the Chair of TfEM. • MYNE Rail Connectivity: The DfT study is due to complete at the end of April. Next steps will be determined by the CSR. 	

		ACTION
	<ul style="list-style-type: none"> • A46 Newark Bypass: The DCO Inquiry is ongoing and due to conclude in the Autumn. A funding decision will then be made by Ministers as part of the RIS3 settlement. • Lincoln-Nottingham Rail Corridor: The frequency enhancements resulting from Project Abraham are due to be introduced by EMR in December 2025. As yet there is no committed DfT funding for the line-speed improvements proposed by Midlands Connect. • A1 (Peterborough to Blyth): National Highways is implementing signage and line marking improvements and progressing a programme of gap closures. 	
4.2	In relation to the other three road-based priorities (A5, A50/500 and M1J24), further progress will be dependant on the outcome of the Comprehensive Spending Review and the RIS3 settlement.	
4.3	Cllr Waller welcomed the planned safety improvements on the A1, including the proposed gap closures, but remained of the view that a strategic enhancement would be required particularly in view of the likely level of housing growth along the corridor.	
4.4	The Chair welcomed the work around MMLe and highlighted the launch on the Nottingham-Leicester-Coventry revised SOBC.	
4.5	The Chair thanked Andrew and highlighted the importance of the CSR in determining the scope for further progress against all the shared priorities.	
4.6	The TfEM Board agreed to note progress on the eight shared priorities and to endorse TfEM efforts to secure delivery.	
5.	East Midlands Rail Collaboration	
5.1	<p>Will Rogers MD of EMR presented an update covering the following:</p> <ul style="list-style-type: none"> • Business Update: Beeston Access for All scheme completed, Alfreton underway. Improvements progressing at Boston & Skegness Stations. Enhanced Travel Centre, Assistance Lounge and gate-lines at St Pancras now operational. • Engagement: Recent Annual Stakeholder Conference and MP 'drop-in' sessions were both positive. • New Regional Timetable Proposal: To be introduced in December 2025 the changes will be revenue positive and generate £2.4m in economic benefits. Improvements include doubling of Nottingham-Lincoln services, more trains calling at Burton Joyce, Radcliffe, Attenborough and Spondon, and more weekend services. • Performance & Revenue: EMR continues to sit above industry performance target, with only a slight drop below the target in period 11. Weather has played a key role over the last 3 periods, with flooding particularly posing a problem. EMR revenue has continued to grow: overall EMR growth was +9.2%. • Fleet Refurbishment: First-in-class c158 and c170 refurbishments underway and will result in a significantly improved product for passengers. • Long Term Strategy: EMR have developed proposals for the long-term replacement of all its aging diesel regional rolling stock with battery-electric bi-mode trains. The financial business case is broadly neutral over 15 years and achieves £0.4bn of 	

		ACTION
	economic and social value. However, it would require the full electrification of the Midland Main Line to ensure an adequate power supply.	
5.2	The Chair welcomed EMR's presentation, in particular progress on the fleet refurbishment, the December 2025 timetable improvements and the proposal to replace existing diesel rolling with battery-electric trains.	
5.3	Kyle Butterworth provided an update on recent activity under the TfEM-DfT Collaboration Agreement, including progress by CrossCountry in refurbishing its rolling stock, the December 2025 ECML timetable and the Government's Rail Reform consultation along with proposals for a TfEM response.	
5.4	Andrew Pritchard highlighted that as a consequence of GBR partnering only with MCAs, the TfEM-DfT Rail Collaboration Agreement would now terminate (likely towards the end of 2026-27) rather than continue under GBR as previously proposed. Once the timescales are confirmed, arrangements for wind-down would be presented to the Board for agreement. In the meantime, a full programme of activity is planned for 2025-26.	
5.5	<p>The TfEM Board agreed note the updates, to instruct officers to respond to the Government Consultation on the direction of legislation for Rail Reform 'A Railway fit for Britain's future', and to endorse that the response focuses on the opportunities to emphasise TfEMs key messages through the consultation questions targeted at:</p> <ul style="list-style-type: none"> • The Secretary of State's future strategy for the railways which will be instructed to GBR, and; • The proposed approaches to future regional partnerships between Mayoral Combined Authorities and GBR 	EMC
6.	Any Other Business	
6.1	None Notified	
7.	Dates of Future Meetings	
	<ul style="list-style-type: none"> • Wednesday 18th June 2025: 10.00pm - 11.30am • Monday 29th September 2025: 3.00pm - 4.30pm • Monday 15th December 2025: 3.00pm - 4.30pm 	

Transport for the East Midlands

18th June 2025

Item 3: Introduction to TfEM

1. Introduction

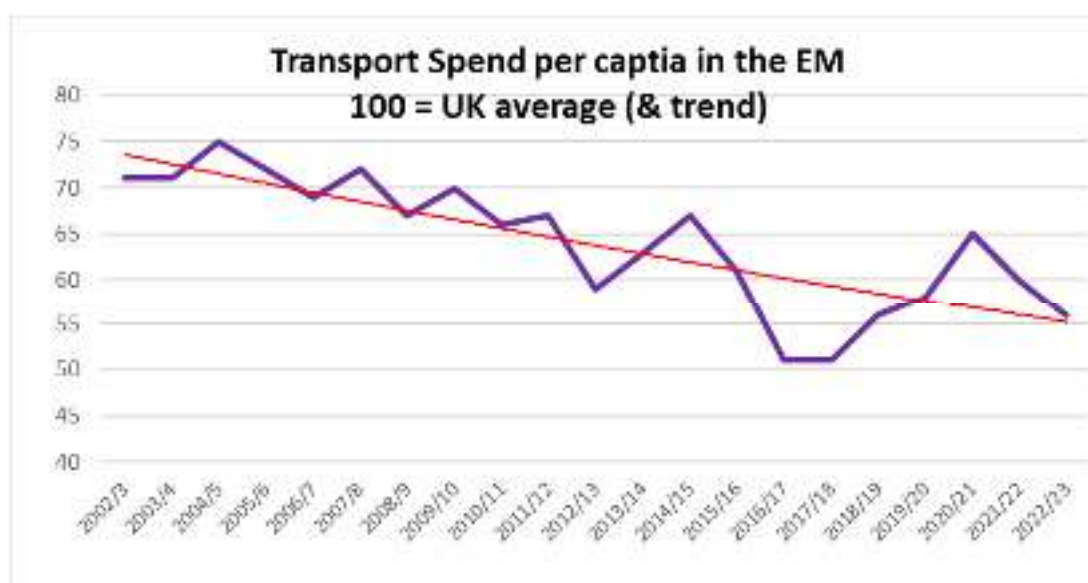
- 1.1 This report provides an overview of the purpose, structure and activities of Transport for the East Midlands (TfEM).

2. Background

- 2.1 TfEM was formed in 2017 to bring together the lead Members of the Local Transport Authorities and (where separate) the Local Highway Authorities from across the East Midlands Region:
- Derby/Derbyshire
 - Leicester/Leicestershire
 - Lincolnshire
 - Northamptonshire
 - Nottingham/Nottinghamshire
 - Rutland
- 2.2 TfEM is established under the auspices of East Midlands Councils (EMC), the collaborative body for all 40 local authorities in the East Midlands Region. EMC provides the secretariate to the TfEM Board, which meets on a quarterly basis.
- 2.3 TfEM works to the following remit:
- To provide collective leadership on strategic transport issues for the East Midlands.
 - To develop and agree strategic transport investment priorities.
 - To provide collective East Midlands input into Midlands Connect (and other relevant sub-national transport bodies), the Department for Transport and its delivery bodies, and the work of the National Infrastructure Service Transformation Authority (NISTA).
 - To monitor the delivery of strategic transport investment within the East Midlands, and
 - to highlight any concerns to the relevant delivery bodies, the Department for Transport and where necessary the EMC Executive Board.
 - To provide regular activity updates to Leaders through the EMC Executive Board

3. TfEM-Midlands Connect Shared Priorities

- 3.1 Since 2017 TfEM and Midlands Connect have identified, developed and promoted a programme of shared strategic transport infrastructure priorities to support growth and productivity and help to address the historic underfunding of the East Midlands - which has endured under all Governments for the last 25 years.



Source: [Public Expenditure Statistical Analyses 2024 - GOV.UK](#) & previous releases

- 3.2 These priorities have flexed from time to time to reflect changing circumstances and Government policy. The current version was published in March 2024 (contained in Appendix 1) and includes the following:
- Midland Main Line Electrification
 - Nottingham-Leicester-Coventry Rail Connectivity
 - Midlands-Leeds & North East Rail Connectivity
 - A46 Growth Corridor & Newark
 - A50/A500 Growth Corridor
 - A5 Growth Corridor
 - Improving Safety Reliability on the A1
 - M1 Junction 24 & Surrounding Area
- 3.3 A more detailed update on progress against each of these shared priorities in the context of the Government's spending review is set out under Item 5 of this agenda.

4. TfEM-DfT Rail Collaboration Agreement

- 4.1 In 2020 TfEM signed a Collaboration Agreement with the Department for Transport to provide local input into the management of rail services provided by East Midlands Railway (EMR). The Agreement is joint funded and has enabled the recruitment of a TfEM Head of Rail Improvement who is accountable to the TfEM Board but sits at the interface with the DfT Rail Markets Team managing EMR's contract.
- 4.2 The impact of Covid precipitated the end of rail franchising and a period direct service specification by the DfT through an annual business planning regime. As a result, TfEM's focus has changed towards supporting the case for incremental service enhancements and for rolling stock refurbishments – and has widened to include working with other Train Operating Companies serving the East Midlands such as CrossCountry and Northern.
- 4.3 More recently TfEM has agreed a mechanism with DfT for EMR to develop a longer-term strategy to provide a context for annual business plans and has liaised closely on the planned deployment of the new Aurora inter-city rolling stock in September 2025. Over the coming weeks TfEM will be working with a private sector supplier to refresh the evidence base underpinning key rail priorities to inform the establishment of Great British Railways (GBR).
- 4.4 A more detailed update of activity under the Rail Collaboration Agreement, including a presentation by East Midlands Railway, will be set out under Item 6 of this agenda.

5. Recommendation

- 5.1 Members are asked to note the report and to raise any questions or points of clarification.

Key Contact:

Andrew Prichard

andrew.pritchard@emcouncils.gov.uk



Our Shared Vision for the East Midlands



“

“The East Midlands has a strong track record in delivering high levels of housing and employment growth in the national interest. But with better connectivity we could so much more. The eight strategic priorities we have highlighted will unlock growth across the region and allow our towns and cities to thrive. Delivery will also contribute to increasing the level of national spending on transport in the East Midlands towards the UK average.”

SIR PETER SOULSBY
CHAIR OF TRANSPORT FOR THE EAST MIDLANDS



“

“At Midlands Connect we are committed to working closely with TfEM to help deliver growth opportunities and better connections. Investment in this region’s transport will have a remarkable benefit for the whole country and create a positive ripple effect to boost the development of industry, skills and infrastructure. Taking forward these joint priorities will help lay the groundwork for improved connectivity across the Midland, unlocking the potential of major economic hubs such as the EmDevCo and the two Freeports – opening the region’s businesses to the world.”

SIR JOHN PEACE
CHAIRMAN OF MIDLANDS CONNECT

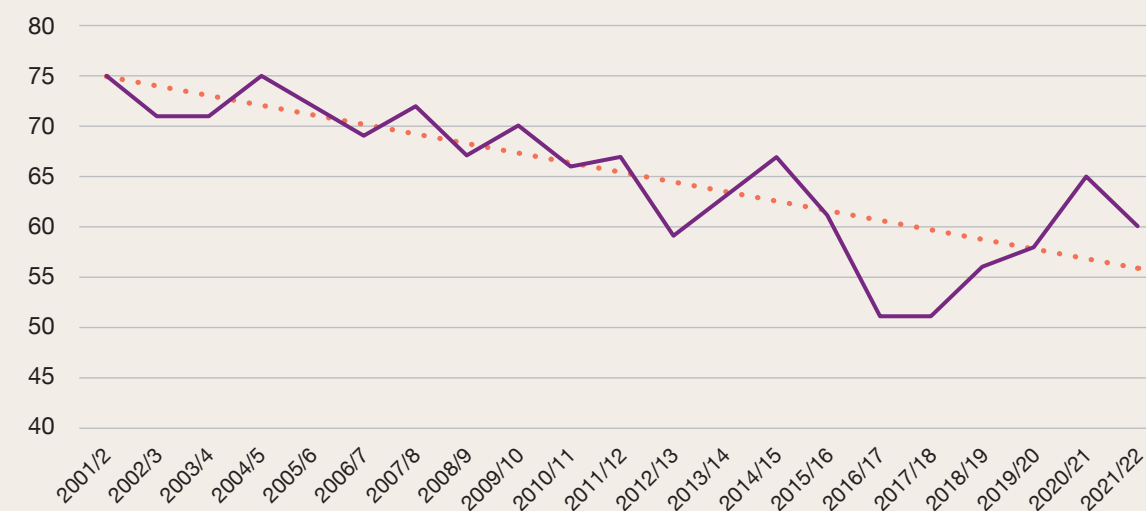
Our Shared Vision for the East Midlands

TfEM & Midlands Connect have a shared vision for the rollout of electric vehicle charging points and alternative fuels such as hydrogen. We are also working together to promote eight key strategic investment priorities that will contribute to the Government’s ‘Levelling Up’ and ‘net zero’ commitments and help to address the historic underfunding of the East Midlands:

- ▶ Midland Main Line Electrification
- ▶ Nottingham-Leicester-Coventry Rail Connectivity
- ▶ Midlands-Leeds & North East Rail Connectivity
- ▶ A46 Growth Corridor & Newark
- ▶ A50/A500 Growth Corridor
- ▶ A5 Growth Corridor
- ▶ Improving Safety & Reliability on the A1
- ▶ M1 Junction 24 & Surrounding Area

Transport spend per capita in the East Midlands

100 = UK Average (& trend)



Source: <https://www.gov.uk/government/statistics/public-expenditure-statistical-analyses-2023> and previous releases.



Midland Main Line Electrification (MMLe)

Electrification of the Midland Main Line will reduce the running costs of the railway, improve reliability and punctuality, reduce CO2 emissions and improve air quality. Electrification will complement exciting proposals to regenerate Leicester Midland Station led by the City Council and similar plans for Derby, Nottingham and Chesterfield stations which are being developed by the East Midlands Development Company.

There is also a major industry opportunity to use the MMLe project to develop a permanent skilled electrification workforce and deploy new technology to minimise costs and avoid rebuilding bridges and tunnels. This will be particularly important through Derbyshire, where the integrity of the 'Stephenson Bridges' is key to maintaining the Derwent Valley Mills World Heritage Site designation.

The MML remains the only mainline route not to be fully electrified. After pausing the project in 2015 and then cancelling it in 2017, the Government's 2021 Integrated Rail Plan committed to electrifying the MML to Leicester, Derby, Nottingham and Sheffield by the early 2030s. This will enable EMR's new Aurora Class intercity trains to run in electric mode when the wires south of Bedford are upgraded from 100mph to 125mph.

TfEM has published a comprehensive assessment of the wider benefits of MMLe titled *The Future's Electric!*

Nottingham-Leicester-Coventry Rail Connectivity

Leicester and Coventry are two important and rapidly growing Midlands cities - just 25 miles apart - and without a direct rail connection. Passengers from Leicester and Nottingham must get off one train at Nuneaton, change platforms and board another, resulting in a slow, inconvenient service. Because of this, just 3% of trips between Coventry and Leicester are made by rail, compared to 30% of trips between Coventry and Birmingham.

In May 2021, Midlands Connect published an initial business for improvements at Nuneaton, creating space for services to pass through the station area, alongside plans to improve line speed along the route. Journey times would be cut significantly. Trips from Coventry to Leicester would fall from 54 to 38 minutes, with trips from Coventry to Nottingham down to 70 minutes from 108 minutes.

Midlands Connect is currently updating the Strategic Outline Business Case with new analysis and growth assumptions post-Network North, and plan to resubmit this to government during 2024. We will continue to raise the profile of the project politically in light of the upcoming general election.

Further development and delivery will now require investment from the Rail Network Enhancement Pipeline (RNEP), which has yet to be agreed by the Government.

Midlands-Leeds & North East Rail Connectivity

The publication of Network North confirmed the cancellation of HS2 to the East Midlands and the potential for further extensions to Leeds and the North East.

However, the strategic need to improve rail connectivity along the route of the former Eastern Leg of HS2 – a corridor comprising 13 million people, six million jobs and 20% of the UK's GDP – remains.

TfEM is working with Network Rail and Midlands Connect to understand the most effective package of interventions, along with a credible delivery strategy, making the most of existing and planned infrastructure including the Midlands Rail Hub and the new Birmingham Curzon Street Station.

Improved rail connectivity between the East and West Midlands, Yorkshire and the North East will bring people and businesses closer together, improve supply chains through additional rail freight capacity and contribute to the delivery of the Government's 'Levelling Up Missions'.

These economic benefits, alongside improved reliability, will make rail travel more attractive to passengers and industry, also helping to deliver the Government's 'net zero' commitments.



A46 Growth Corridor & Newark

The A46 forms a nationally significant trade route linking the Humber and East Midlands Freeports with Bristol, identified by Midlands Connect as the 'Trans-Midland Trade Corridor'. Delivery of the A46 Newark Northern Bypass remains TfEM's top strategic road priority. The A46 around Newark from Farndon to the interchange with the A1 and A17 has been a 'bottleneck' for many years, which has caused congestion, pollution and safety issues.

National Highways have identified a preferred route for enhancement to the A46 around Newark, including improving the junctions with the A1 and A17, which will enable ambitious plans for growth and development in and around Newark to be fully realised, including the recently agreed 'Town Deal'. It would also improve connectivity to the Lincolnshire Food Hub to support the 'Levelling Up' agenda across the County. But, delivery funding has yet to be agreed by the Government.

Further south, Midlands Connect has also prioritised the A46 around Syston for investment in RIS3 to ease congestion and help support sustainable growth to the north of Leicester. There are also capacity and safety issues between M1 Junction 21 and 21a.

Rail services between Lincoln and Nottingham are infrequent and slow and do not offer an attractive alternative to the car. The IRP raised the prospect of replacing the 'enduring constraint' of the 'flat crossing' at Newark between the Lincoln-Nottingham Line and the ECML (also enabled by the A46 improvement), which would allow for more regional services. In the shorter term, there is an opportunity to raise the line speed from 50mph to 75mph by enhancing planned re-signalling, which would make better use of rolling stock (including the Lincoln-London Azuma trains) and help make rail travel more competitive.



A50/A500 Corridor

Running from Derby to Stoke, this 56-mile corridor is home to around a million people and half a million jobs, many in globally significant firms like Toyota, JCB, Rolls Royce and Alstrom. However, at several pinch points, the A50/A500 corridor is slow and unreliable, with average rush hour speeds below 20mph.

Improving transport reliability and shortening journey times will open job opportunities to a wider pool of skilled workers and give businesses more reliable access suppliers and international markets. Access to the A50 is also crucial to unlocking East Midlands Intermodal Park adjacent to Toyota's manufacturing facility, one of the three key sites in the East Midlands Freeport proposition.

Working with partners, Midlands Connect has developed a phased programme of interventions along the route, which, if delivered, will provide the capacity, resilience and reliability required to unlock sustainable growth, increase productivity and support the transition to electric and hybrid vehicles.

Consistent with Network North, TfEM & Midlands Connect are keen to work with the Government and national bodies like National Highways to find ways to progress these interventions to ensure the businesses and communities along the route can reach their potential.

Improving Safety & Reliability on the A1

The A1 corridor is a nationally significant freight artery linking the North and Scotland with London and the South East. The route is particularly vital for connections to major ports on the East Coast, including Felixstowe, Grimsby, Immingham and then Dover (via the M25).

The A1 corridor also has a key economic role within the East Midlands, particularly for agri-food, logistics, manufacturing and tourism, with very significant levels of proposed housing (up to 100,000 units) and employment growth - in addition to the ground-breaking 'Step Fusion' Facility at the West Burton Power Station site in Nottinghamshire.

In sharp contrast to the motorway standard sections immediately to the north and south, the A1 through the East Midlands is a dual carriageway 'A' road characterised by sub-standard junctions and right turn movements,



collision blackspots and a lack of resilience or alternative routes during closures. There have been 201 closures of the A1 in the East Midlands (in at least one direction) over the past 5 years, some of which have lasted up to 10 hours.

National Highways (Midlands) have made available funding to improve lane markings and signage to reduce collisions, but a more strategic approach is required to enhance the route to improve reliability and resilience and bring the road up to a standard reflecting its national and regional economic role.

A5 Growth Corridor

The A5 through Northamptonshire, Leicestershire, Warwickshire and Staffordshire is a key freight route and an alternative to the M6. The A5 is also driving major housing and employment growth – including the MIRA Enterprise and Technology Park, DIRFT near Daventry and Magna Park in Lutterworth. But congestion and safety are major problems because of the sub-standard nature of much of the road, and as a result, the route requires major investment.

The Government has recognised the strategic importance of the route in Network North and previously allocated funding to develop a strategic enhancement to the A5 between the M69 and the M42 (Hinckley to Tamworth) – although a preferred route has yet to be published by National Highways.

In the shorter term, Midlands Connect has identified potential for an improvement to the junction between the A5 and A426 at Gibbet Hill, which would enable existing planning permissions for new employment to be implemented ahead of the full National Highways scheme.



M1 Junction 24 & Surrounding Area

The East Midlands Freeport is one of only eight such designations made by the Government across the country and the only 'Inland' Freeport based around the freight operation at East Midlands Airport.

EMDevCo is a company owned by five local authorities in the East Midlands that brings together the ambition of partners from business, academia, and government.

Together, EM Freeport and EMDevCo support four key growth locations that sit between the cities of Derby, Leicester and Nottingham: East Midland Airport & Gateway industrial cluster; East Midlands Intermodal Park; Ratcliffe-on-Soar Power Station and Toton & Chetwynd Barracks.

Together, these locations have the potential to deliver transformational levels of employment growth and new models for living and working fit for the 21st century. However, the area has a congested road network and very poor levels of public transport provision. The key to unlocking growth will be improving capacity in and around M1 Junction 24, which is close to capacity and heavily constrained. TfEM is working with regional and local partners to ensure that National Highways give priority to investment in and around M1 Junction 24 within the RIS3 period.



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Agreed for publication: Wednesday, 20 March 2024

Transport for the East Midlands

18th June 2025

Item 5: 2025 Spending Review: Implications for the East Midlands

1. Introduction

- 1.1 This report provides an overview of the implications of Government's 2025 Spending Review (also known as the 'Spring Statement') and then goes on to provide further detail on progress towards delivery of the eight TfEM-Midlands Connect Shared Priorities.
- 1.2 As background the TfEM submission to the Spending Review is set out in Appendix 1.

2. 2025 Spending Review

- 2.1 The Chancellor published her 2025 Spending Review on the 11th June 2025 (the core document is available at: [Spending Review 2025](#)) Although not technically a 'fiscal event' (in that it does not alter taxation), it does set out the Government's spending priorities for the period between 2026-27 to 2028-29 - i.e. effectively the remainder of this Parliament.
- 2.2 In addition to high level spending commitments, the Spending Review will provide the context for a number of more detailed documents which will be published over the coming weeks. These are likely to include:
- 10 Year Infrastructure Strategy
 - Industrial Strategy
 - Integrated National Transport Strategy
 - Roads Investment Strategy
 - An updated Rail Network Enhancements Pipeline
- 2.3 At the time of writing, the key points arising from the Chancellor's announcement are summarised below. A further update will be provided on the 18th June TfEM Board meeting.
- DfT capital spending (excluding HS2) is planned to increase by 3.9% p.a. to £18.3 billion in 2028-29. However, resource spending (revenue) will decline

by 5% p.a. over the same period – which is justified by a decline in revenue support for rail services and by departmental efficiencies.

- The Government will invest £24 billion between 2026-7 and 2029-30 in roads. However, there are no specific schemes highlighted, with further details expected in the forthcoming Infrastructure Strategy and Roads Investment Strategy.
- The Government will invest £10.2 billion between 2025-6 and 2029-30 on rail enhancements. This includes £3.5 billion on the TransPennine Route Upgrade, £2.5 billion on East-West Rail (Oxford to Cambridge) and an unspecified amount on Midlands Rail Hub (West) between Birmingham the West Midlands and Wales. There are no announcements of any specific rail enhancements in the East Midlands.
- Separately, the Government will invest £25.3 billion to deliver HS2 between London and Birmingham Curzon Street.
- The Government will invest £15.6 billion in local transport in City Region MCA areas by 2031-32. This includes £2 billion for EMCCA between 2027/28-2031/32 *‘to design a new mass transit system to connect Derby and Nottingham, encompassing road, rail and bus improvements across the Trent Arc corridor’*.
- The Government will also invest £2.3 billion in other Local Transport Authorities up to 2029-30 – but details of individual allocations have yet to be published.
- The Government will provide around £750m a year to maintain and improve bus services, including extending the £3 fare cap until March 2027.

3. Update on TfEM-Midlands Connect Shared Priorities

3.1 A progress update against all eight priorities is set out below.

Full Electrification of the Midland Main Line

3.2 Following the termination of original electrification scheme at Bedford back in the early 1980s, the proposal to extend northwards through the East Midlands to Sheffield was given the go-ahead by Government in 2012, paused in 2015, reinstated then cancelled in 2017 and again reinstated in 2021. During this time, electrification was initially extended to Corby/Kettering, then Market Harborough and then South Wigston. The wires south of Bedford was also upgraded from 100mph to 125 mph in anticipation of new Aurora 810 bi-mode rolling stock being introduced from September 2025.

3.3 A Full Business Case decision was expected in mid-June 2024 on proposals to electrify through Leicester to Trent Junctions (south of Nottingham) and for detailed design to Nottingham, Derby, Chesterfield and Sheffield. In anticipation of this TfEM coordinated a letter of support from key political and business leaders across the north and midlands, including the Chair of TfEM and the EMCCA Mayor.

3.4 However, this decision was delayed because of the General Election and then by the Spending Review. As a result, TfEM has been working with MPs and local leaders to make sure benefits of the scheme are fully understood by Government before any decisions are taken. In particular:

- An update Summary Briefing Note has been made available and used to inform discussions between East Midlands MPs and the Rail Minister (set out in Appendix 2);
- With support from Midlands Connect an information video has been published featuring contributions including from the Chair of TfEM, the EMCCA Mayor Catherine Atkinson MP (Derby North) and the MD of EMR;, available at: [The Future's Electric! Why the East Midlands Needs Rail Electrification](#)
- With support from Midlands Connect, TfEM facilitated a roundtable briefing bringing together a number of MPs, Lords and industry representatives at Parliament on the 21st May 2025 in the run up to the Spending Review.

3.5 There was no reference to Midland Main Line Electrification in the Chancellors Statement, but further detail might be expected as part of the National Infrastructure Strategy.

Improved Rail Connectivity between Nottingham, Leicester, and Coventry

3.6 Midlands Connect launched a revised Strategic Outline Business Case (SOBC) for the project in Coventry of the 28th of February with the Chair of TfEM, the Leader of Coventry City Council and a number of MPs ([mc-publications-design-breaking-down-barriers-v3.pdf](#)). However, significant DfT funding will be required for the scheme to progress further towards delivery, which will be dependent on the outcome of the Spending Review.

Improved Rail Connectivity between the Midlands, Leeds, and the North East

3.7 Following the cancellation of HS2 East the Government has initiated the Midlands to Yorkshire & the North East (MYNE) Study to consider lower cost options for improving rail connectivity along the former Eastern Leg corridor.

- 3.8 Initial work has focussed on the costs and benefits of serving the East Midlands through making use of redundant platform capacity at the new Birmingham Curzon Street Station under construction, compared to the delivery of Midlands Rail Hub (MRH) East. The outcome of this work will inform the scope of the MRH Transport and Works Act application to be submitted by Network Rail 2025.
- 3.9 TfEM continues to be an active participant in the officer groups established by DfT to take forward the MYNE Study and has previously submitted written evidence. A decision about how (if at all) to take this work forward will be made by Ministers following the Spending Review.

Improvements on the A46 Growth Corridor including delivery of the A46 Newark Northern Bypass

- 3.10 The Development Consent Order (DCO) for the A46 Newark Northern Bypass has been submitted to the Planning Inspectorate on the 26th April 2024 and accepted for examination on the 23rd May 2024. This represented a major step forward for the scheme and demonstrates a clear commitment to delivery. The examination process concluded on the 8th April 2025 and the examiners are currently writing their report. When complete they will submit it to the Secretary of State for Transport, who will make the decision about whether to grant permission to build the road – and confirm or otherwise the necessary funding in the context of the Spending Review.
- 3.11 In relation to the Castle Line (Lincoln-Newark-Nottingham), at present there has so far been no DfT funding identified to deliver the line speed improvement scheme promoted by Midlands Connect ([All change: The Castle Line](#)).
- 3.12 However, TfEM joint funded some timetable development work with EMR which suggested opportunities to deliver two trains per hour between Lincoln and Nottingham in tandem with the new East Coast Mainline timetable changes, without major infrastructure investment. These improvements, collectively known as ‘Project Abraham’, have the support of the DfT and are currently planned to be implemented by EMR in December 2025.

Improvements to the A50/A500 Growth Corridor

- 3.13 Derbyshire County Council is continuing to progress a LUF funded access road from the A50 to the East Midlands Intermodal Park adjacent to Toyota’s manufacturing facility.

- 3.14 However, any further strategic improvements to the corridor in the East Midlands will require funding through the RIS3 process (2025-2030), which will be confirmed following the Spending Review.

Improvements to the A5 Growth Corridor

- 3.15 Although National Highways have undertaken work to develop a strategic enhancement to the A5 between the M69 and the M42 (Hinckley and Tamworth), delivery of any scheme will need to be funded through the delayed RIS3 process. The same is true for the improvement to the junction between the A5 and A426 at Gibbet Hill identified by Midlands Connect.

Improving safety and reliability on the A1

- 3.16 National Highways is continuing deliver a programme of improvements to road signage and lane markings along the route in the East Midlands. In addition, National Highways is progressing an initial phase of eight 'gap closures' along the route to improve safety. However, there are currently no plans to develop any additional enhancements for delivery in RIS3.

Improving capacity around the M1 Junction 24

- 3.17 National Highways has commissioned a strategic study to assess options for increasing capacity along the M1 between Junction 23a and Junction 25 of the M1 to accommodate planned growth, including that arising from the Freeport. However, delivery of any infrastructure improvements through the RIS process are unlikely before the early 2030s.
- 3.18 The Freeport has been engaging with a consortium of local developers to progress a private sector solution to allow some development to progress. Segro has commenced statutory public consultation on a Development Consent Order Application for an expansion on its operations at the East Midlands Gateway Freight Interchange which includes proposed improvements to M1 Junction 24: [consultation-leaflet.pdf](#).

4. Recommendations

4.1 Members are asked to

- note the outcome of the 2025 Spending Review and to receive any further updates at the Meeting; and
- note progress on the eight shared priorities and to endorse TfEM efforts to secure delivery.

Key Contact:

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2025 Comprehensive Spending Review

Representation from Transport for the East Midlands (TfEM)

1. Introduction

- 1.1 TfEM brings together political leaders from the Region's Local Transport Authorities under the auspices of East Midlands Councils. TfEM is Chaired by Sir Peter Soulsby, the Mayor of Leicester. The Vice Chair is Cllr Richard Davies the transport portfolio holder for Lincolnshire County Council.
- 1.2 This representation was discussed at the TfEM Board meeting of the 16th December 2024 and is based on the following:
- Strategic investment priorities identified in Our Shared Vision for the East Midlands (published jointly with Midlands Connect): [Our Shared Vision for the East Midlands \(emcouncils.gov.uk\)](https://emcouncils.gov.uk)
 - LTA Major Schemes under or nearing construction which require continued DfT support to complete
 - The case for rolling 5-year capital allocations for LTAs (with appropriate levels of revenue support).

Summary of Submission

GDP in the East Midlands has been growing at or around the UK average for much of the last 20 years, but productivity per worker is below the UK average and has been declining. Population of the East Midlands has been growing rapidly - at the same rate as London and faster than the South East and the West Midlands. **The East Midlands has therefore been growing its economy by growing its population, not by becoming more productive.**

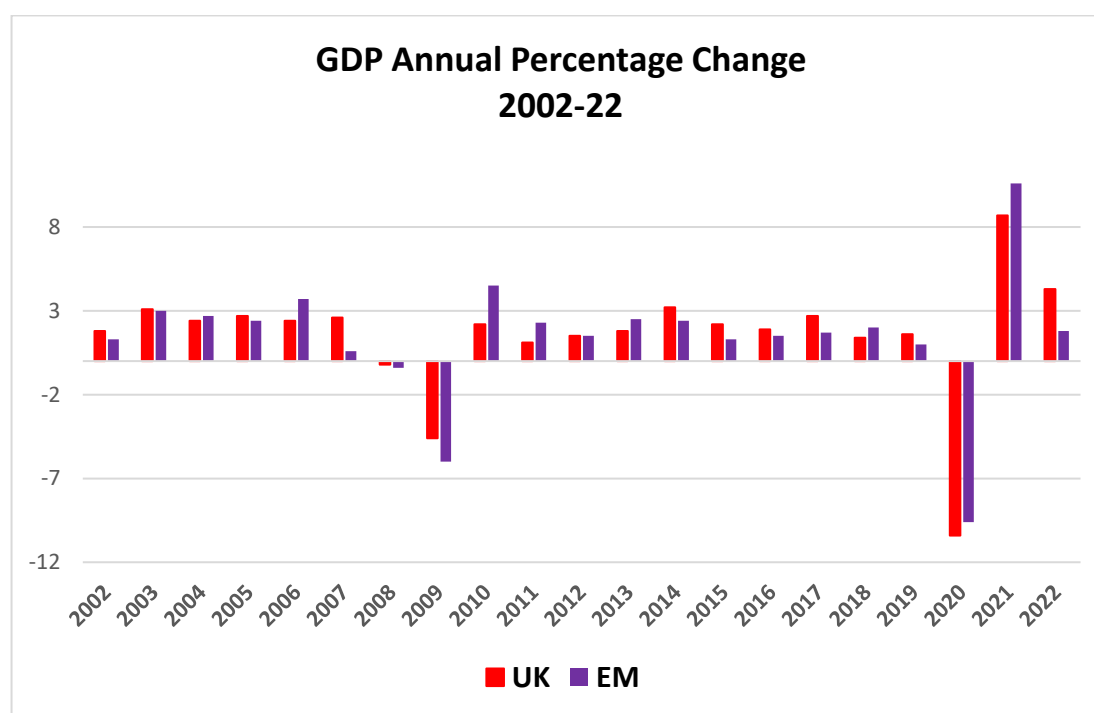
Transport is a key driver of productivity. However, transport investment per head in the East Midlands has been in relative decline for many years and now stands at only 56% of the UK average. Turning this situation around will require concerted action. TfEM's submission comprises three elements.

- Investment to deliver the eight strategic priorities highlighted in the **TfEM-Midlands Connect Shared Vision**, starting with **Midland Main Line Electrification** and the **A46 Newark Bypass**.
- Investment to complete delivery **Local Transport Authority major schemes under or nearing construction** consistent with previous DfT commitments.
- Establishment of rolling **5-year capital allocations for LTAs**, consistent with the recommendations of the National Infrastructure Commission, to enable the more efficient long-term planning and delivery of local infrastructure.

2. Economic Context

Growth & Productivity

- 2.1 The East Midlands is now a region of 5.0 million people and 368,000 businesses¹. Total regional output in 2022 (as measured by GDP) was £146.4bn, equivalent to 5.8% of the UK economy. The East Midlands employment rate is just above the UK average at 75.8% (UK=75.0%). Median weekly earnings are below the UK average: £640 pw compared to £682pw. 10.6% of the workforce work in manufacturing, compared with 7.0% for the UK – although this percentage has declined significantly in recent years. The region's unemployment rate has increased recently and is now above the UK average: currently at 4.4% compared to 4.0%.
- 2.2 GDP growth in the East Midlands over the last 20 years has been better than most other regions/nations but more recently has fallen².



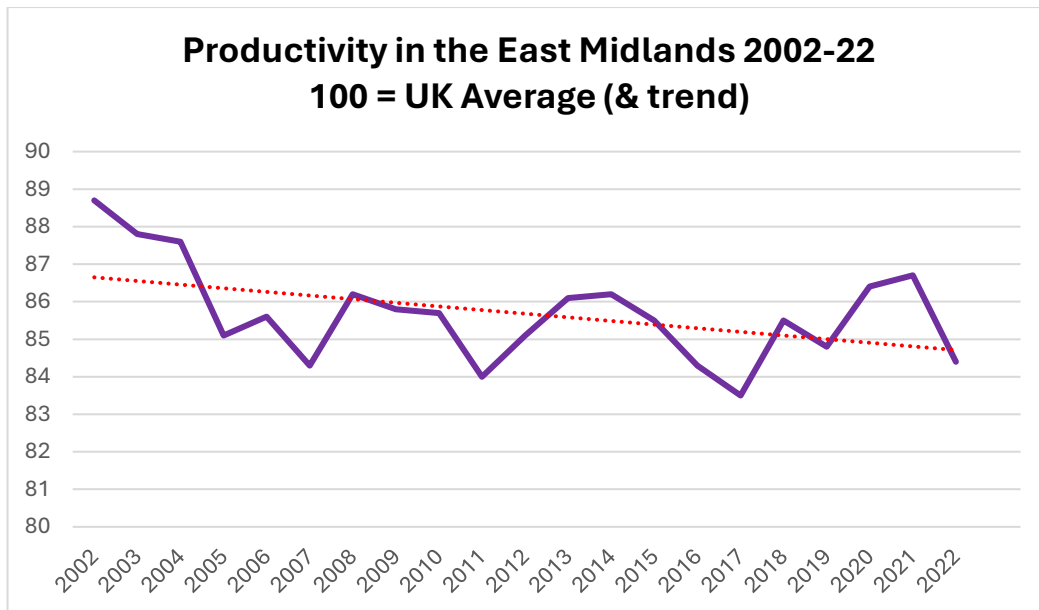
Source: [Regional gross domestic product: all ITL regions - Office for National Statistics](#)

- 2.3 Productivity has remained below the UK average over the last 20 years and has been declining relative to the UK to 84.4% in 2022³.

¹ [Regional and National Economic Indicators - House of Commons Library \(parliament.uk\)](#)

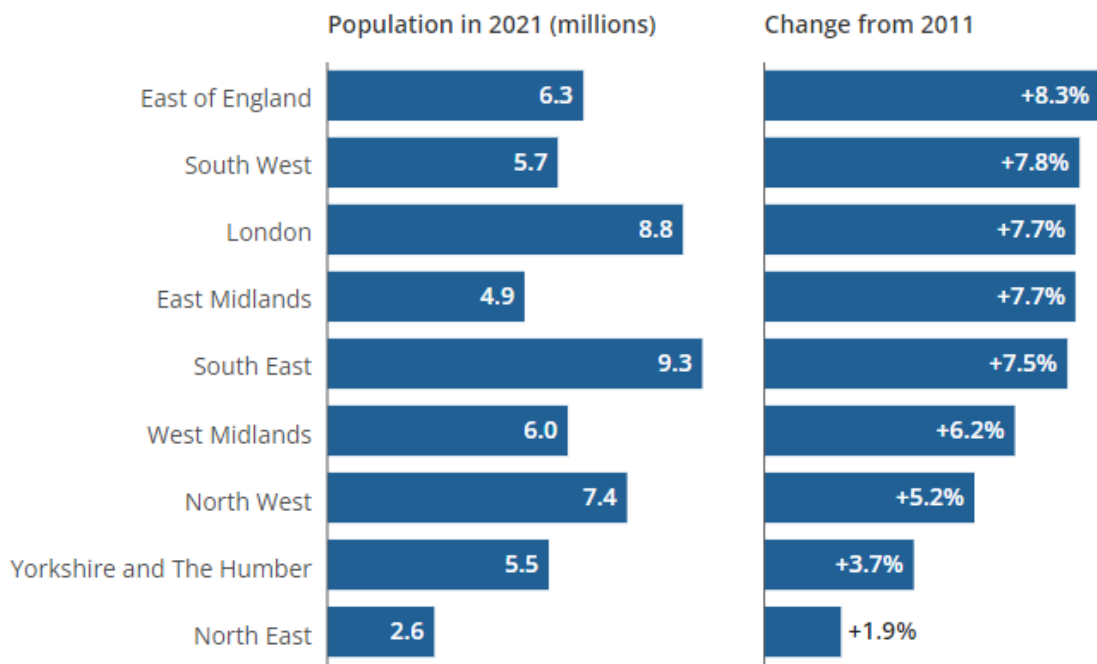
² <https://www.ons.gov.uk/economy/grossdomesticproductgdp/bulletins/regionaleconomicactivitybygrossdomesticproductuk/1998to2022#gross-domestic-product-by-uk-country-and-region>

³ [Annual regional labour productivity - Office for National Statistics \(ons.gov.uk\)](#)



Source: [Annual regional labour productivity - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/economy/productivity/annual-regional-labour-productivity)

- 2.4 The population of the East Midlands has grown by 7.7% in the period 2011-21: at the same rate as London and faster than the South East and the West Midlands.

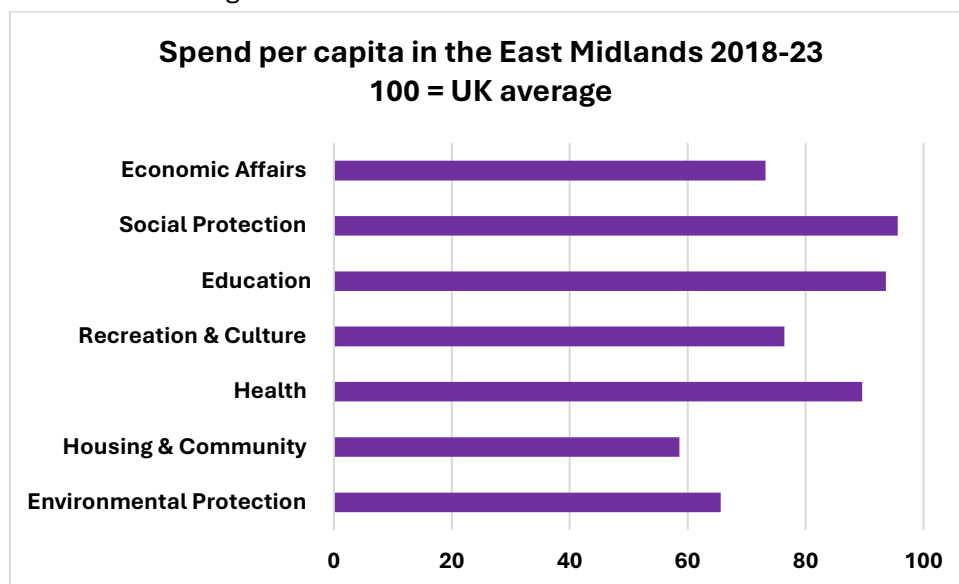


Source: [Population and household estimates, England and Wales - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/population)

- 2.5 The region has therefore been growing its economy by growing its population - not by becoming more productive.

Public Investment

- 2.6 The Treasury publishes an annual Public Expenditure Statistical Analysis (PESA) every July on where public money (capital and revenue) is spent and on what, in the previous financial year.⁴ The data has the status of 'National Statistics' as defined by ONS and has been published on a broadly consistent basis over several decades. Over period 2018-23 total spend per head in the East Midlands on the functions listed below were all well below the UK average.



Source: [Public Expenditure Statistical Analyses 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/publications/public-expenditure-statistical-analyses-2024)

- 2.7 Table 2 show the level of expenditure on economic affairs, per head for 2018-19 to 2022-23. This area of expenditure includes enterprise and economic development, science and technology, employment policies and transport.

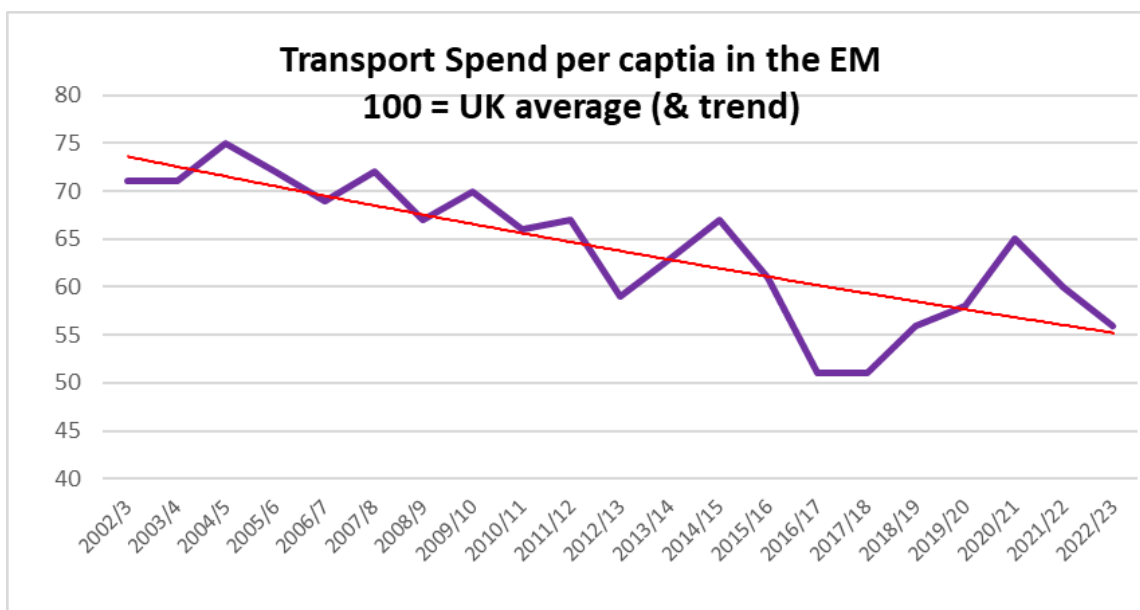
Table 2: Expenditure on Economic Affairs (£ per head)						Per Head (indexed)
	2018-19	2019-20	2020-21	2021-22	2022-23	
London	1,336	1,419	4,327	2,363	2,685	146
UK	884	963	3,049	1,482	1,834	100
England	852	934	3,055	1,453	1,805	98
West Midlands	843	887	2,751	1,415	1,787	97
South East	918	1,034	3,090	1,470	1,786	97
North West	748	771	2,726	1,312	1,713	93
East	839	965	3,092	1,399	1,705	93
North East	697	736	2,530	1,125	1,599	87
Yorks & Humber	625	710	2,622	1,117	1,489	81
South West	659	772	2,807	1,141	1,459	80
East Midlands	594	666	2,552	1,025	1,420	77

⁴ [Public Expenditure Statistical Analyses 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/publications/public-expenditure-statistical-analyses-2024)

- 2.8 For this important element of public investment, it is not solely that the East Midlands is the lowest funded region per head of the population, it is the consistently wide gap between East Midlands' levels and the national average (£385 less per head at 2022-23 prices), and 21% less than the West Midlands who are partners in the Midlands Engine.
- 2.9 In financial terms, over the 5 year time frame covered by the PESA 2024 publication, the difference between East Midlands levels of funding against the UK average equates to be approximately **£9.5bn in loss of funding**, and £7bn less than the level received by the West Midlands region.
- 2.10 Table 3 shows levels of transport investment.

Table 3: Expenditure on Transport (£ per head)						Per head (indexed)
	2018-19	2019-20	2020-21	2021-22	2022-23	
London	901	842	1411	1240	1,275	196
West Midlands	489	506	634	690	694	107
UK	484	502	732	659	648	100
England	478	494	739	656	642	99
North West	449	451	584	609	637	98
South East	447	529	795	643	571	88
East	473	462	683	596	529	82
North East	323	362	566	464	502	77
Yorks & Humber	311	339	529	424	418	65
South West	301	342	484	411	388	60
East Midlands	277	309	468	382	361	56

- 2.11 The data shows that:
- Transport spend per head has been very significantly below the UK average level for all of the last 5 years, and previous PESA publications show this to be trend for 20 years.
 - Transport spending in the East Midlands has now declined to just 56% of the UK average for 2022/23, the lowest level of any UK region or nation.
 - The disparity in levels of investment spend per head between the East Midlands (£361) and the West Midlands (£694) continues to widen.
 - If the region was funded at a level equivalent to the UK average over the 5 years (2018-19/2022-23), a not unrealistic target, the East Midlands would have received an extra **£6bn** to spend on transport investment and services.



Source: [Public Expenditure Statistical Analyses 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/publications/public-expenditure-statistical-analyses-2024) & previous releases

2.12 Table 4 shows levels of rail investment over the period 2018-19 to 2022-23.

Table 4: Expenditure on Railways (£ per head)					
	2018-19	2019-20	2020-21	2021-22	2022-23
London	707	653	925	842	952
West Midlands	289	288	388	473	510
England	283	275	427	388	403
North West	245	243	338	352	384
South East	240	249	446	328	321
East	236	233	433	363	320
North East	114	111	201	183	213
Yorks & Humber	133	130	240	228	206
East Midlands	118	119	213	190	185
South West	139	148	230	195	163

2.13 The data shows that:

- Rail spending per head in the East Midlands is very significantly below the English average and has been for some time. In 2022-23 the level of investment was only 46% of the UK average.
- Over a 5 year period, the East Midlands is one of the two regions with the lowest levels of rail spending per head (an average of £165 p.a., against an England average of £355 p.a.).
- Rail investment per head in the East Midlands is only 36% of that of the West Midlands, and the gap continues to widen and risks further doing so as HS2 investment is delivered.

3. Our Investment Priorities for the 2025 CSR

3.1 TfEM and Midlands Connect have worked collaboratively over a number of years to develop a shared vision for the East Midlands setting out a limited number of transformational strategic transport investment priorities ([Our Shared Vision for the East Midlands \(emcouncils.gov.uk\)](#)):

- Full Electrification of the Midland Main Line
- Improved Rail Connectivity between Nottingham, Leicester, and Coventry
- Improved Rail Connectivity between the Midlands, Leeds, and the NE (MYNE)
- Improvements on the A46 Growth Corridor including delivery of the A46 Newark Northern Bypass
- Improvements to the A50/A500 Growth Corridor
- Improvements to the A5 Growth Corridor
- Improving safety and reliability on the A1
- Improving capacity around the M1 Junction 24 to support the development of the East Midlands Freeport

3.2 All these schemes are important and TfEM will continue to work with Midlands Connect, Network Rail and National Highways to develop investible proposition for each. However, there are two schemes that have reached the delivery phase and will require early funding decisions by Ministers to retain delivery capacity, maintain private sector confidence and control costs.

- Midland Main Line Electrification
- A46 Newark Bypass

Midland Main Line Electrification (MMLe)

3.3 The MML is the backbone of our region's rail network and is a nationally significant main line railway running between London St. Pancras and Sheffield, with a branch to Nottingham. It connects many of our biggest towns and cities including Leicester, Loughborough, Derby and Chesterfield and provides important connectivity to London and beyond. Nine million passengers use MML inter-city services between London, Nottingham and Sheffield – which are valued at over £450m a year to the national economy⁵. Patronage along the route now exceed pre-pandemic levels.

3.4 The line supports a variety of both local commuter and inter-city services. Thameslink operate services to Bedford on the southern section of the route, East Midlands Railway operate intercity services between Sheffield/Nottingham and London, as well as 'EMR Connect' services between Corby and London via Kettering, and also a regional link from Leicester northwards to Nottingham and beyond. Other operators, including CrossCountry and freight services also use East Midlands sections of the MML.

⁵ [TheFuturesElectric.pdf](#)

- 3.5 Unlike the East and West Coast Main Lines, the MML is not fully electrified, and large sections of the route rely on diesel-powered trains. The route is electrified between London and Bedford, Kettering, and Corby. Further electrification of the route to Wigston South Junction (south of Leicester) has recently been procured by Network Rail and is currently being delivered. A funding decision on the next phase of delivery up to Trent Junctions (just south of Nottingham) and for detailed design for the works along the remainder of the line through to Sheffield was due to be made in summer 2024 but was delayed by the General Election. Market engagement with the construction industry is already well underway. **To maintain delivery capacity and private sector confidence it is vital that Ministers agree the necessary funding without further delay.**
- 3.6 Strategically, the MML in the East Midlands is well placed for further full electrification. It is an intensely used part of the railway, with services operating at speeds of more than 100mph. It is already partially electrified in its southern section. A modern bi-mode fleet of rolling stock is already under construction and due to come into service from 2025 onwards which can benefit from the progressive roll-out of electric power. The MML is not a candidate for battery, third rail, or hydrogen technologies, nor to endure continued diesel power running. There is no credible alternative to electrification when decarbonising rolling stock on the MML.
- 3.7 Completing Midland Main Line electrification now is vital to the East Midlands and the wider UK for the following reasons:
- **Reducing Railway Operating Costs:** Electrification will reduce the ongoing operating costs of rolling stock, fuel, track access, and maintenance leading to a lower cost and more efficient railway. Switching from diesel to electricity alone would save millions.
 - **Decarbonisation and Clean Air:** Fully electrifying the Midland Main Line will save 48 thousand tonnes of carbon a year (valued at £13m) – every year. It will also improve air quality by removing nitrogen oxides and other particulates from the atmosphere, particularly the six statutory Air Quality Management Areas along the route.
 - **Developing a ‘production approach’ to electrification to reduce costs:** The previous Government’s ‘stop-start’ approach to electrification led to higher costs than elsewhere in Europe. There is a huge opportunity to use the Midland Main Line to develop a UK template for affordable electrification through establishing a ‘production approach’ and a permanent electrification workforce. This will build the maturity and skills to electrify more of the UK’s rail network confidently and efficiently. Analysis commissioned from the National Rail Skills Academy for Rail suggest that MML will also generate up to 4,300 new jobs, including skilled occupations, and more than 100 apprenticeships: [Powering up rail electrification could create 4,300 East Midlands jobs](#)

- **Urban Regeneration and Growth**

The MML runs through some of the most densely populated parts of our region and the country as a whole – more densely populated than the West Coast Main Line and the East Coast Main Line. The towns and cities served by the MML are some of the fastest growing in the UK and would benefit hugely from a modern fit for purpose rail network. With Government support, Local leaders are already developing major housing and employment growth proposals focussed on key MML stations, including in Leicester, Nottingham, Derby and Chesterfield which would build on the delivery of electrification.

- **Avoiding the Costs of Further Delay:** The electrification of the Midland Main Line was first discussed back in the 1970's – but the work only progressed from London as far as Bedford. More recent proposals for full electrification up to Sheffield were paused in 2015 then cancelled in 2017. The project was resurrected in 2021 but now stands at the crossroads. Further delay will only increase costs. **Midland Main Line electrification is a 'no regrets' decision which now requires urgency to confirm and progress as quickly as possible.**

A46 Newark Bypass

- 3.8 The A46 Newark Bypass is a 6.5km section of the A46 corridor that provides a key route through the East Midlands, linking the region to the major international shipping ports of the Humber. The A46 is critical to major employers in sectors such as manufacturing, logistics, and distribution. Major employment sites include the British Sugar Distribution Centre, the Newark Beacon Business Innovation Centre, Dixons Group Major Distribution centre, and Siemens.
- 3.9 The A46 Newark Bypass is a top priority for TfEM and for Midlands Connect to improve the A46 'Trans-Midland Trade Corridor' and create a 'coast-to coast' highway between the Humber and the Severn Estuary, without the need for major new roadbuilding across open countryside. It would also support proposed improvements to passenger rail services on the Castle Line between Lincoln, Newark and Nottingham.
- 3.10 Locally, the town of Newark-on-Trent is a major focus for new housing and employment growth. Over 9,000 new homes are planned across the district and major inward investments like the new international Air and Space Institute will boost the attractiveness of the town.
- 3.11 The A46 Newark Northern Bypass was committed for delivery during the RIS2 period (2020 – 2025). However, it has been delayed and deferred to RIS3. National Highways submitted a Development Consent Order for the scheme in May 2024 which is currently with the Planning Inspectorate to examine. A private sector delivery partner has been on board for some time. Delivery could start in 2027 – **but only if the Government confirms the funding is in place.**

- 3.12 The A46 Newark bypass is a heavily trafficked route, with an average of 15,440 and 16,290 vehicles per day passing through the corridor northbound and southbound respectively. The result is low speeds exacerbated by congestion at junctions – leading to slow and unreliable journeys.
- 3.13 The scheme comprises:
- Widening of the 6.5km of existing single carriageway between the Farndon and Winthorpe roundabouts to a dual carriageway
 - Improvements to traffic signals at Farndon roundabout to achieve smoother traffic flows in peak hours
 - A new dual-carriageway bridge over the A1
 - Enlargement and partial signalisation of Winthorpe roundabout to reduce congestion and improve journey reliability
 - New grade separated junction at the Cattle Market roundabout
- 3.14 Delivering the scheme in full will significantly increase capacity of the A46 around Newark and result in a 30% reduction in journey times for traffic using the improved section.

Ongoing National Highways Enhancement Schemes

- 3.15 Although not specifically highlighted as a TfEM-Midlands Connect shared priorities, TfEM is keen to see the completion by National Highways of two major schemes for which funding had been previously agreed, working closely with relevant Local Transport Authorities.
- **A52 Nottingham Junctions:** Following the completion of improvements to a number of smaller junctions work on the Wheatcroft and Nottingham Knight Junctions due to start in Autumn 2025 subject to confirmation of Highway Act orders.
 - **A38 Derby Junctions:** Following the recent dismissal of a legal challenge in the Court of Appeal. National Highways and its delivery partner are now re-mobilising to develop a delivery strategy with the aim of protecting the extant DCO which expires in September 2028.

4. Local Transport Authority Major Schemes

- 4.1 The following LTA Major Schemes are under either construction or about to start constructions following detailed design and development and will require the continuation of previously agreed DfT funding to progress to completion.
- **A511 Growth Corridor (Leicestershire).** The scheme is designed to tackle longstanding congestion and traffic related problems on the A511 between

Leicester and the A42 via the M1 Junction 22, which will only be made worse by the level of housing and employment growth in NW Leicestershire and adjacent counties. This 15km section of road located in NW Leicestershire provides a key resilient route for both strategic and local traffic movements particularly freight including access to the Bardon Hill Quarry for construction materials and the logistics sector, including the new Amazon distribution centre⁶. The funding package of the scheme is made up of £40.43m of DfT MRN funding with the remainder anticipated to be Third-Party Funding. The Secretary of State announced in a decision dated 25th November 2024 that the proposed Compulsory Purchase Order and Side Roads Orders (including modifications) have now been confirmed⁷. It is anticipated that construction will commence in Spring 2026 with completion expected in early 2028.

- **North Hykeham Relief Road (Lincolnshire).** The North Hykeham Relief Road project would see a new dual carriageway built, linking the A46 Pennells Roundabout to the newly constructed Lincoln Eastern Bypass, creating a complete ring road around the city⁸. As part of the project, new roundabouts would be built at South Hykeham Road, Brant Road and Grantham Road. A number of bridges would also be constructed, including at Station Road and over the River Witham. The new road will unlock land for 4,500 homes and 7 hectares of employment space. The Government committed £110 million of DfT funding towards the scheme in 2019. The remaining budget will be funded by Lincolnshire County Council and developer contributions, which the council will forward fund. The cost of the project is currently estimated to be between £180m and £208m. Planning permission for the scheme was granted in May 2024, with Compulsory Purchase Order and Side Road Orders published in October 2024. Construction of the new relief road is currently expected to start in late 2025 and to open by late 2028.
- **A614/A6097 Corridor (Nottinghamshire).** The A614/A6097 Major Road Network (MRN) transport package is a key element of Nottinghamshire County Council's strategy to support growth and development within the county. It will enable the highway network to operate more efficiently by reducing congestion at key intersections, improve the predictability of journey times and provide more traffic capacity for future growth. The scheme will support planned housing developments along the route in Edwinstowe, Ollerton, Blidworth and Newton (redevelopment of the former RAF site). It will also reduce peak period traffic congestion for the benefit of commuters and local businesses and improve road safety for all users. The total scheme costs are estimated at £34.4m. In June 2021, the DfT confirmed approval of £24.34m of funding. Compulsory Purchase Orders and Side Road Orders were

⁶ [A511 MRN GROWTH CORRIDOR Outline Business Case](#)

⁷ [Progress updates | Leicestershire County Council](#)

⁸ [North Hykeham Relief Road – About the project - Lincolnshire County Council](#)

signed off by the DfT in February 2024⁹. The works are expected to last 24 months once full approval is given.

- **Chesterfield – Staveley Regeneration Route (Derbyshire).** The scheme involves creating a highway link of 6km that will parallel the A619 between Tapton and Staveley and open up to the east of Chesterfield along the ‘Staveley Corridor’ and support the delivery of up to 1,800 homes and 3,400 jobs. The total project cost is estimated at £166m. DfT funding of £79m was approved at the Outline Business Case stage. Work is continuing to develop the scheme to Full Business Case¹⁰.
- **A509 Isham Bypass (North Northamptonshire):** The Isham Bypass scheme is for a proposed dual carriageway, starting from the Symmetry Park roundabout, running in a southerly direction west of the village of Isham, and re-joining the A509 Kettering Road midway between Hill Top and Great Harrowden. This will reduce congestion on the A509, improve transport links between Kettering and Wellingborough by helping to meet the needs of growth in the two towns, improve access from Wellingborough to the A14, and relieve some through traffic. The total cost of the scheme is estimated at £122.8 million. A full planning application was submitted in July 2024. An Outline Business Case (OBC) was submitted in December 2024. If planning permission is granted and the OBC is approved, a full business case would then be submitted. The current timeline is for construction to start in Spring 2027 with the 2.3-mile (3.75km) bypass opening in March 2029.
- **A43 Northampton – Kettering phase 3 (North Northamptonshire & West Northamptonshire):** The A43 between Northampton and Kettering suffers from congestion hotspots, journey time delay and road safety issues due to vehicles trying to overtake. To tackle these problems, it is proposed to dual the A43 all the way between the A45 and the A14. Due to the scale of the scheme it is being delivered in phases. Phase 1 and 2 are completed. Phase 3 has an estimated cost of £28.4m. A request for Outline Business Case (OBC) funding has been submitted¹¹. The Government previously committed to fund 100% of OBC cost of the scheme subject to approval.

5. Rolling Five-Year Capital Allocations for Local Transport Authorities

- 5.1 The current system of allocating capital spending to Local Transport Authorities is based around annually agreed allocations for maintenance and renewals and a bidding process for funding to deliver major schemes. This approach does not facilitate the long-term approach to growth and infrastructure investment necessary to secure the Government’s core missions.

⁹ [Compulsory Purchase Order and Side Road Orders for A614 signed off by The Secretary of State for Transport | Nottinghamshire County Council](#)

¹⁰ [Regeneration Pipeline Programme Chesterfield-Staveley Regeneration Route.pdf](#)

¹¹ [West Northamptonshire Council](#)

- 5.2 The National Infrastructure Commission reached a similar conclusion in its 2021 Report [Infrastructure, Towns and Regeneration - NIC](#), and as a result made the following recommendation:

Local government needs to be given the responsibility and funding that it needs to develop and implement effective infrastructure strategies and wider town plans. The Commission therefore recommends that the government provides:

- **certainty over funding by consolidating the current funding streams into devolved five-year budgets for county and unitary authorities**
- **targeted funding for the places where infrastructure can support transformational opportunities**
- **expert support and advice to help build capacity and capability in local authorities.**

- 5.3 TfEM fully supports this recommendation. The CSR represents the ideal opportunity to implement the NIC's proposed approach.

Midland Main Line Electrification Briefing Note: March 2025

1. The MML is the backbone of our region's rail network and is a nationally significant main line between London St. Pancras and Sheffield, with a branch to Nottingham. It serves many of our biggest towns and cities including Leicester, Loughborough, Derby and Chesterfield and provides important connectivity to London and the North. **Nine million passengers** use MML inter-city services between London, Nottingham and Sheffield – **which are valued at over £450m a year to the national economy**. Patronage now exceeds pre-pandemic levels and the number of vehicle-miles is at an all-time high.
2. The route is electrified between London and Bedford, Kettering, and Corby. Further electrification to Wigston South Junction (south of Leicester) is nearing completion within timescale/budget (in total 60% of the route). A funding decision on the next phase to Trent Junctions (just south of Nottingham) and for detailed design for the remainder of the line through to Sheffield (total cost £540m) was due to be made in summer 2024 but was delayed by the General Election and then by the CSR. **To maintain delivery capacity and private sector confidence it is vital that Ministers agree the necessary funding without further delay.**
3. Strategically, the MML in the East Midlands is well placed for full electrification. It is an intensely used and densely populated part of the railway. A modern bi-mode fleet of rolling stock (**Aurora 810's**) is already under construction and due to come into service from late 2025 onwards which can benefit from the progressive roll-out of electric power. EMR also have plans to use electrification of the MML to facilitate the roll-out of **battery-electric regional trains** to serve the rest of the East Midlands to meet the planned phase-out of diesel traction by 2040.
4. Completing Midland Main Line electrification **now** is vital to the East Midlands and the wider UK for the following reasons:
 - **Reducing Railway Operating Costs:** Electric trains are **30% cheaper** to operate than diesel. Electrification will reduce the ongoing operating costs of rolling stock, fuel, track access, and maintenance leading to a lower cost and more efficient railway. Switching to electricity alone would save millions in fuel bills.
 - **Carbon Reduction and Clean Air:** Fully electrifying the MML will save 48 thousand tonnes of carbon (**valued at £13m**) – every year. It will also improve air quality by removing nitrogen oxides and other particulates from the atmosphere, particularly the **six statutory Air Quality Management Areas** along the route.
 - **Improved Journey Times & Punctuality:** Electrification will enable journey time savings in the short term (with the potential for line speed improvements over time which would not be realisable with diesel) and improve punctuality - which together are estimated to deliver **120,000 additional passenger journeys per year, growing to 200,000 per annum by 2043.**

- **Workforce Benefits:** MMLe will create up to **4,300 new jobs**, including skilled occupations, and more than **100 apprenticeships** – generating **£61m** in economic value from jobs created in the East Midlands, and nearly **£18m** in social value.
 - **Reducing Construction Costs:** Previous Government’s ‘stop-start’ approach to electrification led to higher costs than elsewhere in Europe. There is a huge opportunity to use the MML to develop a UK template for affordable electrification, establishing a ‘production approach’ which could **reduce unit costs by up to 30%**.
 - **Modernising Regional Rolling Stock.** The East Midlands is the most diesel dependant region in GB. EMR is having to refurbish its regional fleet of 25–35-year-old diesel trains to extend their life for a further decade. After that there is an opportunity to use MMLe to facilitate the roll-out of next-generation **battery-electric rolling stock** to serve the rest of the region (similar to those already deployed in Germany, Merseyside and shortly Ireland) – also delivering **£400m** of socio/economic benefits.
 - **Urban Regeneration and Growth:** The MML runs through some of the most densely populated parts of our region and the country as whole. With Government support, local leaders are developing major housing and employment growth proposals focussed around key MML stations, including in **Leicester, Nottingham, Derby** and **Chesterfield** - which would build on the delivery of electrification.
 - **Wider Network Benefits:** Full electrification of the MML will provide the essential foundation for proposals to electrify from Sheffield to Leeds, Manchester and Hull, as well as building on recent investment in the Hope Valley corridor. It would also support Midlands Rail Hub and improved Nottingham-Leicester-Coventry connectivity.
 - **Freight Benefits:** MMLe will deliver W10 gauge clearance between Syston and Trent which unlocks more routes for container traffic which in turn removes freight traffic from roads, and helps businesses improve their green credentials.
 - **Avoiding the Costs of Further Delay:** The electrification of the MML was first discussed back in the 1970’s – but the work only progressed from London as far as Bedford. More recent proposals for full electrification up to Sheffield were paused in 2015 then cancelled in 2017. The project was resurrected in 2021 but now stands at the crossroads. There is no viable alternative Net Zero future for the MML. Further delay will only increase costs and impact affordability. **MMLe is a ‘no regrets’ decision which now requires urgency to confirm and progress as quickly as possible.**
5. Finally, transport spending in the East Midlands has declined significantly over the last 10 years and is now **just 56% of the UK average per head**, the lowest level of any UK region/nation and barely half that of the West Midlands. The East Midlands receives just **4% of national spend on rail**. If Midland Main Line electrification does not proceed, **there is no alternative rail investment that can deliver for the East Midlands within the lifetime of this Parliament.**

Transport for the East Midlands

18th June 2025

Item 6: Report of the Head of Rail Improvement

1. Introduction

- 1.1 This report updates members on the implementation of the Rail Collaboration Agreement¹ between TfEM and Department for Transport across Rail Operations, Rail Enhancements, and Rail Industry, Reform and Policy.

2. Government and Policy

- 2.1 The Greater Lincolnshire Combined County Authority (GLCCA) held its inaugural election in May 2025, resulting in the election of Dame Andrea Jenkyns as the first GLCCA mayor. Like EMCCA, GLCCA will be invited to become a member of TfEM. A number of TfEM member Councils also held elections.
- 2.2 The Passenger Rail Services legislation gained assent in late 2024. This legislation could enable the East Midlands Railway (EMR) TOC National Rail Contract to be terminated at the end of its core term in October 2026, with CrossCountry following in October 2027. South Western Railways was nationalised in May 2025, and C2C will follow in July 2025. These transitions will be observed for transferable lessons.
- 2.3 The Comprehensive Spending Review (CSR) is planned for June 2025. Emerging cost pressures on the existing rail schemes, competing capital demands, enduring rail subsidy, and adverse borrowing conditions all contribute to the challenging context of this CSR.
- 2.4 In January 2025, the Treasury formally announced it will carry out a review of the Green Book as part of the Spending Review. Its stated aim is to provide ‘objective, transparent advice on public investment across the country’². The Secretary of State for Transport has said that she is seeking to address East Midlands transport investment inequality in the forthcoming CSR³.
- 2.5 Of relevance to TfEM, the Government has announced that in parallel to the CSR it will be publishing the 10-year Infrastructure Strategy⁴ and a separate Transport

¹ <https://www.gov.uk/government/news/greater-voice-for-rail-passengers-in-new-collaboration-between-government-and-east-midlands-transport-leaders>

² <https://www.themj.co.uk/treasury-review-growth-investment-guidelines>

³ https://www.linkedin.com/posts/east-midlands-councils_eastmidlands-activity-7320837519091126273-IKYw?utm_source=share&utm_medium=member_desktop&rcm=ACoAAA1BGfMBmNZDgLfXdfmsdD44tekyxLa5Dg

⁴ https://assets.publishing.service.gov.uk/media/6793c62bc74f1dca7492f3a5/10_Year_Infrastructure_Strategy_Working_Paper_PUBLICATION_24_JAN.pdf

Strategy. Submissions by TfEM were made in early 2025 based on the principles agreed at the December 2024 TfEM Board.

- 2.6 The Permanent Secretary of the Department for Transport Dame Bernadette Kelly will step down after 8 years this summer⁵.

3. Operational Update (Note: Members will receive a briefing from EMR at the Meeting)

EMR Strategy, Business Planning, Timetable and Fleet Replacement Programme

- 3.1 At the time of writing officers have just been issued the EMR Annual Business Plan for FY25-26 to review. We are aware that some changes to how some factors of performance (such as revenue) are measured will take effect. An Executive Summary is available publicly⁶.
- 3.2 The first new intercity Hitachi Aurora trains are planned to be in service in September 2025 and completely serving the route (with all existing c222 meridians fully released) within the 2026 year. Along with the train manufacture and test programme, a Driver training programme at the start of Summer of 2025 is required. There are programme risks with both train delivery and driver training, and to keep pace with the planned return of initial existing c222 meridian diesel units to their owner and onward future commercial user⁷. TfEM Officers have raised these near-term activities as critical formally through the DfT collaboration agreement channels to attempt to eschew adverse impacts to MML users.
- 3.3 TfEM Officers attended the launch event of EMRs class 170 regional fleet ‘first in class’ refurbishment. This refurbishment can now be observed to offer passengers a better on-board experience, especially to the perception of on-board space, along with cleanliness, access to technology and information, and also factors of accessibility. The refurbishments for their c360 and c158 fleets are still ongoing with first in class units planned for later in the year. Achieving a tipping point when East Midlands regional customers are more likely than not to be served by a refurbished unit will be a big benefit to the perception of rail travel in this region.
- 3.4 For EMR, there are some minor changes implemented through the May 2025 timetable. Specifically, changes on Sunday’s north of Derby on three EMR northbound Sheffield services to support CrossCountry service changes (speeding up of journeys Reading – York – Newcastle). There are also some changes to dwell times at Derby towards Matlock to support the same CrossCountry service changes.

⁵ <https://www.cityam.com/exclusive-top-transport-civil-servant-who-oversaw-hs2-to-step-down/>

⁶ <https://www.eastmidlandsrailway.co.uk/media/4119/download?inline>

⁷ https://www.modernrailways.com/article/first-secures-222s-stirling-service?check_logged_in=1

- 3.5 EMR have developed a further, more significant regional timetable restructure that will see the TfEM priority of two-trains-an-hour delivered between Lincoln and Nottingham in December 2025. Finalisation of approval to this proposal is anticipated in summer 2025, although the performance modelling completed in the period is reassuring that, taken as a whole, the EMR proposal will improve performance beyond what would be the case if just the ECML ESG timetable were to be implemented as stand alone. Some LTA's are discussing with EMR the local trade-offs required to enable this strategic re-set, such as options for specific Lincoln to Grimsby services.
- 3.6 This period EMR have been pro-active in highlighting the need for national railway decision makers to consider this region in the near future if the EMR regional rolling stock is going to be replaced at the end of its typical life expectancy (from circa 2033) and to meet the stated net-zero goals for the railway. Given the long lead times to agree a business case and deliver a rolling stock cascade for a fleet replacement, decisions about what follows the current c170 and c158 fleets for serving regional services would ideally be decided in broadly the next few years. Future train fleet options for EMR's regional services are closely dependent on the timing and scope of Midland Mainline electrification, which could contribute to the introduction of a fleet of clean battery-electric trains, enabling more seats on zero emission trains.
- 3.7 Each year EMR plan ahead for the seasonal peaks on flows to Skegness between July and September. The strategies in 2023 and 2024 were different and EMR has drawn from these experiences to inform its 2025 approach. Given the finite rolling stock available, EMR is prioritising strengthening selected services by lengthening train units and supplementary bus services. Overall forecasting 700 fewer rail seats than what was planned in 2024 on a weekday, and 1000 fewer rail seats on a Saturday. EMRs forecasts suggests average capacity will exceed average demand; but will be tighter on Saturdays in 2025 than with any similar measure over the past two years. No weekend trains will run extended back from Derby to offer direct connectivity as had been the norm in previous years. Some services will be at capacity where advanced reservations may show as 'sold out'. EMRs plan to maintain overall accessibility is through bus supplementation. These buses will support capacity at key locations like Grantham and maintain comparable journey times.

Performance

- 3.8 For period 13 (2nd March 25 – 31st March 25), EMR performance was 80.4% for T-3 punctuality against an 87.8% national average⁸, so 7.4 percentage points worse than the national average.
- 3.9 EMR offered 2.2% of TOC on Self cancellations against an NRC upper target of 1%; so over twice as many as target. This is also up from last year which was better at 0.9%. The ToS cancellations is within a context of a 2.9% all-cancellations period score which is what customers experience. EMR entered a period of challenge to operating their full timetable as their Rest Day Working agreement with Aslef was delayed in being renewed. In these circumstances cancellations are inflated by late notice cancellations (P-Coding) or part cancellations. Affected routes include west of Nottingham towards Liverpool; flexibility in part restricted by the available resources that can signal diagrams.
- 3.10 In period 13, EMR offered short formations of 0.9% against an upper tier target of 0.52%.
- 3.11 External causes of disruption are still following a trend of increased impact to overall performance. Network Rail East Midlands route delay minutes impact on EMR in period 13 was worse than target, although this represented a reduction compared to the previous period. The Network Rail East Midlands route ended their FY24-25 year 4% behind their on-time target (56.8% vs 60.8%).
- 3.12 Between 28 October – 30 November 2024 EMR implemented a controlled trial to mitigate against increased delay minutes during the Autumn period and significant leaf fall. This trial involved removing station calls on Leicester – Lincoln/Grimsby services at Swinderby, with time in the schedule for the station stop converted into ‘pathing’ time. The trial saw services at 72% T-3, compared to the previous years which were at around 62%. So a 10% punctuality improvement. This solution will be deployed again in 2025.
- 3.13 In the period the TfEM Rail Collaboration Steering Group received a presentation from Transport Focus which amongst other updates highlighted their re-organisation that has identified a new East Midlands aligned post-holder to enable enhanced direct stakeholder liaison.

⁸ <https://www.networkrail.co.uk/who-we-are/how-we-work/performance/railway-performance/>

Other Operators:

- 3.14 CrossCountry will deliver their much sought after timetable improvements in May 2025, such as seven extra calls each way at Chesterfield restoring regular hourly calls, restoring services between Birmingham and Stanstead back to hourly by extending all of the trains currently terminating at Cambridge, and speeding up some journeys between the Thames Valley and the North East. It includes the strengthening of a number of services, increasingly using more double sets with 4-car turbostars on the local lines, and 8-car voyagers on the long distance routes. (Please see letter in Appendix 1).
- 3.15 CrossCountry has also completed a first in class introduction of their c170 regional fleet refurbishment, with a more formal launch event still pending. Officers have also observed these first hand as cleaner and more comfortable for passengers. Taken together with EMRs refurbishments, these are ensuring regional coverage of minimum consistent on-board quality.
- 3.16 In the period the TfEM Rail Collaboration Steering Group received a presentation from Northern Trains which highlighted the growth of their Nottingham-Leeds service and the benefits to the EM of both a new Sheffield-Leeds service and an extended Leeds Station Platform 17.
- 3.17 Network Rail has opposed First Hull Trains' application for a new open access Sheffield-London service via Worksop⁹ citing that "All proposed path timings have conflicts against the proposed ECML December 2025 timetable...and consequently a further worsening of performance could be expected".

4 Rail Enhancement Projects Update

Electrification

- 4.1 In the period the Kettering to Wigston leg of Electrification of the MML received its formal ORR approval to be entered into service. The next MML Electrification investment decision will be at the HMT Spring (June 2025) Spending Review. TfEM Officers have supported the Board's prioritisation of this scheme through final channels of advocacy including a video¹⁰ and parliamentary event held in May 2025.

Long Distance Connectivity: HS2, MYNE, MRH and ECML FNP

⁹ <https://www.orr.gov.uk/sites/default/files/2025-04/hull-trains-s22a-27th-sa-nr-representations-2025-04-11.pdf>

¹⁰ <https://www.youtube.com/watch?v=hRa5ptk-jOM>

- 4.2 Safeguarding of the East Midlands land parcels for the HS2 phase 2b (inc the Eastern leg through the EM) corridor are still pending the outcome of the governments Northern Powerhouse Rail review.
- 4.3 Of note, HS2 Phase 1 includes a seven-platform station at Birmingham Curzon Street and junctions east of Birmingham that were designed to accommodate HS2 Phase 2 services from Birmingham to the north. Options could now include how it might be possible to use this HS2 infrastructure to enable Midlands Rail Hub (MRH) outputs instead of the previously proposed platforms at Moor Street. In parallel, Network Rail are still developing a Programme-wide MRH Outline Business Case (OBC) using Moor St. It is currently anticipated that this MRH OBC will be completed in the Autumn of 2025. For the MRH East scope to go ahead in full, we understand that a case will need to be made to Treasury for spending more money to build a bigger MRH scheme with a potentially lower BCR.
- 4.4 The Network Rail Strategic Planning team have completed their workstream looking at the East Coast Mainline ‘from buffer to buffer’ known as ECML Future Network Plan (FNP). The governance of the ECML FNP sits alongside MYNE inside the DfT, reflecting their integration for a 2040-time horizon. NR are now commencing some more targeted strategic planning and advice as a further phase; including mitigations for locations that could see a change to their existing services, such as Lincoln.

Other Infrastructure

- 4.5 EMR has welcomed the completion of the Access for All scheme at Alfreton with a video¹¹. Separately, EMR is affected by an enforced pause to their construction of the new ticket office and waiting room at Skegness.
- 4.6 The West Yorkshire Combined Authority completed their consultation on ~£40m of enhancements to Leeds station inclusive of extending platform 17¹². This platform currently serves East Midlands services and restricts the length of trains able to jointly use the platform at the station.
- 4.7 In the period the Government completed their review of the proposed Hinckley freight hub application. It was rejected, in short, because it was not deemed to have been supported by appropriate supporting infrastructure to mitigate its impacts on communities, with the costs outweighing the perceived benefits, in the Secretary of States view¹³.

¹¹ https://www.youtube.com/watch?v=_8DKxbEffZU

¹² <https://www.yourvoice.westyorks-ca.gov.uk/leeds-platform17#:~:text=This%20extension%20will%20allow%20trains,at%20least%202.8%20metres%20wide>

¹³ <https://www.railnews.co.uk/news/2025/03/11-government-turns-down-controversial-rail.html>

- 4.8 Network Rail are commencing a new MML route study, looking at the route's horizon for coping with forecasted growth and also the opportunities for improvement; essentially refreshing the comprehensive study last maintained in 2016. The great strength of this report in 2016 was that it offered credible and objective prioritisation. It will need to take a more holistic track and train view than the infrastructure centric lens of 2016.

5 Rail Reform & Industry

Rail Reform

- 5.1 Due to the details that were proposed in the Devolution White Paper, the existing TfEM Rail Collaboration Agreement has been briefed to members and officers as subject to transition when GBR is established. GBR is currently planned to be stood up in 2027.
- 5.2 The Rail Reform Bill is targeting a Parliamentary debate process in the summer of 2025. The Consultation¹⁴ 'A Railway fit for Britain's future' was launched in February 2025. Around 2000 responses were received. TfEM Officers submitted a written response, emphasising TfEMs key rail priorities through the consultation questions targeted at:
- a) The Secretary of States future strategy for the railways which will be instructed to GBR, and;
 - b) The proposed approaches to future regional partnerships with GBR.

A copy of this was circulated to all member LTA officers for comment in advance of its submission and is available upon request.

Industry:

- 5.3 Ellie Burrows was appointed as the new Network Rail Managing Director for the Eastern Region which includes the East Midlands. Ellie has been invited to present at this periods TfEM Board.

Work Programme

- 5.4 TfEM Officers have completed a competitive tender for the previously briefed 2025-26 TfEM evidence and communications work package. The appointed consultant shall be Systra. The aims for the workplan are:

¹⁴ <https://www.gov.uk/government/consultations/a-railway-fit-for-britains-future>

- Communicate a TfEM ‘anchor’ document for defining and illustrating the integrated macro picture of both strategic transport and the economic geography within the East Midlands.
- An East Midlands regional response to the future National Transport Strategy and National Infrastructure Strategy publications.
- Collation of the strategic case headlines for rail improvements between Lincoln and Nottingham, and sustaining Lincoln to London.
- Identify the top rail city connectivity improvement priorities to secure regional scale economic improvement.
- Collation of what is known about all freight transport modes in the East Midlands.
- A rail strategic statement for the EM region as a whole across a regional integrated network led by ‘GBR’ in 2027 and beyond.

5.5 The Rail Collaboration Agreement (RCA) annual report has been finalised. This summarises the progress made against the goals set last year and revises the goals for the year ahead. (See Appendix 2)

6 Recommendations

6.1 The TfEM Board are invited to:

- Receive the Rail Collaboration Annual Report for 2024-5 set out in Appendix 2; and
- Note the rest of this report.

Key Contact:

Kyle William Butterworth, Head of Rail Improvement

Kyle.Butterworth@emcouncils.gov.uk

Appendices:

Appendix 1: Cross Country May 2025 Timetable Letter

Appendix 2: Draft TfEM RCA Annual Summary Report 2024/25

CrossCountry
5th floor, Multistory
18 Priory Queensway
Birmingham, B4 6BS
crosscountrytrains.co.uk

04 April 2025

Dear stakeholder,

CrossCountry May 2025 Timetable: changes in the East Midlands & East Anglia Region

On Sunday 18th May our timetables will see some changes to deliver improved service reliability and reduce crowding for passengers.

Key highlights include:

- Extra services on weekdays as well as some longer peak time trains on Mondays to Fridays and Saturdays
- Additional fast services between Derby - Birmingham and Derby – the Northeast via Doncaster
- Regular hourly calls at Chesterfield all day, including two new morning peak services, delivering a long-standing stakeholder aspiration for its re-inclusion in our long-distance services.
- Other improved connectivity changes include the restoration of hourly services between Birmingham – Leicester – Peterborough – Cambridge – Stansted Airport.
- The new timetable arrives as our Class 170 “Turbostar” trains continue a rolling programme of refurbishment, delivering a better passenger experience on our inter-regional routes. With the first of these trains already back in service, passengers travelling between Stansted/Cambridge/Leicester/Nottingham - Birmingham will see new seats, improved facilities, and a bright and bold livery

Full details of these and any other changes have been uploaded to online systems, where passengers can check their future CrossCountry journeys.

Do let me know if you would like further details, or if you have any thoughts on these changes.

Yours Sincerely



Richard Morris
Regional Director, East Midlands & East Anglia

E:Richard.Morris2@crosscountrytrains.co.uk



TfEM-DfT East Midlands Rail Collaboration 2024-25 Summary

DRAFT May 25

Annual Summary Ver 0.1

This summary captures the headlines of the [TfEM-DfT East Midlands Rail Collaboration Agreement](#) within the financial year 2024-25 and signposts the focus for the year ahead 2025-26.

1.0 Organisational Context:

Transport for the East Midlands (TfEM) brings together the Local Transport Authorities (LTAs) across the East Midlands under the auspices of East Midlands Councils. TfEM provides collective leadership on strategic transport issues in the East Midlands, agrees major investment priorities and provides collective input into the work of Sub-National Transport Bodies, the Department for Transport and its delivery bodies. TfEM has published joint transport priorities with Midlands Connect¹, as well as a Strategic Statement for rail² which acts as an umbrella mandate for the TfEM Officer collaboration agreement with the DfT³, which is being refreshed in 2025.

TfEM makes quarterly reports to the East Midlands Councils Executive Board as the membership body for the full 40 councils in the East Midlands, alongside EMC's regional approach to Strategic Leadership, Workforce and Councillor Development, Strategic Migration and Infrastructure and Growth as a whole. Further information is set out in the EMC Annual Report for 2023-24⁴.

The Department for Transport is a Ministerial department responsible for setting the strategic direction for the rail industry in England and Wales – funding investment in infrastructure through Network Rail, awarding and managing rail operators, and regulating rail fares.

In late 2024 it was identified that Mayoral Strategic Authorities (MSAs) will be the primary regional partner organisations for the Great British Railways (GBR). This does mean that TfEM's current collaboration agreement with the DfT will not transfer to GBR. EMR is planned to be taken into public ownership in October 2026. GBR is not intended to be stood up until 2027. In early 2025 the wider TfEM-DfT collaboration partnership members have all agreed to continue support to the RCA through to at least March 2027.

¹ <https://www.emcouncils.gov.uk/wp-content/uploads/2024/04/TfEM-Shared-Vision-2024.pdf>

² https://www.emcouncils.gov.uk/write/TfEM_Rail_Strategic_Statement_Refresh_September_2021.pdf

³ <https://www.gov.uk/government/news/greater-voice-for-rail-passengers-in-new-collaboration-between-government-and-east-midlands-transport-leaders>

⁴ EMC Annual Report - 2023-24 (pagetiger.com)

2.0 Purpose:

The high-level purpose of the TfEM-DfT Rail Collaboration Agreement (RCA) signed in 2020, is to establish a mechanism by which the TfEM Board and constituent members can provide input into the management of train services delivered by EMR.

The RCA includes the utilisation of a shared funding approach (between DfT, East Midlands LTAs, and East Midlands Councils) to initiate a specific officer resource, and a research fund to support a regional level input to the DfT East Midlands Rail Market Team and TfEM Board on rail related activity in the region.

Whilst this arrangement has links to the narrative of devolution of transport policy as seen in other more metropolitan areas, the RCA does not represent actual devolution of powers. All legal and financial responsibility for running train services in the East Midlands remains with the DfT.

The philosophy of the officer collaborative activity is to help the government, through the DfT, deliver their policies to best advantage to the East Midlands. Similarly, the role can advise the TfEM Board and EMC Directors of the rail policy developments in order to assist refinement of their own input – for example campaigns for improvement, in a more informed way. The officer role benefits from some privileged attendance at meetings between the DfT and the Train Operator. The officer privileged engagement is protected via a Non-Disclosure Agreement (NDA) limiting what is meaningfully shared – but does offer the opportunity for the TfEM officer resource to respond, if required, immediately to the DfT with a regional perspective.

The 2019 East Midlands Rail Franchise was replaced by the 2022 National Rail Contract (concession approach) indicatively until 2026. This now requires a process of TOC business plan reappraisal annually. This means there will be an ongoing exchange of information about developments and policy priorities.

Equally, rail enhancement investments committed through RNEP and wider commitments (such as ‘Levelling Up Funds’ (LUF)) are continually being developed, and rail reform proposals (through legislation to nationalise operators and create GBR in particular) are emerging.

3.0 Look Back:

The plan for the year was achieved as anticipated. The ‘look-back’ headlines for 2024-25 are:

- 1) **‘A Platform for Growth’⁵**: Secured TfEM Board approval to the final version of the document and supported the launch event on site at Chesterfield with the Chair, EMCCA Mayor, and EMR MD, and also its press publication.
- 2) Completed an update to the *vision* for the full **TfEM Rail Documentation Suite** for 2025-2030 to help define what is still needed for TfEM to better evidence and communicate the high-level economic geography and transport problem statements in the region, and rail’s role in that picture. Specifically this included a providing a vision-diagram to communicate the vision.
- 3) Based on the above vision-diagram for the TfEM Rail Document suite for 2025-2030; wrote the remit for and commenced the process for **procurement of professional services**. The remit included detailed scopes of work for products to support TfEM with:
 - An East Midlands strategic transport and economic geography baseline anchor document
 - An East Midlands city connectivity prioritisation study
 - Specific strategic case making collateral to support Lincoln and the known corridor rail opportunities
 - A document that TfEM can submit to the future organisation ‘Great British Railways’ that captures the rail priorities for the region across operations, infrastructure and maintenance
 - An East Midlands regional response to the future Integrated National Transport Strategy and National Infrastructure Strategy publications. This will include a sub-regional impact assessment
 - A document that collates and illustrates what is known about all freight transport modes in the East Midlands and introduces changing policy directions for each mode
- 4) Continued the GBRtt and TfEM / EMCCA discussions on post-reform relations. Provided helpful collateral on a model for the shape of future rail collaboration agreements. The **Devolution White Paper** published in December 2024 provided clarity on the selected option.
- 5) In November 2024, provided the DfT with an extensive confidential report that captured officer observations and considerations for the DfT’s preparation of the **EMR 2025-26 ABP**.
- 6) Continued the attendance and the input to the development of the **EMR long term strategy**. EMR has secured the permission to progress the timetable and depot resilience benefits developed through this work, of which some of the early enabling work was co-funded through the TfEM-DfT RCA Budget. EMR has chosen to progress medium-term fleet electrification as their main strategy pillar.

⁵ <https://www.emcouncils.gov.uk/a-platform-for-growth-regional-rail-in-the-east-midlands/>

- 7) Maintained a TfEM presence and identity at an array of rail forums not otherwise attended by LTA representatives. Continued to service the established **TfEM quarterly governance** meetings to support well informed discussions at Board with clear recommendations.
- 8) Continued to provide an **East Midlands regional perspective into industry consultations** that emerge where appropriate. This includes most recently writing an extensive submission on the proposed GBR legislation.
- 9) **Monitored progress by agencies** such as Midlands Connect on:
 - Coventry-Leicester-Nottingham SOBC
 - Midlands Rail Hub East
 - Nottingham-Lincoln LSI
 - WISEEER – Freeport transport
 - Freight Overview
 - Access to rail programme

....and Network Rail on:

- MYNE South
- MML Electrification including SoB 125
- RYR Ivanhoe and Barrow Hill
- Leicester Station (LUF)
- Control Period 7 Plans
- ECML FNP
- AFA: Chinley, Sileby, Stamford, Sleaford, Beeston, Alfreton

Further activity included:

- Received and responded to Stakeholders issues, meeting in person Parish Council leaders and District Council CEOs, and ensured credible feedback represented to DfT, TOCs, agencies as appropriate.
- Supported the EMC Director with Policy and Information to support EMC Exec Board, EM-APPG, and drafting of letters to ministers. On occasion deputised for EMC Director of Policy and Infrastructure on Rail Issues.
- Provided an overview presentation of EM Rail to EMC Low Cost CPD event for local authority planning officers.
- Observe and summarised numerous fiscal events, election and post-election visions, ORR data publications and PESA output for EM transport funding.
- Observed and summarised the ECML 'ESG' December 2025 timetable.
- Supported communications colleagues to enable 'MMLE Jobs' analysis and publication to best advantage– and made available to Network Rail.
- Produced a 2024-25 Look back Annual Summary and plan for 2025-26 (this document).

Examples of further Officer attendance activity included:

- Attended and Inputted observations at the regular DfT Team Meetings
- Attended and Inputted observations at the Fortnightly Midlands Connect – TfEM Collaboration Meetings

- Attended and Inputted observations at the DfT MML Programme Delivery Group (PDG)
- Attended and Inputted observations at the NR East Midlands Route Stakeholder Group (Chaired by NR EM Route Director)
- Attended and Inputted observations at monthly EMR Fleet Replacement Programme Oversight Panel (FRPOP)
- Attended and Inputted observations at monthly EMR Performance and Scorecard meetings
- Attended and presented at monthly East Midlands Councils team meets
- Observed Rail related House of Commons Select committees and Rail North and TfN Boards (where made available online)
- Attended quarterly Rail Investment Review Group 'RIRG' (for NR Eastern).
- Attended the 'Rail Forum' Board Calls and understood their collaborative activity across DfT, BEIS and Supply chain.
- Attended regular meets with the CrossCountry team including supporting the May 25 timetable benefits



Launch of TfEM report 'A Platform for Growth'



Key 2024-25 Images

4.0 Look Ahead:

This section provides a bulleted selection of forecasted activity for the 2025-26 year.

In previous years it has been relatively straightforward to identify what is required for the full year ahead. FY25-26 is the first year that will need to be planned as series of shorter-term plans that are agreed incrementally and sequentially based on being responsive to the short-term priorities of each quarter at that time. The specifics of these are hard to foresee and are dependent to an extent on government and Industry activity in the future. There are however a small number of work streams which are either consistent to previous years, or can confidently be planned at this stage, these are:

- Deliver the FY 2025-26 **professional services** work packages and ensure the outputs are presented to the TfEM Officer and Member Boards. Support the publication as appropriate across:
 - Lincoln Rail Improvement Strategic Case
 - EM City connectivity prioritisation
 - EM response to the Infrastructure and Transport strategies
 - EM Freight understanding
 - EM Transport and economic geography anchor document
 - GBR Strategic Statement for TfEM
- Continue the attendance and the input to the development of the **EMR long term strategy**. EMR has so far secured the timetable and depot resilience benefits of this work. EMR has chosen to progress medium-term fleet electrification as their main strategic pillar which will be built on in the year ahead. Officers will also continue to monitor EMR's implementation of the 'Abraham' timetable benefits alongside the ECML ESG. Finally, also monitor any emerging risks to the Aurora introduction programme and regional fleet refurbishment programme.
- Continued to service the established TfEM **quarterly governance meetings** to support well informed discussions at Board with clear recommendations. Support both the setup of the Rail function in GLCCA from May 2025, and support members emerging LTPs where appropriate.
- Continued to provide an East Midlands regional perspective into **industry consultations** that emerge. Respond on partners strategic plan development such as the planned Network Rail MML Route Study and the second phase of the ECML FNP.
- Receive, review and respond (by exception this year) on the EMR **2025-26 ABP** to the DfT. Observe lessons from early rail operator nationalisation programmes.
- Support TfEM to respond to the **Comprehensive Sending Review** in June 2025. Work with colleagues to understand the picture for rail in the East Midlands and consider new mitigation workstreams. Attend and collaborate on subsequent MC and NR workstreams and also support MCA rail investment plans.
- Produce a 2025-26 'look back' **Annual Summary** report, and plan for 2026-27.

Appendix 1 : Budget

Officer Recruitment Strategy and Budget Allocation

Resources originally scoped to employ a second officer continue to be utilised to form a larger research budget to contribute to the identified Annual Report activity and approved work packages. This has been the practice since the commencement of the RCA and has most recently been re-confirmed in writing in 2024, and through funding-approach briefings held in early 2025. It is not envisaged to recruit a second officer for any of the remaining years of the RCA. If this position on recruitment, or the alternative use of the annual budget contributions changes, then this will be raised in writing to funders by EMC.

Other Budget Assumptions:

- The RCA budget income is formed of annual funding contributions by Local Transport Authorities and DfT, along with an in-kind contribution by EMC.
- Contributions are subject to targeted adjustments by CPI each year.
- Despite the TfEM-DfT Collaboration Agreement not being signed until September 2020 there are pooled budget contributions and incurred costs from before this date in 2019-20 and 2020-21 that form part of the operational budget. The surplus carried over into FY2021-22 (the first full year with officer staff in post), the commencement surplus, was ~£100k.
- The surplus budget from previous years always rolls over to create a cumulative budget surplus for the start of future years. In major parts due to the decision not to recruit a second officer, and also the high commencement surplus - it is not envisaged this cumulative surplus will be fully eroded within the plan for the next year.

Year end 24-25 budget headlines:

- Total in year cash spend (exclusive of EMC in-kind fee) for year 2024-25 was £165,076 inclusive of:
 - Staff and Expenses
 - EMC direct contracts
 - Contributions to third party partners for their work packages
- At the time of writing, a single contribution for FY23-24 is still awaited from one member. This is assumed as a ~£12k delta; there is confidence this will be reconciled in full and add to the budget surplus - but is currently itemised separately in the forecasted figures.
- At the time of writing all the LTA contributions for FY25-26 are awaited as they have only just been invoiced. This is assumed as a ~£100,000 cumulative delta. There is confidence this will be reconciled in full and add to the budget - but is currently itemised separately in the forecasted figures.
- This will mean a total of £332,760k available to spend in 2025/26 less the outstanding income; or £444,760k inclusive of the outstanding income across the years.
- £90k is already committed for FY25-26 for EMC direct contracts with an additional 33% contingency increasing the ringfenced budget to £120k. There is no commitment yet for FY25-26 for contributions to third parties. Similar provision to last year is assumed for Staff and Expenses for FY25-26. This is a cumulative £220k commitment going into FY25-26.
- This means there is an immediate working surplus of £112,760 available for new commitments, rising to £224,760 for new commitments when the retrospective income is reconciled as received.

- Given there was a commencement surplus in year 21-22 of ~£100k there has been a circa £125k additional surplus added cumulatively across the 4 full years since, suggesting that net resources are about 15% above the run rate for fully operational years, in great part due to redirecting the originally provisioned resources for a second officer.
- The strategy for RCA budget final accounting will have to be proposed to members at the end of FY25-26 in order to be factored into partners own financial plans for FY26-27, with the transactions then enacted as planned within FY26-27.

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