

#### Board Meeting 29<sup>th</sup> September 2025 3.00pm to 4.30pm

#### Virtual Meeting via Microsoft Teams

#### **AGENDA**

- 1. Introductions and Apologies
- 2. Minutes & Actions of Board Meeting 10<sup>th</sup> June 2025\*
- 3. Appointment of Chair and Vice Chair
- 4. Presentation by National Highways
  - Speaker to be confirmed
- 5. 2025 Spending Review: Implications for the East Midlands\*
  - Update on TfEM-Midlands Connect Shared Priorities
  - Midlands Connect
- 6. East Midlands Rail Collaboration
  - Update from East Midlands Railway
  - Report of the Head of Rail Improvement\*
  - Future of the Rail Collaboration Agreement
- 7. Any Other Business
- 8. Dates of Future Meeting:
  - Monday 15<sup>th</sup> December 2025: 3.00pm 4.30pm

<sup>\*</sup>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 subnational 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 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 Wednesday 18<sup>th</sup> June 2025

#### **Virtual Meeting via Microsoft Teams**

#### **Minutes**

#### Present:

Mayor Sir Peter Soulsby (Chair)

Cllr Gale Waller

Cllr Michael Cheyne

Cllr Chris McGiffen

Cllr Richard Butler

Cllr Linda Woodings

Cllr Charlotte Hill

Lincolnshire County Council

North Northamptonshire Council

West Northamptonshire Council

Nottingham City Council

Derbyshire County Council

#### In attendance:

Chris Wragg North Northamptonshire Council

Chris Carter Nottingham City Council
Ann Carruthers Leicestershire County Council

Andrew L Smith Leicester City Council
Penny Sharp Rutland County Council
Verna Bayliss Derby City Council

Joe Battye Derbyshire County Council
David Atkinson Harborough District Council

Ellie Burrows Network Rail Mark Budden Network Rail Gavin Crook Network Rail

Will Rogers East Midlands Railway
Laura Etheridge East Midlands Railway
Ian Doust National Highways
Victoria Lazenby National Highways

Louise Clare DfT

Mike Bull Midlands Connect
Sarah Spink Midlands Connect
Andrew Pritchard East Midlands Councils
Kyle William Butterworth East Midlands Councils

#### **Apologies:**

Cllr Carmel Swan Derby City Council

Cllr Bert Bingham Nottinghamshire County Council
Cllr Charles Whitford Leicestershire County Council

		ACTION
1.	Introductions and Apologies	
1.1	The Chair welcomed newly elected Members to the Board and asked all those in attendance to introduce themselves.	
2.	Minutes & Actions of Board Meeting 10th March 2025*	
2. 1	There were no matters arising not covered by the agenda.	
2.2	The Draft Minutes of the last meeting were agreed as a correct record.	
3.	Introduction to TfEM*	
3.1	Andrew Pritchard gave a brief overview of TfEM from its inception in 2017 including:  The Board's Terms of Reference;  The TfEM-Midlands Connect Shared Infrastructure Priorities; and  The TfEM-DfT Rail Collaboration Agreement	
	The Chair emphasised the cross-party, collaborative nature TfEM's work	
4.	Update from Network Rail	
4.1	Ellie Burrows (MD of Eastern Region) and Mark Budden (Route Director for the East Midlands) gave an update on the work of Network Rail in the East Midlands	
4.2	<ul> <li>The structure of NRs Eastern Region, which covers four routes - one of which is the East Midlands;</li> <li>Network Rails six priorities: improving performance, value for money, modernisation, enhancements, working closely with train operators, and safety;</li> <li>Further detail on the East Midland Route which runs from the Lincolnshire Coast, down to London and across to Hinckley and Uttoxeter.</li> <li>East Midlands Route Priorities: Operational (performance, people, pounds) and Strategic (weather resilience, new EMR Trains, enhancements).</li> </ul>	
4.3	The Chair thanked Ellie and Mark for their contributions and suggested that any questions be taken under Item 6 of the agenda.	
5.	2025 Spending Review: Implications for the East Midlands*	
5.1	Andrew Pritchard introduced this item starting with an overview of the DfT funding settlements and the capital allocations made for roads, rail and HS2 to Birmingham made for the rest of the Parliament	
5.2	It was noted that no detail had been included in specific road schemes (other than the Lower Thames Crossing) and that there had so far been no rail enhancements identified for the East Midlands. Further detail on scheme priorities would be published by National Highways and Network Rail in the coming weeks.	

		ACTION
5.3	In terms of capital allocations for local transport: EMCCA has been allocated £2b (2027/28-2031/32), GLCCA £155m, Leicester £59m; Leicestershire £74m; North Northants £47m; Rutland £11m; West Northants £48m (all for 2026/7 to 2029/30).	
5.4	Andrew went on to describe progress against each of the eight TfEM-Shared priorities, along with details of collaborative activity recently undertaken.	
	Midland Main Line Electrification	
	Nottingham-Leicester-Coventry Rail Connectivity	
	Midlands-Leeds & North East Rail Connectivity	
	A46 Growth Corridor & Newark     A50/A500 Growth Corridor	
	<ul> <li>A50/A500 Growth Corridor</li> <li>A5 Growth Corridor</li> </ul>	
	Improving Safety & Reliability on the A1	
	M1 Junction 24 & Surrounding Area	
5.5	The level of any Government support for these priorities will be set out in Roads Investment Strategy (RIS) & Implementation Plan, and the Rail Network Enhancements Pipeline (RNEP) when these documents are published later 2025.	
5.6	Cllr Woodings welcomed the doubling of the rail service between Lincoln and Nottingham due to implemented in December 2025 but asked about progress on the line speed improvement proposal. Andrew explained that Strategic Outline Business Case for the scheme any implementation would be dependent on funding through RNEP.	
5.7	Cllr Woodings also highlighted lack of public transport accessibility between East Midlands Parkway and the Airport and the need for a direct bus service. Andrew noted that the resources allocated to EMCCA in the Spending Review could help to address this concern, but previous experience suggests a direct bus service may not be economically viable	
5.8	The Chair thanked Andrew for his report.	
5.9	The TfEM Board agreed to:	
	<ul> <li>Note the outcome of the 2025 Spending Review; and</li> <li>Note the note progress on the eight shared priorities and to endorse TfEM efforts to secure delivery.</li> </ul>	
6.	East Midlands Rail Collaboration	
6.1	The MD of EMC Will Rogers gave an update on the following points:	
	EMR context: Will explained the extent of EMR's services and the current mix of	
	regional and inter-city rolling stock.	
	• <b>Business Update:</b> New lifts at Alfreton opened to customers on Tuesday 3 June and will be initially open in a test environment to ensure reliability. During this time the lifts will be available during ticket office opening hours, with the exception of Sundays when they will not be available. EMR has achieved White Ribbon accreditation for the 3 <sup>rd</sup> year. New regional station shelters have been installed across Nottinghamshire,	

		ACTION
6.2 6.3 6.4	Staffordshire and Lincolnshire that harvest rainwater and are 100% recyclable. andNew solar panels have been installed at East Midlands Parkway station, reducing CO2 emissions by 16.2 tonnes. Measures to reduce ticketless travel have generated £1.9m over the last year.  Political Engagement: EMR is working closely with Combined Authorities and recently welcomed the SoST to Derby along with MPs and the EMCCA Mayor to announce the lowering of the minimum age for train drivers to 18. EMR held an event to mark the first refurbished c170 with local stakeholders and MPs.  Summer Skegness: EMR detailed the plan for delivering the Skegness Summer service this year, which will include utilising all available train fleet – and the use of supplementary bus services, which will take customers directly to Butlins.  Community Rail Week: EMR supported a range of events across the network between the 19 <sup>th</sup> and 25 <sup>th</sup> of May.  Timetable Changes: Limited adjustments were made in May, but bigger changes are expected in December resulting from 'Project Abraham', including doubling the service between Lincoln, Newark and Nottingham. Track access rights are currently being approved through Network Rail and then Office of Rail and Road procedures and EMR expect to hear back regarding approval for these changes in July.  Performance & Revenue: Recent Performance has been above the industry average although challenges remain around points failures and level crossing failures. Revenue has continued to grow. Weekday growth has been stronger than weekend growth due to planned weekend engineering works on the Midland Main Line across 6 weekends last quarter.  Fleet – Aurora & Refurbishments: Refurbishment of the c158 and c170 fleets are underway and the c360 refurbishment is in the detailed design phase. The refurbished interiors will resemble that of the new Auroras and give a new coherence to the EMR fleet. First Auroras due to come into service in late 2025.  TfEM's Head of Rail Improvement Kyle Butterworth then provided a brief update	
7.	Any Other Business	
7.1	None Notified	
8.	Dates of Future Meetings	
8.1	<ul> <li>Monday 29th September 2025: 3.00pm - 4.30pm</li> <li>Monday 15th December 2025: 3.00pm - 4.30pm</li> </ul>	

## Transport for the East Midlands 19th September 2025

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

#### 1. Introduction

1.1 This report provides an update on of the implications of Government's 2025 Spending Review for the East Midlands, following further announcements over the summer and early autumn.

#### 2. 2025 Spending Review

- 2.1 The Chancellor published her 2025 Spending Review on the 11<sup>th</sup> 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 The Spending Review itself only set out high level spending commitments. Key announcements included:
  - 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.
  - Investing £24 billion between 2026-7 and 2029-30 in roads.
  - Investing £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 funding to progress elements of the Midlands Rail Hub from Birmingham across the West Midlands and to the South West and Wales.
  - Investing £25.3 billion to deliver HS2 between London and Birmingham Curzon Street.
  - Investing £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, including allocations for highway maintenance.
  - Investing £2.3 billion in other Local Transport Authorities up to 2029-30
  - The Government will provide around £750m a year to maintain and improve bus services, including extending the £3 fare cap until March 2027.

- 2.3 Subsequently there have been a series of announcements that have provided further detail.
- 2.4 On the 8<sup>th</sup> July 2025 the Transport Secretary announced funding for over 50 road and rail enhancements including:
  - A46 Newark Northern Bypass (subject to DCO & value for money)
  - A38 Derby Junction (subject to value for money)
  - North Hykeham Relief Road (Lincolnshire)
  - A511 Growth Corridor (Leicestershire)
- 2.5 However at the same time it was confirmed that Ministers had paused indefinitely the remaining phases of Midland Main Line Electrification to prioritise funding on other schemes over the Spending Review period.
- 2.6 In relation to the Midlands Rail Hub, funding was confirmed or the West and Central elements of the Midlands Rail Hub for delivery in the mid-2030s (subject to planning consents and value for money). The additional enhancements required to deliver MRH East (serving Derby, Leicester and Nottingham) will be subject to a further business case and funding decision at a future date to be determined.
- 2.7 Minsters have also published the Government's Draft Road Investment Strategy for 2026 to 2031: Draft Road Investment Strategy 3, which sets out the Governments core objectives and confirms the total budget for the period of £25 billion. The final RIS strategy will be published before March 2025 and will define how this funding is split between capital and resource expenditure and outline the main categories of spend, including the schemes that will be delivered.

#### 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 As noted above the Government has confirmed electrification of the Midland Main Line will not progress beyond South Wigston during this Spending Review period. An exchange of letters between the Chair of TfEM and Ministers is contained in Appendices 1 and 2 of this report.

3.3 It is understood that some planned bridge works north of Leicester may continue to facilitate W10 gauge clearance for rail freight. However, whilst positive in the short term, this means that freight benefits will be discounted from any future business case for electrification.

#### Improved Rail Connectivity between Nottingham, Leicester, and Coventry

3.4 Midlands Connect launched a revised Strategic Outline Business Case (SOBC) for the project in Coventry of the 28<sup>th</sup> 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 would be required for the scheme to progress further towards delivery, which has not been forthcoming.

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

- 3.5 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.
- 3.6 Initial work has focussed on the costs and benefits of serving the East Midlands through making use if redundant platform capacity at the new Birmingham Curzon Street Station under construction, compared to the delivery of Midlands Rail Hub (MRH) East.
- 3.7 TfEM has been an active participant in the officer groups established by DfT to take forward the MYNE Study and submitted written evidence. A decision about how (if at all) to take this work forward has yet to be made by Ministers.

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

- 3.8 A Ministerial decision the Development Consent Order (DCO) for the A46 Newark Northern Bypass is due on the 1<sup>st</sup> October 2025.
- 3.9 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).
- 3.10 However, EMR will be implementing a doubling of the service along the Castle Line in December 2025 has part of the 'Project Abraham' timetable enhancements, adding 2,000 seats a day between Lincoln, Newark and Nottingham.

#### Improvements to the A50/A500 Growth Corridor

- 3.11 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.
- 3.12 However, any further strategic improvements to the corridor in the East Midlands will require RIS funding.

#### Improvements to the A5 Growth Corridor

3.13 Although National Highways have undertaken work to develop a strategic enhancement to the A5 between the M69 and the M42 (Hinckley and Tamworth), no further funding has been identified in the Spending Review. However, there is still potential for resources to be identified by National Highways to progress an improvement to the junction between the A5 and A426 at Gibbet Hill.

#### Improving safety and reliability on the A1

3.14 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 no plans to develop any additional enhancements.

#### Improving capacity around the M1 Junction 24

- 3.15 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 though the RIS process are unlikely before the early 2030s.
- 3.16 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 Midlands Connect

4.1 Following the recent Spending Review, DfT have decided to cease funding subnational transport bodies from the end of 2026/7. Whilst the Midlands Connect

- budget for 2025/26 remains untouched, DfT has told all STBs to expect transitional funding only for 2026/27, and at a substantially lower level.
- 4.2 It is understood that DfT has made this decision in the context of both the changing devolution landscape and the level of funding provided directly to local areas focusing on making sure locally elected leaders are empowered to lead on regional collaboration. The Spending Review also confirmed a 5% cut in resource (RDEL) funding for DfT.
- 4.3 DfT have tasked Midlands Connect with engaging with its Strategic Board and the wider Midlands Connect partnership to consider the future model of collaboration, and then to present any proposals to the DfT by the end of 2025. These proposals will inform discussions about the level of transitional funding Midlands Connect will receive for 2026/7.
- 4.4 As a result, the Midlands Connect CEO will be reaching out to mayors and council leaders over the coming weeks to seek views prior to resolving a collective position at the November meeting of the Midlands Connect Strategic Board. There will also be engagement with officers through MCs Transport Advisory Group and Steering Group.

#### 5 Recommendations

- 5.1 Members are asked to
  - note the further outcome of the 2025 Spending Review and to direct officers accordingly

Key Contact:
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andrew.pritchard@emcouncils.gov.uk





Rt Hon Heidi Alexander MP Secretary of State for Transport Great Minster House 33 Horseferry Road London SW1P 4DR dft.ministers@dft.gov.uk

22<sup>nd</sup> July 2025

**Dear Secretary of State** 

#### MIDLAND MAIN LINE ELECTRIFICATION & RAIL IN THE EAST MIDLANDS

We are to writing express our dismay at the Government's decision to 'pause' indefinitely Midland Main Line electrification, and the lack of any strategic alternatives for improving rail infrastructure in the East Midlands identified in the Spending Review.

The Government's decision is the latest in a long line of delays and cancellations to a project that has so far taken 44 years to extend from London to just south of Leicester – only 60% of the length of the line through to Sheffield.

Halting the project now appears to make little sense in terms of the Government's objectives for the Spending Review. It is a 'shovel-ready' project that could have been largely delivered within this Parliament, it supports highly skilled jobs in the strategically important but vulnerable rail supply chain sector and contributes to the Government's core missions of growth and de-carbonisation.

Recent sections from Kettering to South Wigston have been delivered on time and on budget and at a substantially lower unit cost than previous electrification projects, in sharp contrast to rail schemes elsewhere in the country which have spiralled out of control, but which continue to be funded – most notably HS2 in the West Midlands.

The Government's decision will have significant consequences. As Rail Forum and the Rail Industry Association have articulated<sup>1</sup>, there is a real threat to local jobs, skills and business viability. Councils have spent time and money working with Network Rail to demolish and rebuild road bridges along the route for now no obvious purpose. We are also very concerned about the impact on Network Rail's renewals programme in the East Midlands, which is predicated on sharing the cost of track access with the electrification project.

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<sup>&</sup>lt;sup>1</sup> Rail industry bodies urge action on Midland Main Line electrification, after 'pause' - Rail Forum





Over the longer term, full electrification of the Midland Main Line would enable the introduction of next generation battery-electric regional trains (already deployed in Merseyside) across the whole of the East Midlands. We are currently the most diesel-dependent region in Great Britain. EMR is being forced to refurbish its fleet of 25–35-year-old diesel regional trains to keep services running for another decade because of the lack of any alternative.

Despite having a robust economy and experiencing rapid population growth over the last decade, the East Midlands has received the lowest level of transport funding per head of any UK region or nation for much of the last 20 years – currently just 58% of the UK average<sup>2</sup>. Consequently, our rail network is 'sparse, infrequent, unreliable, and poorly used'<sup>3</sup>. It is also on a cost-per-mile basis, amongst the most expensive to use in the country - particularly on the Midland Main line.

This all begs a fundamental question; if electrification does not proceed within this Parliament, what is the Government's vision for the future of rail in the East Midlands?

Yours sincerely

Cllr Sean Matthews Leader of Lincolnshire CC & Chair of EMC

Sir Peter Soulsby City Mayor of Leicester & Chair of TfEM

Cllr Tricia Gilby

Cllr Tricia Gilby Leader of Chesterfield Borough Council & Vice Chair of EMC

<sup>&</sup>lt;sup>2</sup> Public Expenditure Statistical Analyses 2024 - GOV.UK

<sup>&</sup>lt;sup>3</sup> A-Platform-for-Growth (3).pdf



Councillor Sean Mathews Leader of Lincolnshire CC & Chair of EMC

Sir Peter Soulsby City Mayor of Leicester & Chair of TfEM

Councillor Cllr Tricia Gilby Leader of Chesterfield Borough Council & Vice Chair of EMC Item 8, Appendix (d)

**Lord Hendy of Richmond Hill** Minister of State for Rail

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Our Ref: MC/00045219

15 August 2025

Dear Cllr Mathews, Sir Peter and Cllr Gilby,

Thank you for your joint letter of 22 July, to Rt Hon Heidi Alexander MP, Secretary of State, about Midland Main Line (MML) electrification and rail in the East Midlands. I am replying as the Minister for Rail.

I appreciate the continuing support received from East Midlands Councils and Transport for the East Midlands for electrification of the MML and understand that the decision to pause the next phase of electrification will be disappointing.

The Spending Review settlement has shown the Government's commitment to investment in rail and in schemes that support economic growth. It represents an increase in funding compared to what has been spent on rail enhancements in recent years. However, Network Rail's enhancements portfolio was significantly oversubscribed and we needed to make difficult decisions to reach an affordable and sustainable position.

The remaining section of MML route electrification to Nottingham and Sheffield, via Derby, is lower value for money, partly due to rising costs, and partly as a consequence of having already delivered substantial electrification. I want to reassure you that the decision to pause this work does not mean that I am not committed to full electrification of the MML, but schemes that would have a more significant impact on economic growth have been prioritised as part of this Spending Review.

As you will appreciate, there is not a 'one-size-fits-all' approach to decarbonising our railways and we will require a range of options to achieve our goals. Continued electrification is part of that strategy and I will ensure that electrification of this final section of MML is kept on our pipeline of enhancement projects for further consideration when funding discussions are being held. I have asked that Network Rail conclude its current activities in a way that enables work to be subsequently utilised, as and when electrification on the route is re-started.

The benefits of electrification can only be fully realised when the rolling stock strategy is aligned with the traction strategy and this Government has committed to develop a long-term strategy for rolling stock and associated infrastructure. This work will include consideration of the likely long-term future rolling stock needs across the network, including the East Midlands Railway regional diesel multiple units and the opportunities for different traction types including battery electric trains.

It is important that we have a resilient and productive rail supply chain that invests in skills, technology, and innovation to reduce costs and increase competitiveness. Under the strategic leadership of Great British Railways, there will be more coordination between track and train, a centralised point of contact and more certainty for rail suppliers.

Despite the pausing of further electrification of the MML, support for other transport schemes in the East Midlands was confirmed as part of the Spending Review, specifically the following road schemes: A38 Derby Junctions scheme, A46 Newark Bypass scheme, and the A511 Growth Corridor. We are also continuing to invest in upgrades to the East Coast Main Line. These upgrades will deliver increased capacity and frequency on long distance services, a reduction in journey times and support the rollout of electric rolling stock along this vital route.

Thank you again for your letter and I hope you find this response helpful.

Yours sincerely,

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Peter, Lord Hendy of Richmond Hill

MINISTER OF STATE FOR RAIL

### Transport for the East Midlands 29th September 2025

Item 6b: Report of the Head of Rail Improvement

#### 1. Introduction

1.1 This report updates members on the implementation of the Rail Collaboration Agreement<sup>1</sup> between TfEM and Department for Transport across Rail Operations, Rail Enhancements, and Rail Industry, Reform and Policy.

#### 2. Government and Policy

- 2.1 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. West Midlands Trains who operate services inclusive of Northamptonshire in the East Midlands will be nationalised in February 2026<sup>2</sup>.
- 2.2 In the period the Government published their promised 10-year Infrastructure Strategy<sup>3</sup> and associated pipeline<sup>4</sup>. For rail, this confirms that there are no Westminster plans for any new infrastructure interventions in this region at this time.
- 2.3 We await the separate publication of the Governments Transport Strategy.
  Representations by TfEM were made in early 2025 based on the principles agreed at the December 2024 TfEM Board.
- 2.4 The most recent HM Treasury Public Expenditure Spending Analysis (PESA) for 2023-24 was published in the period. For the East Midlands and its transport and rail context it confirmed:
  - Funding per head in the EM on transport was 54% of the UK average.
  - Funding per head in the EM on rail was just over 40% of the UK average, a drop from the 46% allocated last year, and only a third of that achieved in the WM to whom the gap each year is widening.
  - England's rail spend per head is up 7% on the previous year whilst EM rail spend per head is down -5.4%. The EM has seen 3 consecutive years of reductions to rail funding on a per head basis; the only region where this trend applies.

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

<sup>&</sup>lt;sup>2</sup> https://www.modernrailways.com/article/west-midlands-trains-enter-public-ownership

<sup>&</sup>lt;sup>3</sup> https://www.gov.uk/government/publications/uk-infrastructure-a-10-year-strategy

<sup>4</sup> https://pipeline.nista.grid.civilservice.gov.uk/future

- The opportunity loss to the EM from not being funded at average levels for rail over the past 3 years is £3.3bn; and contributes 74% of the calculable EM funding shortfall for transport as a whole in the past 3 years and so is dominant.
- DfT capex funding in England has grown in each of past 3 years (22,458m, 23,509m, 24,908m). It is a choice to in the same period, decrease the EM rail investment for the same years (930m, 911m, 873m). The EM is one of only two regions to only receive less than 4% of the share of transport capital investment in past 5 years (along with N.East).
- Looking ahead, budgets for DfT capex investment remain broadly steady at circa £22bn a year each year to 2029-30 (split Transport £15bn and HS2 £7bn). The average ratio of capex to opex in the UK is always a higher share than the same ratio observed in the East Midlands. In the most recent year, it was 64% (UK) and 59% (EM). So the EM spends a higher than average share (of the little money it does get) on renewals/maintenance/operational support, rather than enhancement. This is particularly stark for characterising the widening gap between the EM and the average in terms of *improving* rail.
- In terms of comparative rankings of funding, the East Midlands region is the lowest for transport overall (9th) and has no identifiable sub-area of strength, being ranked comparatively low for investment per head into all major modal types.
- 2.4 East Midlands Councils published its wider response to the figures as per the paper within the Appendix.
- **3. Operational Update** (Note: Members will receive a briefing from EMR at the Meeting)

#### EMR Strategy and Fleet Replacement Programme

3.1 The first new intercity Hitachi Aurora trains, originally scheduled for passenger service into the East Midlands in 2022, are now planned to be in service in December 2025, delayed from the previously reported target of September 2025 due to new technical issues identified<sup>5</sup>. The issue with further delay is now amplified due to the fixed date when the existing Meridian units will be taken out of service in the East Midlands. The Meridian units will leave EMR to go to First group to be prepared to operate open access services in other regions. From September Midland Mainline passengers will see EMR operate their intercity service with a further shortfall of rolling stock, compounding the retirement of the class 180 fleet two years ago, which were previously operated in tandem with the Meridians. EMR have communicated their plan to minimise the impact on passengers as per the letter in the Appendix. Any further delays to receipt of high performing trains beyond the latest plans will risk increasing the shortfall of units for EMR even further still, as more Meridans are to be removed in Spring 2026. Even if initial new units are introduced sufficiently, delays to receipt of later units could expose a new unit shortfall later in 2026 and/or a lengthening of the date by when the whole

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<sup>&</sup>lt;sup>5</sup> (REF: MR "222 replacement 'fluid"")

- fleet will be in operation. So it is the whole plan that is constrained by the fixed dates imposed for the release of the existing Meridians.
- 3.2 At the time of writing, two Aurora units are now on lease to EMR, with Driver training commenced. At the time of writing no units were yet accepted for passenger use.
- 3.3 Following the launch of EMRs refurbished class 170 unit last period, EMR launched their second example of their refurbished regional trains, the class 158. The refurbishment for their first class 360 unit is still ongoing. Across all regional classes the refurbishment for the fleet programme will continue across at least two more years. 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 compared to today's services.
- 3.4 Looking ahead, December sees a significant regional timetable restructure for EMR. It will see the TfEM priority of two-trains-an-hour delivered between Lincoln and Nottingham in December 2025 on weekdays between 0600 and 1800. EMR provide a useful summary included with the Appendix.
- 3.5 EMRs timetable restructure in December will be in union with the restructure of operating patterns on the East Coast Mainline. This sees a new change communicated since the timetable previously advised. There will now be a reduction in Lincoln to London services on a Sunday by 1 service, down from 5 per day (as operate today) to 4 per day (from December). NR have written to the ORR to offer a recommendation to monitor the suite of December changes for any resulting performance decrements, with a review of all implemented changes proposed to occur in 2026<sup>6</sup>.
- 3.6 With the disappointing decision to pause any further electrification of the Midland Mainline through EMRs network, EMR will need to revisit their previous plans for long term fleet replacement, as previous proposals assumed electrification of the MML would be in place. 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 regional fleets in the next decade would ideally be decided in broadly the next planning cycle. In the absence of any alternative industry or governmental plans for rail improvement in the East Midlands, the TOCs own strategy for looking at this horizon in the East Midlands is pertinent.

<sup>6</sup> ttps://www.orr.gov.uk/sites/default/files/2025-07/2025-07-22-network-rail-representations-s22a-tuk-em-19th-sa.pdf

#### **Performance**

- 3.7 For period 4 (22<sup>nd</sup> June 19<sup>th</sup> July), EMR performance was 75.8% for T-3 punctuality against an 83.9% national average<sup>7</sup>, so 8 percentage points worse than the national average.
- 3.8 EMR offered 2.3% of TOC on Self cancellations against an NRC upper target of 1.5%. The ToS cancellations is within a context of a 3.3% all-cancellations period score which is what customers experience.
- 3.9 In period 4, EMR offered short formations of 1.1% against an upper tier target of 0.9%.
- 3.10 With regard to EMRs ambitions to reduce ticketless travel and improve revenue performance they have revisited their plans for Nottingham Station footbridge. From Monday 18 August, access to platforms via the footbridge will be restricted between 19:00 and 06:00. During these hours, all rail users must access platforms through the main station concourse and ticket gates. The footbridge will continue to serve as a public right of way 24/7.8

#### 4 Rail Enhancement Projects Update

#### Electrification

- 4.1 The HMT Spring (June 2025) Spending Review confirmed that electrification of the Midland Mainline beyond South Wigston would be paused with no communicated date or criteria for any foreseeable un-pausing. This is effectively a cancellation of any plans in this Parliament to further electrify the MML.
- 4.2 TfEM responded with a letter to the Secretary of State (included within the meeting papers). The point that the letter reflects about the absence of any Government forward commitment to, or plan for, rail infrastructure enhancement in the East Midlands is pertinent. A response was received from the Rail Minister (also included in the meeting papers). The disappointment about MML electrification cannot observably be countered with any alternative rail pledge or plan at this stage. In this context it is right that the 'TfEM Shared Vision' for transport investment priorities will be refreshed for a 2026 re-launch.
- 4.3 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. With the recent decision to pause the electrification of the MML there are

4

<sup>&</sup>lt;sup>7</sup> https://www.networkrail.co.uk/who-we-are/how-we-work/performance/railway-performance/

<sup>8</sup> www.bbc.co.uk/news/articles/c3r4xl2vnp2o

now no committed rail infrastructure improvements for the East Midlands, so this Network Rail advice could now be viewed with renewed importance.

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

- 4.4 Safeguarding of the East Midlands land parcels for the HS2 phase 2b corridor were lifted in the period by the Secretary of State<sup>9</sup>.
- 4.5 Of note, HS2 Phase 1 continues in construction and includes a seven-platform station at Birmingham Curzon Street and junctions east of Birmingham that were designed to accommodate previous plans for 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.
- 4.6 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. A proposed input by TfEM to these developments is offered in section 5.6 of this paper.

#### Other Infrastructure

- 4.7 An ORR report has identified that Network Rail has already experienced funding pressure in the first year of its Control Period from factors including higher-than-expected inflation<sup>10</sup>. Compared to Network Rail's initial delivery plan, it is now planning fewer renewals in Year 2 and across CP7 nationally. Reduced renewals risks additional deterioration of railway assets which may lead to more asset failures and therefore disruption to train services in the long-term. The specific impact to the East Midlands is unclear. Relevantly, we are aware that the important Swinderby Signalling renewals are still experiencing uncertainty in delivery timescales.
- 4.8 It has been announced by DfT that some surplus railway land near stations will be used to build houses, with Nottingham among the first to be identified under the

<sup>9</sup> https://www.gov.uk/government/speeches/hs2-6-monthly-report-to-parliament-july-2025

<sup>10</sup> https://www.orr.gov.uk/annual-assessment-network-rail-2024-2025?s=03

- plans. The DfT has launched a new company, Platform4, with a stated plan for 200 new homes in Nottingham<sup>11</sup>.
- 4.9 Launched on the 1<sup>st</sup> of September, EMR is the first (in England) to trial GPS pay-as-you-go ticketing. Operating between Leicester, Derby and Nottingham, the system tracks journeys via mobile and automatically charges the best-value fare removing the need to pre-purchase tickets or worry about getting the right one<sup>12</sup>.

#### 5 Rail Reform, Industry & the TfEM Work Programme

#### 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 to Mayoral Strategic Authorities (MSAs) when GBR is established. GBR is currently planned to be stood up in 2027. A separate paper is presented this quarter on how the budget of the Rail Collaboration Agreement is to be managed for this transition.
- 5.2 The Rail Reform Bill is targeting a Parliamentary debate process in the late summer of 2025. In the period, Shadow GBR Officers briefed at an RIA event 'The Future of Rail: Devolution' also including a keynote from Mayor Clare Ward. This event offered new insight to GBRs latest thinking on Mayoral Strategic Authority (MSA) partnerships, which included their identification of the most fertile areas for partnerships. A snapshot slide that was used is included in the Appendix. One observation is that at the time of writing there is still no clarity on what the 'statutory role' for MSAs will be.
- 5.3 In September the current DfT Market teams who commercially administrate the contracts with the TOCs are transferring out of the DfT to another part of the Civil Service, the DfT Operator (DfTO)<sup>13</sup>. A small DfT team will have a new relationship with a larger DfTO until that is subsumed within the future GBR. This shows at least the intent to start to make the organisational changes needed to deliver on reform. There is little practical impact to TfEM foreseen; the TfEM Collaboration Agreement is with the Secretary of State.

#### <u>Industry</u>

5.4 The new DfT Permanent Secretary has been named as Jo Shanmugalingam who was the previous Joint Permanent Secretary. The new Network Rail CEO has been

<sup>11</sup> https://www.gov.uk/government/news/first-time-buyers-to-benefit-from-40000-new-homes-on-brownfield-railway-land

 $<sup>^{12}\</sup> https://www.gov.uk/government/news/cutting-edge-rail-ticket-technology-to-be-trialled-across-the-midlands-and-north$ 

<sup>13</sup> https://www.theguardian.com/business/2025/jul/27/hundreds-of-dft-civil-servants-to-be-moved-to-state-owned-rail-operator

- named as Jeremy Westlake who was the previous CFO. Robin Gisby will also be moving on from leading the DfTO with a successor yet to be named.
- 5.5 Alstom's new 'Adessia' commuter platform will be based out of Derby Litchurch Lane. Alstom has won contracts for the platform in North America. For any UK orders they will be designed, engineered, manufactured and tested at Derby<sup>14</sup>.

#### TfEM Work Programme

- 5.6 TfEM Officers have been supported to produce the latest communication document on rail priorities 'Keeping Pace: Enhancing Lincoln City's rail connectivity, both now and in the near future'. Please see inclusion of the draft in the Appendix. It reflects a regional priority for improved rail connectivity for Lincoln City, especially to the rest of the East Midlands and London. It amplifies that hard won improvements are being delivered this December. It reflects that there is more for the railway to do to 'keep pace' with a dynamic Lincoln City and ensure regional scale connectivity by rail is at the forefront of future plans. An endorsement is sought to finalise and then publicly communicate this document.
- 5.7 TfEM officers have been supported with new evidence for TfEMs city connectivity by rail priorities. This draft data currently indicates (when caveating the assumptions that underpin the exercise), that improving rail connectivity between Derby, Leicester and Nottingham to Birmingham and the wider Black Country is the largest economic opportunity, with Yorkshire and the North West consistently in second and third place as priorities for each of Derby, Leicester and Nottingham. The exception is Lincoln where improving rail connectivity to London and Yorkshire appears the economic priority. This evidence will be reviewed and read in conjunction with other emerging evidence to consider the next steps for TfEM. In particular it will feed into the process for revising the TfEM 'Shared Vision' for transport priorities document in 2026.
- 5.8 TfEM Officers and their consultants will now be moving on to the next stage of plans which includes providing evidence and communications documents for TfEM on Freight, GBR, and a broader economic geography and transport document.

#### 6 Recommendations

6.1 The TfEM Board are invited to:

<sup>&</sup>lt;sup>14</sup> https://www.modernrailways.com/article/alstom-use-derby-new-commuter-train-platform-construction

- Endorse TfEM Officers to finalise and then publicly communicate the Lincoln City rail improvement document 'Keeping Pace'.
- Note the quarterly board report and appendices.

#### **Key Contact:**

Kyle William Butterworth, Head of Rail Improvement Kyle.Butterworth@emcouncils.gov.uk

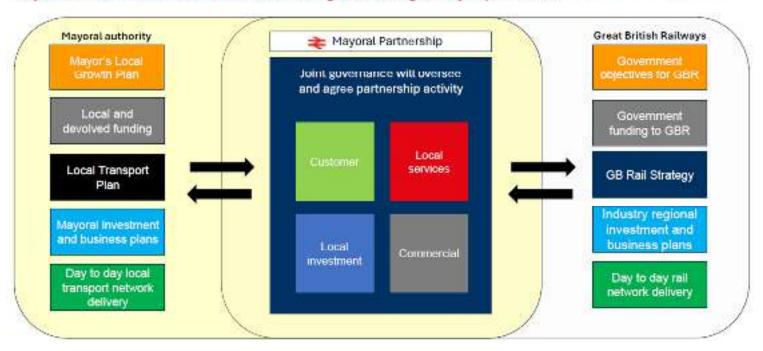
#### **Appendices:**

- APPENDIX A PESA Summary (EMC publicised analysis)
- APPENDIX B EMR Letter Aurora Transition
- APPENDIX C EMR December Timetable Summary
- APPENDIX D GBR Mayoral Partnerships Slide
- APPENDIX E TfEM Draft Document 'Keeping Pace'

#### APPENDIX D: GBR - Mayoral partnerships slide

#### GBR and its partners will collaborate to develop and agree rail outcomes

GBR and mayoral authorities have their own objectives, funding and powers. Partnerships provide a process to agree local objectives and advance mutual interests while retaining these existing delivery responsibilities.



#### **Headline Regional Overview**

Population:	>	5 million	>	Bigger than Wales + NI
Businesses:	>	368,000	>	6.5% of the UK total
GDP (2022):	>	£157bn	>	5.8% of the UK total
Employment Rate:	>	74.3%	>	UK = 75.2%
Median weekly earnings:	>	£684	>	UK = £728
Manufacturing jobs:	>	10.6%	>	UK = 7.0%
Unemployment:	>	5%	>	UK = 4.7%

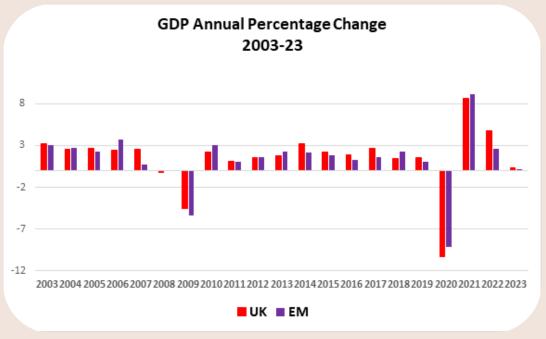
- The East Midlands is now a region of 5.0 million people (bigger than Wales & Northern Ireland combined) and 368,000 businesses[1].
- Total regional output in 2022 (as measured by GDP) was £157bn, equivalent to 5.8% of the UK economy.
- The East Midlands employment rate has recently (May 2025) slipped just below the UK average at 74.3% (UK=75.2%).

- Median weekly earnings are below the UK average: £684 pw compared to £728pw 2024).
- 10.6% of the workforce work in manufacturing, compared with 7.0% for the UK – although this percentage has declined significantly over the last 20 years.
- The region's unemployment rate has risen recently to just above the UK average: currently at 5% compared to 4.7%. (May 2025).



#### Growth

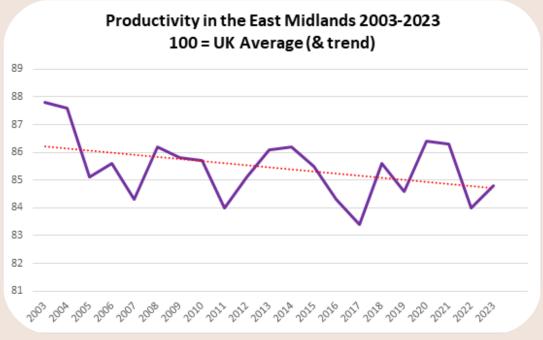
GDP growth in the East Midlands over the last 20 years has been better than most other regions/ nations and generally close to the UK average.



Source: Regional gross domestic product: all ITL regions - Office for National Statistics

#### **Productivity**

Productivity has remained below the UK average over the last 20 years and has been on a declining trajectory relative to the UK - currently to 84.8% in 2023[2].



Source: Annual regional labour productivity - Office for National Statistics (ons.gov.uk)

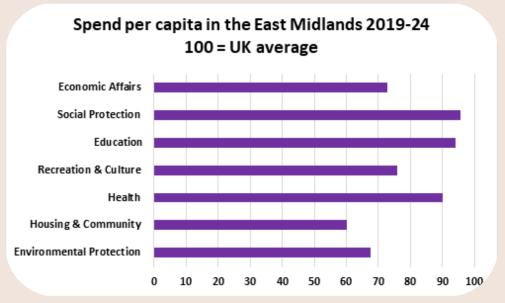


#### Growth

The population of the East Midlands grew by 7.7% in the period 2011–21: at the same rate as London and faster than the South East and the West Midlands. The latest sub-national population projections suggest that above English average growth is set to continue, with the East Midlands population expected to rise by 6.75% between 2022 and 2023[3]. The region has therefore been growing its economy by growing its population – not by becoming more productive.

#### **Public Investment**

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 2019-24 total spend per head in the East Midlands on the functions listed below were all below the UK average.



Source: <u>CP 1363 - Public Expenditure Statistical Analyses 2025</u>

Table 1 shows the total identifiable expenditure on services per head in real terms, 2019–20 to 2023–24; examples include spending on health, transport, economic affairs, education, and social protection.

Between 2019-20 to 2023-24, total expenditure on services has remained consistently below the UK and England averages.

If the Northern Powerhouse is seen as a primary competitor, then it's certainly out in front (£1,422 per head better funded than the East Midlands).

And there's an imbalance within the pan-Midlands partnership with the West Midlands, at a £924 per head better off, faring comparatively better.



Table 1: Total Expenditure on Services (Real Terms, £ per head)						
	2019-20	2020-21	2021-22	2022-23	2023-24	
London	11,059	15,583	13,711	14,425	14,842	
North East	10,470	13,518	12,121	13,035	13,593	
North West	10,100	13,469	12,126	12,919	13,297	
UK	9,947	13,370	11,852	12,572	12,958	
England	9,650	13,095	11,491	12,243	12,625	
West Midlands	9,582	12,765	11,369	12,158	12,527	
Yorks & Humber	9,363	12,504	11,001	11,847	12,185	
South West	9,190	12,541	10,799	11,480	11,936	
East	9,042	12,395	10,645	11,378	11,730	
South East	8,934	12,278	10,608	11,285	11,613	
East Midlands	8,884	12,037	10,470	11,245	11,603	

Table 2 show the level of expenditure on economic affairs, per head for 2019–20 to 2023–24. This area of expenditure includes enterprise and economic development, science and technology, employment policies, agriculture, fisheries and forestry, and transport. 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 (£451 less per head at 2023–24 prices), and 30% less than the West Midlands.

Leaving aside 2021-22 data that is inflated for all regions as a result of Covid support programmes and funding, the overall trend remains a concern with the significant gap between the East Midlands and England as a whole now evidently 'baked in'.



Table 2: Expenditure on Economic Affairs (£ per head)						Per Head (indexed)
	2019-20 2020-21 2021-22 2022-23 2023-					
London	1,412	4.334	2,367	2,687	2,139	161
UK	959	3,051	1,472	1,827	1,332	100
England	928	3,054	1,440	1,796	1,311	98
West Midlands	843	2,708	1,325	1,702	1,249	94
South East	1,025	3,087	1,441	1,779	1,300	98
North West	784	2,747	1,334	1,726	1,261	95
East	965	3,090	1,392	1,723	1,252	94
North East	742	2,538	1,138	1,624	1,118	84
Yorks & Humber	710	2,625	1,114	1,488	1,025	77
South West	771	2,808	1,138	1,454	991	74
East Midlands	659	2,543	1,011	1,385	881	66

In monetary terms, over the 5 year time frame covered by the PESA 2025 publication, the difference between East Midlands levels of funding against the UK average equates to be approximately £10.8bn in loss of funding, and £6.7bn less than the level received by the West Midlands region.

Table 3 shows levels of transport investment. There are a number of evident trends:

1.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 10+ years.

- 2. Transport spending in the East Midlands has now declined to just 54% of the UK average for 2023/24, the lowest level of any UK region or nation.
- 3. The disparity in levels of investment spend per head between the East Midlands (£368) and the West Midlands (£687) continues to widen. This is likely due to large-scale infrastructure programmes including HS2, several new local rail stations and related highways investment.
- 4. If the region was funded at a level equivalent to the England average over the 5 years (2019-20/2023-24), a not unrealistic target, the East Midlands would have received an extra £7bn to spend on transport investment and services.



Table 3: Expenditure on Transport (£ per head)						Per head (indexed)
	2019-20 2020-21 2021-22 2022-23 2023-2					
London	827	1,410	1,244	1,279	1,313	191
West Midlands	466	592	626	468	706	103
UK	496	729	656	655	687	100
England	487	736	652	651	693	101
North West	361	595	629	676	729	106
South East	529	479	646	584	628	91
East	468	692	609	556	599	87
North East	361	568	469	541	541	79
Yorks & Humber	331	525	419	432	495	72
South West	338	479	405	387	429	62
East Midlands	299	459	369	349	368	54

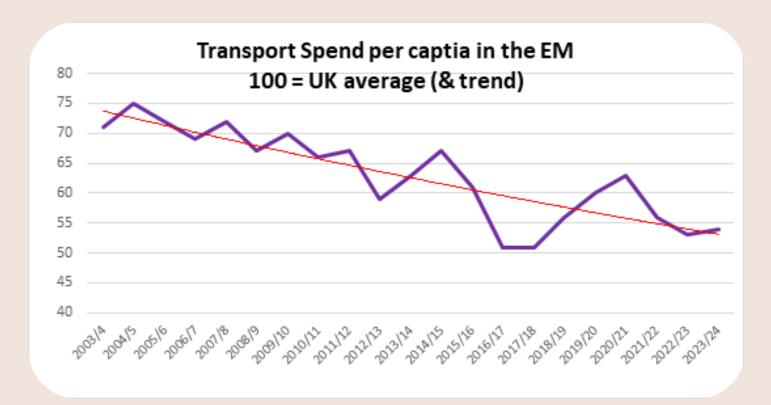




Table 4 shows levels of rail investment over the period 2019–20 to 2023–24. The disparities here are even greater. In 2023–24 the East Midlands spending on rail was only just over 40% of the English average and barely a third of that in the West Midlands. In cash terms compared to the English average, the East Midlands lost out by a little under £1.3b last year and by about £5.2b over the last 5 years.

The recent indefinite 'pausing' of Midland Main Line electrification is likely to reinforce these disparities.

	Table 4: Expenditure on Railways (£ per head)						
	2019-20	2020-21	2021-22	2022-23	2023-24		
London	653	925	842	952	1,047		
West Midlands	288	388	473	510	477		
England	275	427	388	403	432		
North West	243	338	352	384	440		
South East	249	446	328	321	327		
East	233	433	363	320	359		
North East	111	201	183	213	264		
Yorks & Humber	130	240	228	206	223		
South West	148	230	195	163	178		
East Midlands	119	213	190	185	175		

The figures and analysis set out in this note present a challenge to the Government, new and emerging combined authorities and Government funded transport bodies to demonstrate the impact of a collective approach.



Published by East Midlands Councils July 2025



#### EAST MIDLANDS RAILWAY

East Midlands Railway (EMR) Locomotive House, Locomotive Way, Derby, DE24 8PU

Andrew Pritchard and Kyle Butterworth East Midlands Councils Pera Business Park Nottingham Road Melton Mowbray Leicestershire LE13 oPB

Will.Rogers@eastmidlandsrailway.co.uk

17 September 2025

Dear Andrew and Kyle,

#### Preparing for Aurora – A new era of rail travel for East Midlands Railway

East Midlands Railway (EMR) is entering an exciting new phase of its fleet transformation, marking a major milestone on the journey to launching our brand-new Aurora fleet. This is the culmination of a landmark £400 million investment that will revolutionise rail travel between South Yorkshire, the East Midlands, and London St Pancras.

The Hitachi built bi-mode trains will transform the experience of customers as they travel on the Midland Main Line, with the first train entering service in 2025 and a phased roll-out continuing through 2026. The introduction of Aurora will bring a significant upgrade to the customer experience, delivering a cleaner, greener, and more comfortable railway. Customers can look forward to:

- Modern, spacious interiors with increased seating and improved comfort.
- Quieter, more energy-efficient trains that dramatically cut carbon emissions.
- Enhanced accessibility with upgraded features for customers with reduced mobility.
- Smart technology, including improved air conditioning, faster Wi-Fi, and improved customer information.
- Greater reliability and performance, supporting a more robust and resilient timetable.

Following a series of delivery delays, on Friday 8 August 2025, we reached a major milestone in our new trains programme with the formal acceptance of our first Class 810 train (unit 810008) from Hitachi, with our second train (unit 810009) following shortly after. This has allowed us to commence training our drivers and onboard crews and has propelled us closer to introducing our new trains. We're excited to continue working closely with Hitachi as further units are accepted and we move closer to introducing our new trains into service.

To maintain a reliable service during the transition period, over the winter a small number of EMR trains will run with fewer carriages than usual, and we plan to suspend seat reservations on some services. This will help us manage the transition from our existing trains to the new Aurora fleet in a controlled way, as three Class 222 trains are returning to the leasing company between September and December 2025, before transferring to Lumo.

These adjustments are being carefully designed to prioritise key services and minimise disruption for our customers, and we are working closely with our industry partners to maintain service continuity. We are also putting measures in place to help manage demand across our network and to support customers in planning their journeys.



#### EAST MIDLANDS RAILWAY

East Midlands Railway (EMR) Locomotive House, Locomotive Way, Derby, DE24 8PU

These temporary changes are a necessary step as we revolutionise our fleet. Our focus remains on delivering a safe and reliable service as we introduce this once-in-a-generation upgrade.

We're committed to keeping our customers moving during this period with minimal disruption. If you would like to discuss these temporary changes in more detail, I would be pleased to arrange a meeting at your convenience.

Thank you for your patience and support as we prepare to welcome the Aurora fleet beginning in 2025. A brighter future for railway customers in South Yorkshire and the East Midlands is on the horizon.

I will be in touch shortly with details of an Aurora Preview Event, offering you an exclusive first look at our new trains.

Kind regards,

W. Reyers

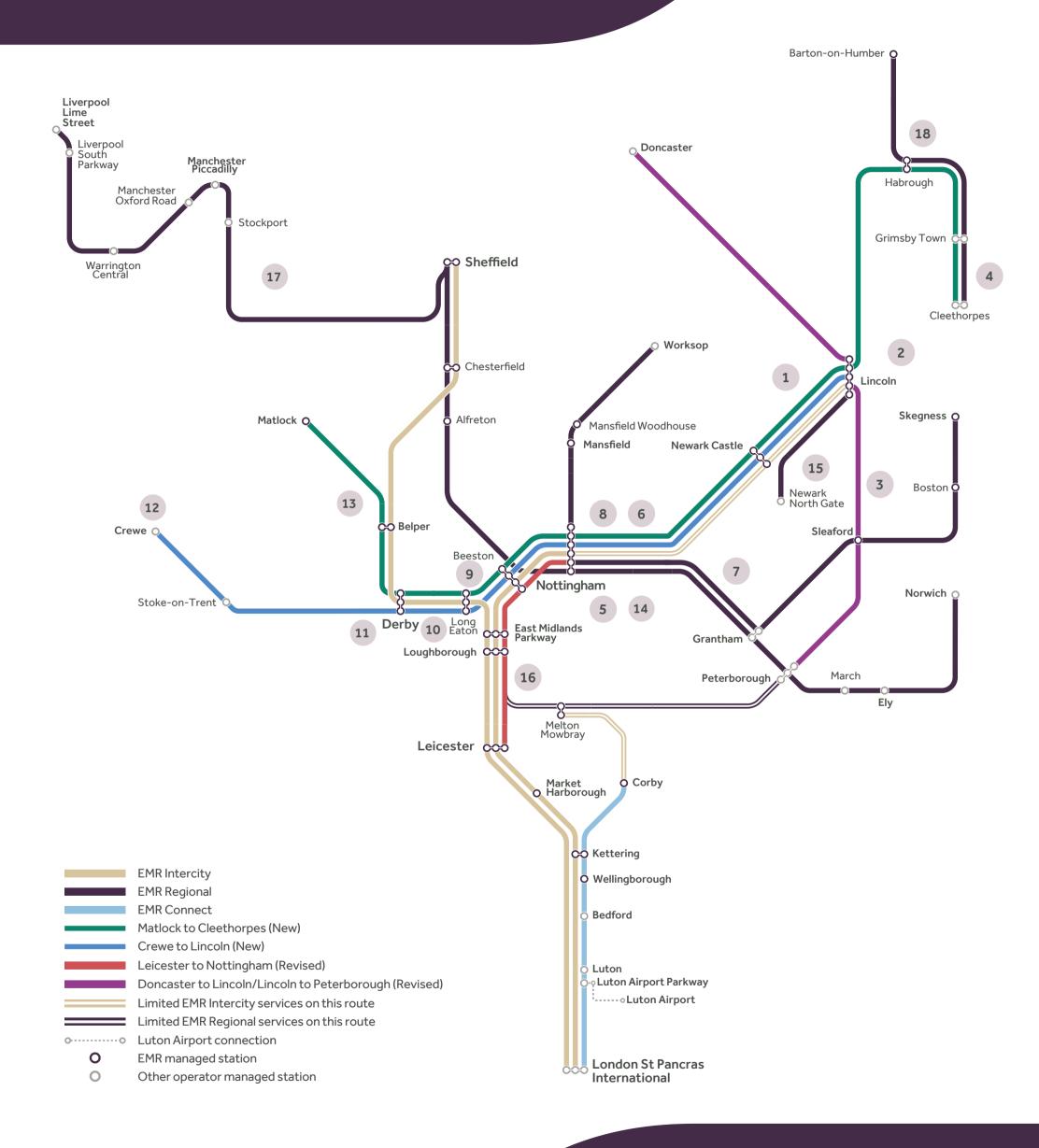
Will Rogers

Managing Director, East Midlands Railway

## REGIONAL TIMETABLE

Effective Sunday 14 December 2025











	Headline	Detail
1	Supporting our regional cities to grow with 2 trains per hour Nottingham - Lincoln (compared to 1 train per hour today)	<ul> <li>Over 20% more seats on EMR services to and from Lincoln. This includes over 2,000 extra seats to and from Nottingham on a weekday, and over 3,000 on a Saturday to help ease overcrowding on the route.</li> <li>Up to 12 extra services in each direction.</li> </ul>
2	Services are retimed to create a better clockface timetable in Lincolnshire	<ul> <li>Improved connections at Lincoln for journeys between London Kings Cross, Market Rasen, Barnetby, Habrough, Grimsby Town and Cleethorpes.</li> <li>Improved connections at Doncaster and Peterborough with other national rail services.</li> <li>Improved connections at Sleaford for journeys between Lincoln, Boston and Skegness.</li> <li>Journeys from Doncaster to Peterborough now require a change at Lincoln.</li> <li>Introduction of an earlier first train from Lincoln to Doncaster, arriving at 08:36.</li> </ul>
3	Extra Lincoln - Peterborough services	• 1 extra service on a weekday and 4 additional services on a Saturday, removing the long gap in service and offering more regular journey opportunities between Lincoln and London.
4	Creation of a new route running from Matlock in Derbyshire, through Nottingham, to Lincoln and Cleethorpes.	<ul> <li>A new direct route from the Peak District to the Lincolnshire Coast through some of our main cities, designed to better link and grow leisure markets across the East Midlands.</li> <li>Extension of five trains per day from Grimsby Town to Cleethorpes, Monday to Saturday, on a 2-hourly interval.</li> </ul>
5	Later evening services from Nottingham	<ul> <li>On a weekday a later last train from Nottingham to Grantham at 21:37, Matlock at 22:09 and Mansfield Woodhouse at 22:45.</li> <li>On a Saturday the last train from Nottingham to Lincoln will be strengthened from 2 to 3 carriages.</li> </ul>
6	More trains calling at Burton Joyce	An hourly service on weekdays and Saturdays.
7	More trains calling at Radcliffe	Additional station calls on weekdays and weekends.
8	More trains calling at Carlton	An hourly Sunday service.
9	More trains calling at Attenborough	<ul> <li>An hourly service to and from Derby.</li> <li>Attenborough transfers from the Matlock route to the Crewe route Monday-Saturday.</li> </ul>
10	More trains calling at Spondon	An hourly service 7 days per week.
11	Improved connections at Derby	<ul> <li>2 trains per hour between Lincolnshire and Derby improving connections to Birmingham and the South West.</li> <li>Improved standard pattern timings from Derby to Matlock creates robust connections from London St Pancras.</li> <li>Improved connections between the Matlock line, Crewe and Birmingham.</li> </ul>
12	Improved connections at Stoke-on-Trent and Crewe	<ul> <li>At Crewe creates more robust connections to the North West and Scotland.</li> <li>Improved standard pattern timings at Crewe create faster journey times to Liverpool Lime Street.</li> <li>New standard pattern timings between Stoke-on-Trent and Derby creates improved connections from Manchester Picadilly.</li> </ul>
13	More Sunday services on the Matlock route	Extra services on the Matlock route.
14	Extra Sunday services	<ul> <li>New earlier Sunday service between Nottingham and Manchester Piccadilly.</li> <li>1 Sunday morning Sheffield – Norwich service now starts from Manchester Piccadilly.</li> <li>1 additional Lincoln – Nottingham service.</li> <li>2 additional Nottingham – Lincoln services.</li> <li>2 additional Mansfield Woodhouse – Nottingham services.</li> <li>1 additional Nottingham – Mansfield Woodhouse service.</li> </ul>
15	Reduced services from Newark Northgate	<ul> <li>On a weekday the service is reduced from 5 to 4 trains per day, on a Saturday from 10 to 4 trains per day, and on a Sunday from 10 to 8 trains per day.</li> <li>Remaining services are in the early morning and evening, including an extra weekday evening Newark Northgate – Lincoln service that connects with a peak service from London Kings Cross.</li> </ul>
16	Curtailment of through-route Lincoln - Leicester	Through-route to Lincoln now requires a change at Nottingham.
17	Liverpool – Norwich Benefits	<ul> <li>The current 12:45 service from Sheffield to Norwich on a Sunday will start from Manchester Piccadilly at 11:41.</li> <li>Reinstatement of the 08:51 service from Liverpool Lime Street to Nottingham on a Saturday – this service will continue through to Norwich as it does today.</li> <li>New early service at 08:30 from Nottingham to Manchester Piccadilly, via Derby, on Sunday mornings, improving opportunities for leisure travel.</li> <li>Longer trains.</li> </ul>
18	Improved connections on the Barton Line	<ul> <li>The Barton-on-Humber service benefits from a new standard hour timetable to improve connections with TransPennine Express services at Habrough.</li> <li>The transfer of the off-peak New Clee and Grimsby Docks calls from the Barton-on-Humber to the Nottingham service, which will benefit passengers using the Barton Line from increased reliability.</li> </ul>



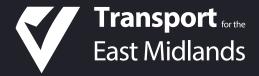












## **KEEPING PACE:**

Enhancing Lincoln City's rail connectivity, both now and in the near future





# FOREWORD: Keeping Pace with Growth

Lincoln is an ambitious city with a young and rapidly growing population. Lincoln's diverse economy spans agrifood, tourism, logistics and manufacturing, and its cultural and historic offer attracts millions of visitors each year. New homes and jobs are being created at pace, and the city is already home to two universities with a combined student population of over 20,000<sup>1</sup>.

But while Lincoln has moved forward, its rail services have not kept pace. Councils and local partners have long campaigned for better connections, recognising both the importance of frequent services to Nottingham and direct links to London.

That persistence is starting to pay off. From December 2025, services between Lincoln and Nottingham will double from hourly to half-hourly, a long-awaited breakthrough that will strengthen the city's role within the wider East Midlands economy. Together with the daily direct London services, this timetable should now be seen as the baseline level of connectivity that Lincoln requires.

As Lincoln grows, further investment in infrastructure and trains will be essential. Regional links made more convenient and resilient for passengers, faster journey times, and the removal of capacity constraints are all needed to match the scale of Lincoln's growth and ambition.

Transport for the East Midlands (TfEM) and the Greater Lincolnshire Combined County Authority (GLCCA) have a shared vision that sees a better-connected Lincoln City as a priority for the East Midlands transport network and the East Midlands economy.

Mayor Sir Peter Soulsby: Chair Transport for the East Midlands



Cllr Sean Matthews:
Chair Greater
Lincolnshire County
Combined Authority
Transport Board,
Chair East Midlands
Councils and Leader
Lincolnshire County
Council



# **Lincoln City: In Profile**



100,000+
population and one of
the fastest-growing
cities in the East
Midlands



12,000 new jobs by 2036



3 million visitors a year



37,000 new homes planned by 2036



£264
million
of economic activity



A young,
ambitious city whose
future success depends
on reliable, frequent,
and fast rail services



As Lincolnshire's only city - and its principal economic and administrative centre - Lincoln plays a critical role in driving the county's future. Regional partners see stronger transport links with Lincoln as essential to unlocking both the city and the county's full potential.

Lincoln's population increased by 11%<sup>2</sup> between 2011 and 2021 to more than 100,000 people, making it among the top five fastest-growing local authorities in the East Midlands. It has a young demographic, with 13% of residents classed as young adults, including over 20,000 students<sup>3</sup> studying at the University of Lincoln and Lincoln Bishop University.

The city's economy is diverse, with strengths in agrifood, tourism, logistics, and manufacturing, and employment opportunities are on the rise; a projected 12,000 new jobs and 37,000 new homes are planned by 2036<sup>4</sup>, particularly focused around Charterholme, an intensive growth corridor to the west of the city centre, close to the Castle Line which links Lincoln with Newark and Nottingham.

Despite these positive trends, Lincoln faces challenges related to transport and productivity. More than a quarter (28.38%<sup>5</sup>) of its households do not have access to a car or van, creating clear transport disadvantages. Those who do, remain heavily reliant on car travel due to limited rail connectivity, contributing to high emissions and limiting progress on decarbonisation.

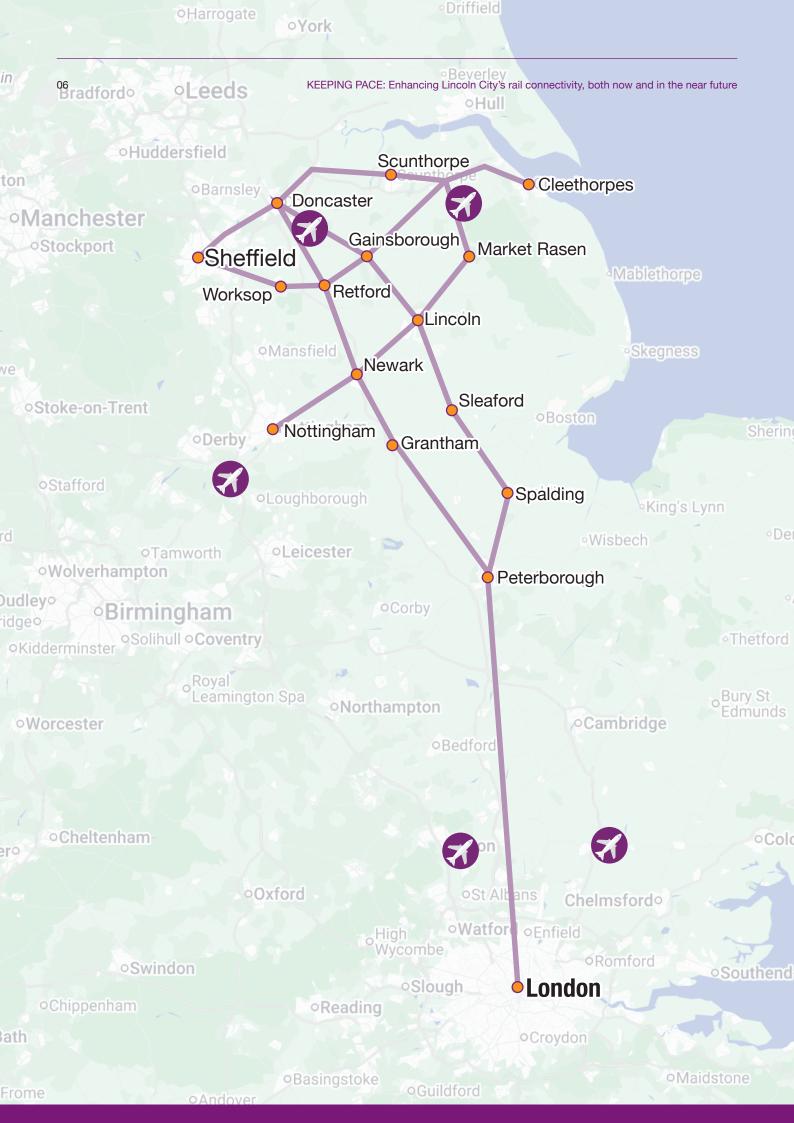
Rail has not kept pace with the city's growth, leaving tourism and business at a disadvantage. As a historic cathedral city with a strong independent retail scene, Lincoln attracts over 3 million visitors

annually, generating £264 million for the local economy<sup>6</sup>. Yet it competes with better-connected cathedral cities such as Durham and York who, in the case of York, enjoy around 40 trains per day to London and a fastest journey time of under two hours.

Furthermore, the city's relative isolation has resulted in lower-than-average productivity and economic growth, as measured by GDP and GVA<sup>7</sup>, even as new initiatives like the Lincoln Science and Innovation Park point to its potential. Some important labour market opportunities also remain limited: Lincolnshire sits among the lowest third of local authorities for opportunities for 16-29-year-olds, and the bottom quarter in terms of promising prospects for 25-44-year-olds<sup>8</sup>.

With the right transport investment, Lincoln has the opportunity to change this trajectory and strengthen its role as a dynamic regional hub.

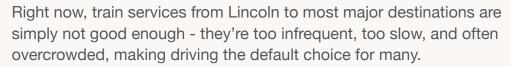






## A Steep Hill: Lincoln's Rail Ambitions

#### A Regional Priority

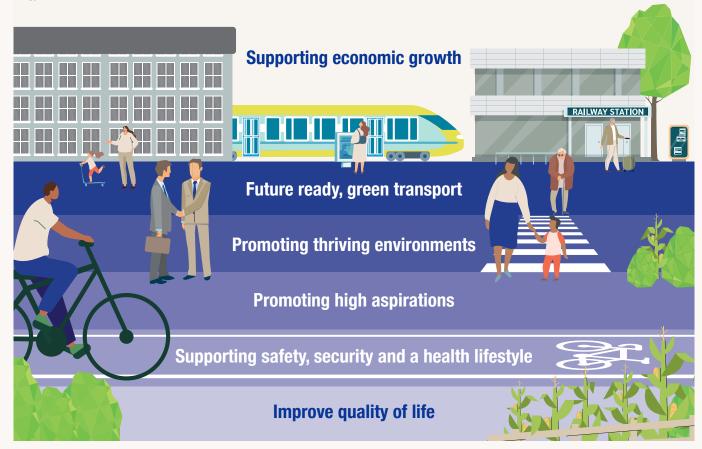




This has direct consequences for the A46 corridor towards Nottingham and Leicester, with around 19,000 car and van trips daily creating unreliable journey times, and the corridor predicted to be approaching capacity at key junctions by 20359. Commuters and leisure travellers are forced to compete with freight and agricultural traffic, compounding delays and unreliability. Improving the Lincoln-Nottingham rail corridor is a priority identified for both TfEM and Midlands Connect<sup>10</sup>.

Investing in better rail doesn't just mean faster and more reliable trains - it means connecting more people to jobs, education, and leisure across the region - making Lincoln a vibrant, accessible place to live and work.

Upgrading Lincoln's rail links directly supports the goals of the Lincolnshire Local Transport Plan<sup>11</sup>:



## Slow Progress

Yet, with rail's market share stuck below 10%12, meaningful progress has been slow. The East Midlands as a whole has seen less government investment in rail than most other regions for nearly two decades13, and this reality is reflected in the rail service quality at Lincoln - slow journey times and a poor frequency of direct services. Trying to secure real improvements to rail for the city and wider region has often felt like a struggle against long-standing underinvestment.

#### Setbacks

Lincoln's rail service has at times lost ground, losing direct trains to key economic centres in the Midlands like Birmingham, and also its faster regional services to places such as Sheffield. Many promised regional link improvements for Lincoln from previous rail franchises, like those in the East Midlands operators' 2019 agreement, have never materialised. In the years following the pandemic a number of Lincolns rail services were also chosen to be paused for extended periods before being only partially reinstated 14. These setbacks indicate that the true potential of Lincoln's growing market continues to be underestimated and underserved by the rail industry - a missed opportunity both for the industry and for the city's economy.

An example of how Lincoln is underserved is demonstrated in the graph<sup>15</sup> below, illustrating that Lincoln-Nottingham services lag behind comparable inter-city journeys in terms of both service levels and average speed.



Figure 1 Number of trains per day and average speed (mph) between comparable inter-city locations

■ Trains per Day Average Speed (mph)





#### **Building From a Low Base**

Despite these challenges and low modal share, Lincoln has shown resilience. While rail passenger numbers across the UK between 2019/20 and 2023/24 dropped by 6%, demand at Lincoln actually grew, climbing 4.7% from 1.96 million to 2.05 million 16.

Councils and stakeholders did secure some important service improvements between 2015-2018 that stepped up the timetable between Nottingham and Lincoln and at

weekends, which led to a sustained increase in use. The Castle Line is now seeing strong growth again, with over 1.1 million customer journeys in 2024, a rise of 21% compared with 2023. This underlines the strength of local demand and signals to latent demand to be unlocked. Lincoln is well-positioned to capture further growth in leisure travel and tourism by rail<sup>17</sup>, but this potential can only be realised if the current gaps in connectivity are addressed and services are brought up to modern standards.

# **Closing the Gap**

#### Breakthrough

The East Coast Main Line crossing at Newark-On-Trent has been a long-standing constraint to the East Midlands regional network to Lincoln. Now, planned changes to the East Coast Main Line this year have created a window of opportunity for local operators to be able to in-tandem rethink the Lincoln-Nottingham corridor. From December 2025, the hourly service will double to half-hourly, Monday to Saturday. With Nottingham being the largest economic hub of the East Midlands, and Lincoln ranking as the region's fifth largest city, these stronger rail links can promise to contribute to connectivity and economic opportunity at a regional scale.

## Improvements on Track

This uplift of the service will add 12 additional daily services in each direction between Nottingham and Lincoln and more than 2,000 extra weekday seats. It will make turn-up-and-go travel more attractive, reduce waiting times, and ease overcrowding. More frequent calls at route stations and new direct links, including to Derby, will also make many longer onward trips via one change more readily accessible. Analysis for TfEM indicates an estimated £8.4 million in economic benefit directly for users and 1 million additional passengers over 15 years for journeys from Lincoln.

Coupled with the investment for the A46 announced in the 2025 Spending Review, this provides the basis for a transport future that will finally bring this key regional corridor up to speed.

#### Capital Gains

The transformation of Lincoln's London



services shows what targeted investment can achieve. Until recently, Lincoln was one of the only English cities with a population over 100,000 without regular direct trains to the capital. Introducing six daily direct services led to a 51% surge in travellers to London, compared to just a 4% rise at many other East Coast Main Line destinations in the same period. London is now Lincoln's foremost, and fastest growing, rail destination<sup>19</sup>.

For Lincoln, direct London links are more than convenient; they're essential for growth and opportunity. Sustaining and developing Lincoln-London connectivity is vital as new East Coast Main Line demands emerge. Recent evidence for TfEM shows that for Lincoln, further improving connectivity to London remains its top opportunity for rail to further contribute to Lincoln's economic prosperity<sup>20</sup>.



# **Keeping Pace**

For Lincoln's rail services to keep up with the city's momentum, the recent promises for better rail services mustn't be just initially delivered; they need to become lasting improvements. Local partners may still need to play an active role in the coming years to ensure that the changes are made to stick.



TfEM's ambition is to see Lincoln City's rail services improved further still, such as faster journey times and improved frequencies. It is clear that these can only be achieved by building on the foundation of the service levels in place from December 2025.

#### Fragile

The planned doubling of services between Lincoln and Nottingham is welcome, but these valuable service commitments could yet be threatened. The uplift coincides with a complex and long-awaited restructure of the timetable on the East Coast Main Line. The concern is that previous major timetable changes have led to subsequent disruption and triggered immediate operational tradeoffs, ultimately to scale-back committed plans. If tough decisions have to be made on how the network is performing overall, it could be all too easy for Lincoln's improvements to be vulnerable to cutbacks.

There are wider risks too. The cancellation of HS2 to the Midlands and the north could threaten existing services over the longer term, including Lincoln's direct trains to London. This is because the rail industry still has the ambition to improve its longdistance rail services between London and the North; but is now forced to plan these using largely existing congested rail infrastructure. Ambitions to improve longdistance services from London to alternative destinations further north using the East Coast Main Line, could see Lincoln's direct London service made vulnerable to being eroded by a reallocation of the East Coast Main Line's constrained capacity.

Unlike other ECML cities like Bradford, Harrogate, or Middlesbrough, alternative routes to London from Lincoln are unattractive - adding extra time, cost, and complexity. Cutting Lincoln's direct link would be a disproportionate blow to its connectivity, as demonstrated by the alternatives currently available to passengers in Table 1.

Table 1 Existing journey options to Lincoln from London (December 2024 timetable	∋)
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Route	Frequency	Time (average)	Distance
Direct service on the ECML to Lincoln via Newark Northgate	Six trains per day	1hr 48 mins	147 miles
Interchange at Newark Northgate	Four pre-1200 and one late evening service	2 hr 03 mins	147 miles
ECML to Newark Northgate, then walk to Newark Castle <sup>1</sup> for service to Lincoln	Hourly	3hr 0mins	148 miles
Interchange at Peterborough for service to Lincoln via GNGE	Hourly	2 hr 15 mins <sup>2</sup>	120 miles
MML London St Pancras service to Nottingham, interchange onto train to Lincoln	Two direct southbound AM services followed by hourly Nottingham-Lincoln <sup>3</sup>	2 hr 42 mins	157 miles

#### **Crossed lines**

Lincoln needs industry drive towards a bold, long-term solution; one that tackles the real barriers holding rail services back. Chief among these is the Newark Flat Crossing - where the East Coast Main Lines crosses the Castle Line at ground level. This outdated piece of infrastructure continues to limit trains on both lines, stifling Lincoln's existing low-frequency links (e.g to Newark Northgate to access the ECML in the hours that the direct London service does not operate), and constraining the potential of future direct services. Relieving the crossing would have resilience benefits that would ripple across the whole ECML to places far afield that are nationally significant. Investing in 'grade separation' (aligning a junction of two or more lines at different heights) at this junction would transform what is possible

on the network and enable trains to operate across both lines unimpeded.



NEWARK FLAT RAIL CROSSING BY J.HANNAN-BRIGGS

<sup>1</sup> Interchange walking allowance of 23 minutes.

<sup>2</sup> Journey opportunities not available in every hour.

<sup>3</sup> Planned to rise to two trains per hour from December 2025.



#### Full speed ahead

The trains that will operate between Lincoln and Nottingham will be refurbished over the next couple of years. These trains are capable of sustaining up to 100mph speeds where the infrastructure allows; yet stretches of the track are restricted to just 50mph. Boosting the line speeds in these sections between Lincoln and Nottingham is a further long-overdue improvement.

In part, the outdated Signalling has held progress back. Network Rail has already mapped out a plan to increase the speed provision of the Signalling system to 75mph; but delivery has been delayed. The commitment remains to deliver this awaited Signalling renewal this decade within Network Rails current Control Period.

With an additional £18 million investment (a modest sum in rail terms), Midlands Connect has shown some potential journey times could be cut to up to eight minutes, with a benefit-cost ratio up to 2.0<sup>21</sup>, reflecting a 'high' value for money. This is an affordable, deliverable scheme that could bring immediate benefits if Network Rail is given the tools to finish the job.

Line speed improvements would offer both the passenger service and existing freight services improved resilience. The measurable benefits that arise from the investment could also now be forecast to increase as more trains and passengers are to be positively impacted by the infrastructure improvement than they would have been when the line speed improvement benefits were modelled under previous lower-service frequency assumptions.

Another key Lincoln inter-urban service that is prime for speed or journey time improvements is the Lincoln - Sheffield link, which averages just 35mph. Some welcome progress was achieved in 2018 through the delivery of an express service, but this was removed during the pandemic with no sign of return. Restoring and improving this connection should be a clear priority.

#### Unattractive

"Stakeholders do not seek metropolitan frequencies, just hourly trains that inter-connect."

(MODERN RAILWAYS, 2016, WITH REFERENCE TO LINCOLNS RAIL NETWORK DURING THE EAST MIDLANDS FRANCHISE TENDER PROCESS)

"Nearly a decade on from when the last rail franchise was planned and important improvements for Lincoln were committed to - such as improving Sunday services; the regional rail services through Lincoln are still not at least hourly every day, nor properly interconnecting. The new Combined Authority is determined to work with the rail industry to make Lincolns rail services more frequent and more attractive"

Despite progress on some corridors, many regional services through Lincoln will remain patchy. The current regional timetable is sparse through Lincoln to places such as Peterborough, Sleaford, Doncaster or Grimsby, and is not yet in any industry plan to be enhanced to hourly all day - every day. Until it is, it's tough for people to see rail as a real alternative to driving.

Reliability on these lines, although exhibiting amongst some of the stronger metrics for local routes, is also a challenge when set against what customers should expect from their transport fare. Punctuality on lines in the East Midlands is weaker than the experiences enjoyed on rail in most other English regions, compounding the challenge to passengers posed by the infrequent service timetables, and undermining confidence in rail to its prospective passengers.

Some frequency improvements for these regional links were committed to as part of the last East Midlands franchise in 2019, such as to Sunday services, but these plans have not progressed. Other than the welcomed Nottingham improvements, there is no delivery plan for bringing Lincoln's wider regional rail links up to even these modest service level aspirations, which are seen as a minimum for rail to be more consistently viewed as an attractive choice.

#### A New Agenda

But there's hope for change. In the next few years, new organisations such as the Greater Lincolnshire Combined County Authority (GLCCA), and Great British Railways (GBR), and new collaborative frameworks for joined-up thinking on the railways, will all potentially bring a fresh approach.

In the coming years, Lincoln's case should consistently be heard at the highest level. The local plan for rail should be more tangible and integrated with interfacing national programmes, meaning integrated plans for the future - longer trains, traction decarbonisation and improved accessibility - such as renewal of the current Lincoln station platform footbridge, which is overdue for modernisation.

Also scope for planning 'beyond the horizon', such as enhancing the direct London service, such as extending these trains to Cleethorpes, restoring direct links with Birmingham, and even creating new connections to York and Cambridge could be properly reviewed by GBR hand-in-hand with the Local Authorities. Whilst the short-term opportunities for rail improvement in Lincoln are outlined in this document, the agenda for the longer term future is yet to be written.



#### A Shared Vision for Lincoln and the East Midlands

Transport for the East Midlands and the Greater Lincolnshire Combined County Authority have a shared vision that sees better connecting Lincoln City as a priority for the East Midlands transport network and the East Midlands economy.

Lincoln has changed and now stands as a dynamic and even more regionally important city, and it should be well-connected for economic links - not just with Nottingham and London, but with more surrounding regional hubs. After years of watching other cities move ahead, Lincolns time has come to be prioritised for rail improvement.

The upgrades coming in December 2025 are a welcome example of what's possible when 'can-do' thinking by industry drives real change, also reflecting the tireless advocacy of Councils and local partners. But this must be just the beginning. These gains cannot be allowed to slip away - they need to be protected and serve as the foundation for future improvements.

Strong local organisations will be around the table with newly integrated industry decision



## **Greater Lincolnshire**

Combined County Authority

makers as they make early strides to ensure this year is just the first chapter. Authorities will use new devolved arrangements to lead on advocating for rail improvements to Lincoln, whilst still leveraging strong collaboration across the whole East Midlands region.

We're making sure Lincoln's case is amplified. To **keep pace** with Lincoln's growth, it now needs further investment in infrastructure and rolling stock: faster lines, longer trains, and more frequent services, to make the railway a true match for the city it serves.



## **Endnotes**

- 1 <u>Lincoln City Profile City of Lincoln</u> Council
- 2 <a href="https://www.ons.gov.uk/visualisations/censusareachanges/E07000138/">https://www.ons.gov.uk/visualisations/censusareachanges/E07000138/</a>
- 3 <a href="https://www.lincoln.gov.uk/council/lincoln-city-profile">https://www.lincoln.gov.uk/council/lincoln-city-profile</a>
- 4 Lincoln Transport Strategy 2020-2036
- 5 <a href="https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household">https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-3a/no-cars-or-vans-in-household</a>
- 6 <a href="https://www.lincoln.gov.uk/downloads/file/1984/vision-2030">https://www.lincoln.gov.uk/downloads/file/1984/vision-2030</a>
- 7 Office for National Statistics, 2021 (GDP) and 2017 (GVA)
- 8 Social Mobility Index, 2023, <a href="https://social-mobility.data.gov.uk/">https://social-mobility.data.gov.uk/</a>
- 9 Midlands Connect, A46 Corridor Study, 2020
- 10 https://www.emcouncils.gov.uk/wpcontent/uploads/2024/04/TfEM-Shared-Vision-2024.pdf
- 11 <a href="https://www.lincolnshire.gov.uk/">https://www.lincolnshire.gov.uk/</a>
  <a href="double-ransport-gov.uk/">downloads/file/7200/local-transport-glan-5</a>
- 12 Midlands Connect, 2025, 'The Castle Line: Connecting Commuters between Nottingham, Newark and Lincoln'
- 13 <a href="https://www.emcouncils.gov.uk/official-statistics-show-10-8-billion-funding-deficit-in-east-midlands/">https://www.emcouncils.gov.uk/official-statistics-show-10-8-billion-funding-deficit-in-east-midlands/</a>

- 14 Examples across: Lincoln<>Newark North Gate reductions,
  Sheffield<>Gainsborough Central withdrawn, Sheffield<>Cleethorpes via Brigg route: Now only Saturday, SHF<>LCN reductions
- 15 Data extracted from the September 2025 Wednesday service pattern using National Rail Enquiries and Realtime Trains (including impact of current Transpennine Route Upgrade works). Services to/from Worcester include Worcestershire Parkway.
- 16 ORR station usage data, 2019/20 and 2023/24 (https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage)
- 17 TEMPro estimates the growth in leisurerelated rail trips in Lincoln to be up to 5% over the next 10 years.
- 18 Economic value in 2023 prices, calculated as a value of time saving and a marginal external cost benefit for new passengers via highway abstraction using TAG. Demand uplifts calculated using generalised journey time elasticities in PDFH and ORR ODM data.
- 19 Source: ORR Origin-Destination Matrix 2018/19 and 2023/24
- 20 SYSTRA city connectivity modelling with Miranda 2025 for TfEM
- 21 Midlands Connect Business case to be checked by Midlands Connect Staff



