



Board Meeting
8th June 2026
10.30am to 12.00pm

Virtual Meeting via Microsoft Teams

AGENDA

1. Introductions and Apologies
2. Minutes & Actions of Board Meeting 9th March 2026*
3. Presentation by Denise Wetton, Route Director for NW & Central, Network Rail
 - Emerging Proposals for Midlands Rail Hub East
4. An Update on RIS3
 - Implications for the East Midlands*
 - Verbal update for Ian Doust, Head of Network Planning & Development for Midlands Region
5. East Midlands Rail Collaboration
 - Update from East Midlands Railway
 - Report of the Head of Rail Improvement*
6. TfEM Shared Priorities*
 - Proposals for a review
7. Any Other Business
8. Date of future Meetings:
 - 28th September 2026: 3.00pm - 4.30pm
 - 16th December 2026: 10.30am – 12.00pm

*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 Services & 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.

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 9th March 2026**

11.00 am - 12.30 pm

Virtual Meeting via Microsoft Teams

Minutes

Present:

Mayor Sir Peter Soulsby (Chair)	Leicester City Council
Cllr Chris McGiffen (Vice Chair)	North Northamptonshire Council
Cllr Bert Bingham	Nottinghamshire County Council
Cllr Gale Waller	Rutland County Council
Cllr Adam Tilbury	Leicestershire County Council
Cllr David East	Lincolnshire County Council
Cllr Carmel Swan	Derby City Council

In attendance:

Cllr Christine Wise	Rutland County Council
Chris Wragg	North Northamptonshire Council
Tawhida Yaacoub	Midlands Connect
Sarah Spink	Midlands Connect
Mike Bull	Midlands Connect
Simon Pready	East Midlands Railway
Will Rogers	East Midlands Railway
Louise Clare	DfT
Jackie Reay	DfT
Lynne Stinson	Leicestershire County Council
Mark Budden	Network Rail
Alan Marsden	Derbyshire County Council
Kamaljit Khokhar	National Highways
Ian Doust	National Highways
Chris Carter	Nottingham City Council
Daniel Pearman	Leicester City Council
Penny Sharp	Rutland County Council
Ben North	England's Economic Heartland
Suzanne Winkels	England's Economic Heartland
Andrew Pritchard	East Midlands Councils
Kyle William Butterworth	East Midlands Councils

Apologies:

Cllr Richard Butler	West Northamptonshire Council
Cllr Linda Woodings	Nottingham City Council

		ACTION
1.	Introductions and Apologies	
1.1	Apologies noted above	
2.	Minutes & Actions of Board Meeting 15th December 2025*	
2.1	The Minutes were accepted as a correct record	
2.2	There were no matters arising	
3.	Presentation by England's Economic Heartland	
3.1	The Chair Welcomed Suzanne Winkels and Ben North from England's Economic Heartland (EEH) Sub-National Transport Body.	EEH
3.2	It was noted that the EEH geography includes Northamptonshire and that there were also infrastructure proposals within EEH that would impact on TfEM more widely.	
3.3	Suzanne highlighted the scale of economic and housing growth across Oxford-Cambridge Arc, including two New Town proposals and a major Universal Theme Park. The scale of the resulting travel demand will be significant and require a strategic response to ensure that the full economic benefits of growth can be realised.	
3.4	Key to this will be the full delivery of East-West Rail (EWR) linking Cambridge, Bedford, Milton Keynes and Oxford and number of new growth locations such as the Tempsford New Town. It is estimated that around 374,000 homes will be within 10 mins of an EWR station, and a further 305,000 within 20 minutes.	
3.5	Ben North gave further detail about the EWR would integrate with existing north south corridors include the M1, A1, MML and ECML. From a rail perspective EEH is engaging with various Network Rail strategic planning processes to make the case for key complementary investments - such as increasing capacity through Ely for freight and passenger services. EEH have also developed a New Station Toolkit to ensure the wider benefits of new rail infrastructure can be realised for places.	
3.6	Clr Swan asked if EEH had an 'Advocacy Toolkit' – Suzanne Winkels said that whilst EEH hasn't developed anything like this currently, she would be happy to share wider work on advocacy led by EEH.	
3.7	The Chair highlighted the scale of growth being planned for across EEH and thanked both Suzanne and Ben for their contributions.	
4.	National Highways in the East Midlands	
4.1	The Chair welcomed Ian Doust, Programme Development Manager (Midlands Region).	
4.2	Ian noted that the RIS3 announcement was likely to be made later in March, so he was unable to give an update on the delivery of major schemes such as the A46 Newark Bypass, M1 Junction 24 or the A38 Derby Junctions.	

		ACTION
4.3	<p>However, Ian was able to provide an update on the Government's recently published Road Safety Strategy (RSS). It was noted that over 1,600 people were killed on GB Roads in 2024 - equivalent to 1 death every 18 minutes. From a financial perspective, road collisions cost around £7b a year in lost output and over £3b in medical and ambulance costs. Approximately 9 in 10 collisions have human driving error as a contributory factor.</p>	
4.4	<p>The Strategy aims to reduce the number of people killed or seriously injured by 65% by 2035 and a 70% reduction in the number of children killed or seriously injured by the same date. It applies to all roads - noting that people are 6 times more likely to be killed or seriously injured on 'rural roads' managed by Local Highway Authorities compared to motorways.</p>	
4.5	<p>The Strategy is divided into 4 themes: Supporting Road Users, Using Technology, Ensuring Infrastructure is safe and Robust Enforcement. The strategy is linked to a number of public consultations on further regulatory and policy changes. Further details can be found at: Road Safety Strategy.</p>	
4.6	<p>CLlr Wise highlighted the particular challenges of ensuring safety on the A1 in the East Midlands.</p>	
4.7	<p>The Chair noted the importance of improving road safety and thanked Ian for his presentation.</p>	
5.	East Midlands Rail Collaboration	
5.1	<p>Will Rogers presented an update based around the following issues:</p> <ul style="list-style-type: none"> • Business Update: £250k of further investment in public realm at Beeston Station complete. Sheffield Assisted Travel Lounge open. Nottingham Footbridge closed to rail passengers at the weekends from 6th February 2026 for security and safety reasons in addition to weekdays from 7.00pm to 6.00am. • Response to EMCCA Local Transport Plan: EMR response highlights a number of quick wins and longer-term transformational opportunities, and areas for active collaboration between EMCCA & EMR. • Revenue Update: Overall growth increased +10.3% YoY across last 3 period. Increase driven by engineering works on ECML and WCML and a pre-Christmas sale, offset by several fatalities and weather impacts from Storms Claudia and Goretta. • Performance Update: T-3 figure at 80.7% in period 3 – highest level for 4 years. Improvement due to reduction in external incidents, improved fleet performance and a reduction non-track asset failure. A new taskforce is focussed on improving asset resilience on the southern section of the MML. • Timetable Changes: December 2025 uplift successfully implemented: 14% performance improvement observed over the Newark Flat Crossing. Limited proposed changes in May 2026 – including 6 additional Sunday services on the Robin Hood Line and additional Sunday calls at Beeston. • Fleet – Auora: 5 new trains to be in passenger service from April 2026. First 10 car operations later in the Spring. Running a mixed inter-city fleet of 810s and 222s presents problems for the seat reservation system – which will therefore be suspended from 1st April 2026 whilst the new trains are rolled out. 	

		ACTION
	<ul style="list-style-type: none"> • Fleet - Connect Refurbishments: First class 2+2 layout with interior design consistent with the rest of the EMR fleet completed: 2-3 refurbished units to enter service per week from Spring 2026. • Fleet - Regional Refurbishments: First refurbished class 158 unit in service and work also starting on units at Eastcroft Depot in Nottingham. Five refurbished Class 170s now in service. Scope of works extended to include vestibule and cab painting. Roll-out will continue into 2026/7 	
5.2	The Chair asked if the challenge of running seat reservations across 2 fleets could have been anticipated and what was the timescale was for re-instatement? Will Rogers explained that reinstatement of seat reservations would depend on the Auora roll-out.	
5.3	Kyle Butterworth, TfEM Head of Rail Improvement, highlighted the roll-out of refurbished Voyager cross-county rolling stock and then provided an update on the Rail Collaboration Agreement work programme.	
5.4	In particular, Kyle highlighted the work to finalise the TfEM anchor document: 'Routes to Prosperity' and the first draft of the East Midlands Review of all mode freight, which was included in the meeting papers.	
5.5	Kyle highlighted further products had been commissioned relating to performance, station growth and future fleet to inform TfEM engagement with GBR.	
5.6	Moving forward, that the TfEM Rail Collaboration Agreement will transfer from DfT to DfTO in April 2026 in preparation for the formal establishment of GBR in April 2027. In parallel, Kyle announced that he would shortly be leaving TfEM to take up a new position.	
5.7	Andrew Pritchard reported that Tawhida Yaacoub, formerly of Midlands Connect, would be joining TfEM as the new Head of Rail Improvement during April 2026.	
5.8	On behalf of the Board the Chair thanked Kyle for all his hard work over the last 5 years and welcomed Tawhida to TfEM.	
5.9	The Board agreed to note Kyle's final quarterly report, including: <ul style="list-style-type: none"> • the journey benefits delivered to passengers by EMR and XC, including the entry into service of the Aurora 810s and wider fleet refurbishments; and • progress by officers on the TfEM workplan, specifically work on the Freight Review. 	
6.	TfEM Shared Priorities*	
6.1	Andrew Pritchard gave a brief update by exception on progress towards TfEM's eight shared priorities: <ul style="list-style-type: none"> • Midland Main Line Electrification: Electrification paused indefinitely. Assessment of Auora performance proposed to prioritise opportunities for incremental electrification. • Nottingham-Leicester-Coventry Rail Connectivity: Updated SOBC complete. Further progress dependant on RNEP funding. 	

		ACTION
	<ul style="list-style-type: none"> • Midlands-Leeds & North-East Rail Connectivity: NR/MC to begin engagement with the East Midlands leaders to scope potential MRH East proposition, as a basis for an RNEP bid for funding to develop a Full Business Case. • A46 Growth Corridor & Newark: Increased EMR rail services operational. Line speed improvement dependant on RNEP funding. Start date for A46 Newark Bypass yet to be confirmed but likely to be towards the end of RIS3 with delivery stretching into RIS4. • A50/A500 Growth Corridor: Derbyshire CC delivering access from A50 to the EMIP site. Any strategic enhancement dependant on RIS3 funding. • A5 Growth Corridor: Progress dependant on RIS3 funding. • Improving Safety & Reliability on the A1: First gap closures program in progress. Any further investment dependant on RIS3 designated funds. • M1 Junction 24 & Surrounding Area: Any strategic intervention dependant on RIS3 funding. Private sector-led NSIP scheme currently at Examination. Sunset clause for tax-sites remains 2031. 	
6.2	The Chair thanked Andrew for the update.	
6.3	The Board agreed to note the report.	
7.	Any Other Business	
7.1	None Notified	
8.	Dates of Future Meetings	
8.1	Monday 8 th June 2026, 10.30am – 12.00 noon	

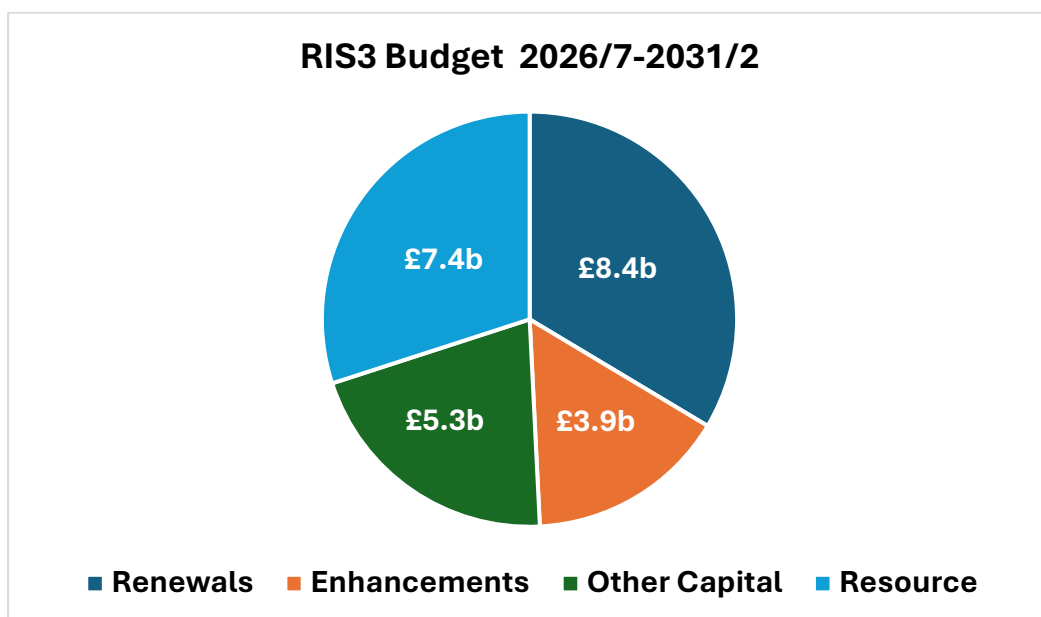
Transport for the East Midlands

8th June 2026

Item 4: An Update on RIS3

1. Introduction

- 1.1 The Government published its Roads Investment Strategy for five-year period between 2026/7 and 3031/2 (known and RIS3) in March 2026: [Road Investment Strategy 3 \(RIS3\): 2026 to 2031](#).
- 1.2 The total five-year budget made available by the Government to National Highways to deliver RIS3 is just under £25 billion. This is apportioned as follows:



- 1.3 The fact that the budget for renewals is over twice that for enhancements is indicative of the age of much of the nation's existing highway infrastructure. However, resources for day-to-day maintenance of the network (including vegetation clearance and litter picking) continue to be held flat and as a result have declined in real terms.

2. Implications for the East Midlands

- 2.1 A number of schemes in the East Midlands have been identified by RIS3 for investment in the following categories.

Major Enhancements Continuing Construction in RIS3

- 2.2 **A52 Nottingham Junctions:** The scheme was originally announced in 2014 and consists of a package of measures to improve several junctions along the length

of the A52 in Nottingham, including signalisation and junction reconstruction. The final phase will address the two larger western junctions: Nottingham Knight and Wheatcroft.

Major Enhancements starting in RIS3

- 2.2 **A38 Derby Junctions:** This scheme has been subject to several legal challenges going back many years, but the Development Consent Order (DCO) was finally confirmed in March 2025. The scheme is designed to relieve congestion at three key junctions to the west and north of the city centre, but also to enable major planned housing growth across the Derby Housing Market Area.
- 2.3 **A46 Newark Bypass:** This has been TfEM's top strategic road investment priority for some time. The scheme will remove a long-standing bottleneck on the A46 between the East Midlands and the Humber Ports by widening 6.5km of the existing single carriageway to a dual carriageway, providing two lanes in each direction between Farndon and Winthorpe roundabouts and improving the junction with the A1. It will also support major housing and employment growth across Nottinghamshire and Lincolnshire.
- 2.4 At present, there is no clarity on when construction work on either of these schemes will commence. It is likely the A38 Derby Junctions will start first to prevent the DCO (originally granted in 2023) becoming time expired. The indications are that the A46 Newark Bypass will not start until 2030 at the earliest with completion in RIS4. The start date will be after the next General Election, which introduces a level of political jeopardy. It also exposes the scheme to cost inflation pressures resulting from ongoing instability in the middle east.

Large Renewals – Concrete Roads

- 2.5 **A46 Concrete Reconstruction Scheme:** The A46 north of Leicester between Six Hills and Widmerpool is part of National Highways' legacy concrete network and has been prioritised for full reconstruction due to its deterioration.

Small Scheme Programme

- 2.6 These schemes will focus on addressing localised congestion, supporting economic growth and improving opportunity. The following potential locations have been highlighted in the East Midlands:

- **A38/A50 (Toyota Island)**
- **M1 Junction 29**
- **A1/A606 Junction, Stamford**

- 2.7 Further assessment will be undertaken and a prioritised programme for delivery developed. Schemes remain subject to feasibility and value for money. Further detail to be provided in National Highways' Delivery Plan, due to be published shortly.

National Safety Programme

- 2.8 **A5 Weedon Bec to M1 J11a:** This is one of 24 routes that have been identified across the country, with completion of 18 planned by the end of RIS3. Schemes remain subject to feasibility and value for money. Further detail to be provided in National Highways' Delivery Plan.

RIS4 Pipeline

- 2.9 Development funding has been identified for the following enhancements:

- **A5/A426 Junction Gibbet Hill:** Junction improvement to support major planned commercial and housing growth along the A5 Corridor.
- **A5 Dodwells to Longshoot:** Improving performance and capacity of the A5 to support commercial and housing growth along the A5 Corridor. A similar proposal was prioritised by the 2010-15 Coalition Government as a 'pinch-point' scheme but subsequently cancelled due to value-for-money concerns.
- **M1 Junction 28/A38:** Delivering junction improvements to support growth by reducing congestion on the A38 Corridor.

- 2.10 Any delivery of these schemes will be subject to feasibility and value for money assessments and will also be dependent on the decisions of a future Government about investment priorities for RIS4 (2032/3-2037/8).

- 2.11 In addition the Government is supporting the **A14 Junction 10a (to begin delivery in RIS3, subject to Third Party Funding and obtaining the necessary planning approvals)**, comprising developer-led proposals to build a new junction to the A14 to support major housing growth to the east of Kettering.

Major Road Network: Continuing Schemes

- 2.12 Away from the Strategic Road Network, three previously supported schemes being taken forward by Local Highway Authorities in the East Midlands received confirmation of Government funding in 2025 and are progressing:

- **A614/A6097 Corridor (Nottinghamshire):** Improvements to several junctions along the A614/A6097 corridor between the A46/A6097 junction at Bingham and the A614/A617/A6097 Ollerton roundabout junction.

- **North Hykeham Relief Road (Lincolnshire):** New dual carriageway to the south of the Lincoln urban area south of North Hykeham to form a ring road around Lincoln.
- **A511 Growth Corridor (Leicestershire):** A package of measures, including improvements to eight junctions, a dual carriageway between Thornborough Road and Whitwick Road in Coalville and an extension to Bardon Link Road.

2.13 In addition, the **A43 Northampton - Kettering Phase 3** (Dualling of the A43 between Overstone Grange roundabout and Holcot/Sywell roundabout) has now been recommended to continue scheme development.

2.14 Finally another MRN scheme in Leicestershire, the **Melton Mowbray North and East Distributor Road (aka ‘The Pork Pie Way’)** opened in May 2026: [New Melton Mowbray bypass named Pork Pie Way after public vote - BBC News](#). The scheme comprises a single carriageway road to the east of Melton Mowbray from the A606 Burton Road to the A606 Nottingham Road. It will relieve town centre congestion and facilitate major housing growth.

3. Other Priorities

3.1 The RIS3 Announcement has confirmed ‘in principle’ funding for several major investments in the East Midlands and raised the prospect of further funding at a later date – although experience suggests that no scheme is ever ‘fully committed’ until it is built.

3.2 However, RIS3 was silent on several key TfEM (and Midlands Connect) strategic priorities, in particular:

- **M1 Junction 24 Enhancement** – which is critical to delivering the time-limited economic benefits of the East Midlands Freeport and major housing growth in North West Leicestershire.
- **A5 Strategic Enhancement** – although development funding for junction improvements has been identified, any delivery is unlikely before the mid-2030’s and the rest of the route is likely to remain in its current condition.
- **A1 Safety & Reliability** - although there is the potential for a minor junction improvement at Stamford, no other funding has been identified to improve the condition of the route at this point.

4. Next Steps

- 4.1 National Highways is due to publish its RIS3 Delivery Plan very shortly. This will set out how it intends to deliver the Government's priorities and will include further details about key schemes including start dates.
- 4.2 An update on RIS3 delivery will be made to the next meeting the TfEM Board on the 28th September 2026.

5. Recommendation

- 5.1 The TfEM Board is asked to consider the contents of this report and direct officers accordingly.

Key Contact:

Andrew Pritchard Andrew.Pritchard@emcouncils.gov.uk

Transport for the East Midlands

8th June 2026

Item 5b: 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/DfTO across Policy, Rail Operations, Rail Enhancements, and the TfEM Officer annual rail workplan.

2. Government and Policy

2.1 The 'Passenger Rail Services' legislation gained assent in late 2024. This legislation could enable the current East Midlands Railway (EMR) National Rail Contract to be terminated at the end of its core term from October 2026, albeit no firm date has yet been confirmed for transition to DfTO operation. West Midlands Trains, previously operated by the same owning group as EMR, and who operated services inclusive of Northamptonshire in the East Midlands, were nationalised to DfTO in the period². CrossCountry are assumed to still be part of a later transition from October 2027. The Secretary of State has appointed new chairs of both Network Rail and DfTO.

2.2 The second phase of rail reform legislation, 'The Railways Bill 2026', commenced in Parliament on November 5th 2025³, and sets out the power for the Secretary of State (SoS) to set up the body Great British Railways (GBR) – a new publicly owned company, which will bring together the management of passenger services and rail infrastructure. New 'Business Units' will form the regional structure of the organisation, but exact geographic boundaries are not yet confirmed. The Commons Transport Committee released the report of their enquiry into the Bill and concluded that: "The Government should investigate a role for MSAs and other LTAs on bodies reflecting GBR's planned regional business units"⁴, implying a relationship for LTAs with GBR, and also to shape GBRs mechanisms for offering public accountability – both of which seek to push local collaboration beyond what has been set out already. It also says the new Bill should provide for a passenger growth target in addition to the one committed to for freight, despite the legislative amendment of the same aim being voted down already within the period⁵.

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.modernrailways.com/article/west-midlands-trains-enter-public-ownership>

³ <https://publications.parliament.uk/pa/bills/cbill/59-01/0325/240325.pdf>

⁴ <http://committees.parliament.uk/publications/51519/documents/285763/default>

⁵ <https://www.railmagazine.com/news/railways-bill-passenger-target-and-rolling-electrification-programme-amendments-rejected>

- 2.3 Nationally, the Treasury has released a revised ‘Green Book’⁶ which details the guidance to be used for investment appraisal. It is claimed by the Government that this responds to previous criticisms about investment being too London centric. Additionally, the international consultancy ‘Boston Consulting Group’ (BCG) released a piece of research which indicates that energy infrastructure and digital infrastructure are the priorities for developed nations like the UK – with improved rail transport identified as a less important option for improving the UKs productivity⁷.
- 2.4 In the Midlands, EMCCA completed their initial consultation on their Local Transport Plan⁸, noting that opportunities for significant interventions into rail and tram are only likely to be part of feasibility assessments initially⁹. Looking east, in the period, GLCCA setup ‘Transport for Greater Lincolnshire’¹⁰ and chaired the first national forum on rural transport¹¹. An independent review which is looking at future midlands transport partnerships (jointly sponsored by EMCCA and WMCA), was, at the time of writing, due to provide its initial findings in March 2026.
3. The Better Connected: A Strategy for Integrated Transport, published by the Department for Transport in April 2026, establishes a national framework for a fully integrated, user-focused transport system in England. It moves away from mode-specific planning toward a place-based, outcomes-led approach, underpinned by three principles—people, place, and partnership—and eight priority areas¹². Key policy levers include the rollout of integrated ticketing and simplified fares, expansion of open data and digital platforms, and a renewed focus on network reliability, safety, and long-term infrastructure maintenance¹³. The strategy also formalises the role of Great British Railways (GBR) as the central coordinating body for rail, while embedding devolution and local accountability as core delivery mechanisms¹⁴.
- 3.1 The strategy provides strong policy alignment with existing regional objectives, particularly in relation to multi-modal integration, rail reform, and strategic connectivity. National commitments to contactless ticketing (via Project Coral), improved journey planning, and first/last mile connectivity support TfEM’s ambition to deliver seamless regional travel¹⁵. The strategy’s emphasis on transport-led development and integration with housing and economic growth is

⁶ <https://www.gov.uk/government/news/new-green-book-to-ensure-that-investment-in-all-parts-of-the-uk-given-a-fair-hearing>

⁷ https://www.bcg.com/publications/2026/infrastructure-investments-in-an-uncertain-world?utm_source=linkedin&utm_medium=social&utm_campaign=none&utm_description=organic&utm_topic=none&utm_geo=lon&utm_content=lab_q1_r_video1

⁸ <https://www.eastmidlands-cca.gov.uk/mayors-transport-plan/>

⁹ <https://www.derbytelegraph.co.uk/news/derby-news/east-midlands-mayor-plays-down-10782534>

¹⁰ <https://greaterlincolnshire-cca.gov.uk/news/article/56/new-mayoral-transport-taskforce-set-to-transform-transport-across-greater-lincolnshire>

¹¹ <https://greaterlincolnshire-cca.gov.uk/news/article/55/rural-transport-group-to-champion-connectivity-and-investment-across-england-s-countryside-and-coast>

¹² Strategic framework, principles and priorities overview: [Better Connected strategy \(GOV.UK\)](#)

¹³ Priority areas including ticketing, reliability, and data/technology: [Executive summary](#)

¹⁴ Role of GBR and devolution approach: [Strategy launch statement](#)

¹⁵ Integrated ticketing and journey planning commitments: [Executive summary](#)

directly relevant to East Midlands priorities, including freight, logistics, and key growth corridors, reinforcing TfEM's strategic coordination role across authorities¹⁶.

- 3.2 For the East Midlands the strategy presents both opportunities and delivery challenges. Increased devolution of powers, long-term funding settlements, and control over local transport systems (notably buses and local rail integration) align with the governance model and growth agenda¹⁷. However, the strategy raises expectations around delivery capability, particularly in areas such as integrated ticketing implementation, data governance, performance monitoring, and appraisal reform¹⁸. The focus on innovation, open data, and outcome-based decision-making creates scope for East Midlands partners to lead in areas such as rural mobility and digital transport solutions but will require enhanced institutional capacity and regional coordination¹⁹. Overall, the strategy signals a transition toward locally accountable, integrated transport systems

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

EMR Strategy and Fleet Replacement Programme

- 4.1 The first new intercity Hitachi Aurora trains, originally scheduled for passenger service into the East Midlands in 2022, have been gradually introduced from December 2025. Existing Meridian units are being progressively taken out of service. Any *further* delays to receipt of high-performing trains beyond the latest plans will risk increasing the shortfall of units for EMR. The next key milestone is the approval for passenger use of the longer '10-car' trains'; are now targeted for July 2026.
- 4.2 Following the launch of EMRs refurbished class 170 and class 158 regional train units, we anticipate the launch of the first refurbished class 360 unit. EMRs refurbishment programme will continue at least to 2027. 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.
- 4.3 With the disappointing decision to pause any further electrification of the Midland Mainline, EMR will need to revisit their previous plans for long term fleet replacement as previous proposals assumed electrification would be in place. As a benchmark of ambition, the nationalised operator 'Northern' has announced in the period an ambitious plan to procure up to 450 new trains²⁰. Nationally, a 'long-

¹⁶ Alignment of transport and development: [Executive summary](#)

¹⁷ Devolution, funding and local leadership: [Better Connected strategy \(GOV.UK\)](#)

¹⁸ Appraisal, monitoring and delivery expectations: [Better Connected strategy \(GOV.UK\)](#)

¹⁹ Innovation, data and technology focus: [Better Connected strategy \(GOV.UK\)](#)

²⁰ <https://www.modernrailways.com/article/milestone-reached-planned-new-northern-train-fleet>

term strategy for rolling stock and infrastructure' is anticipated to be published in 2026, which is particularly relevant for the rail agenda in the East Midlands as the regional fleet requires a committed succession plan as a priority.

- 4.4 EMRs timetable restructure launched in December was implemented in union with the restructure of operating patterns on the East Coast Mainline. Passengers in this region, in the main, are benefitting from new connectivity and improved resilience. In December 2026 EMR are seeking further timetable changes, in particular to improve Sunday regional services. This opportunity is in line with priorities that TfEM members have campaigned for.
- 4.5 The Budget at the end of November²¹ included a new Government commitment to freeze regulated fares for a year²². Passengers will welcome this as a component of the cost of living, and additionally it has since been confirmed that this policy will not trigger any direct in-year adverse local budget trade-offs to fund this policy.
- 4.6 The Mayor of Greater Manchester named the first routes which will join the region's 'Bee Network' next year. At the moment, the Bee Network consists of Metrolink trams and franchised buses only. The first two lines, including to Glossop in Derbyshire, will join the Bee Network on 13 December 2026²³.
- 4.7 EMR are continuing their interventions at Nottingham station to reduce anti-social behaviour incidents and reduce ticketless travel. It is now no longer possible to access platforms from the footbridge from 7pm on Fridays until 6am on Mondays. This is in addition to the previous restrictions between 7pm and 6am each day.

Performance

- 4.8 EMR's December 2025 timetable and service changes delivered positive financial and operational outcomes across the network. Regional services generated an additional £1.3 million in annual revenue, aligned with projected passenger growth and financial targets, while Regional Weekly services saw a 12% increase in weekly connections, significantly improving network accessibility. Operational performance also improved, with Regional T-3 punctuality increasing by 5%, resulting in more trains arriving within three minutes of their scheduled time. After accounting for the costs associated with additional mileage, the changes are forecast to deliver a net subsidy benefit of approximately £916,000 per annum. These outcomes demonstrate that targeted timetable and connectivity enhancements can deliver both passenger and financial benefits simultaneously, supporting wider objectives around modal shift and regional economic growth.

²¹ <https://www.gov.uk/government/collections/budget-2025>

²² <https://www.gov.uk/government/news/first-rail-freeze-in-30-years-to-ease-the-cost-of-living>

²³ <https://www.railnews.co.uk/news/2025/12/11-first-railways-to-join-manchesters.html>

The improvements in punctuality and connectivity also indicate that service enhancements are beginning to strengthen network reliability and passenger confidence across the EMR regional network.

- 4.9 For period 13 (2nd March – 31st March), EMR performance was 77.7% for T-3 punctuality, which is lower than last reported period 11 due to major disruption events (multiple fatalities) occurring in the area during this period.. Punctuality in the East Midlands continues to fall short of the national average of 85.8%²⁴, due to several ongoing structural and operational challenges across the network. Improving performance should therefore be a key investment focus, requiring interventions at scale to deliver meaningful and lasting change. The aim should be to increase punctuality both overall and in comparison, to national levels, with consistent reliability across all parts of the region, throughout the week, and across different seasons.
- 4.10 EMR offered 2.45% of TOC on Self cancellations against an NRC upper target of 1.8%. The ToS cancellations is within a context of a 4.7% all-cancellations period score which is what customers experience.
- 4.11 In period 13, EMR offered short formations of 0.59% against an upper tier target of 0.9%.

5 Rail Enhancement Projects Update

TfEM Shared Priorities (Rail)

The ‘TfEM Shared Vision’²⁵ for transport investment priorities will be refreshed for a 2026 re-launch.

- 5.1 Updated TfEM modelling (2025) identifies improving generalised rail journey times to Birmingham as the top connectivity priority for most principal East Midlands cities. With HS2 to the region now cancelled—while Phase 1 and the Birmingham Curzon Street station proceed—there is an opportunity to explore whether this infrastructure could support Midlands Rail Hub (MRH) outputs in place of the previously proposed Moor Street platforms. In parallel, Network Rail continues to develop a programme-wide MRH Outline Business Case based on Moor Street. TfEM should consider how best to advance east–west rail connectivity in this evolving context.
- 5.2 The Midlands Connect sponsored Coventry-Leicester-Nottingham service reinstatement proposal is seeking a further £5m from current DfT RNEP provisions for development of the next stage of the design, estimate and business case. The

²⁴ <https://www.networkrail.co.uk/who-we-are/how-we-work/performance/railway-performance/>

²⁵ <https://www.emcouncils.gov.uk/wp-content/uploads/2024/04/TfEM-Shared-Vision-2024.pdf>

proposals would almost halve today's journey times between Leicester and Coventry²⁶.

- 5.3 Industry Enhancement Strategic Planning: Network Rail are completing their MML route study, looking at the 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 now no committed rail infrastructure improvements for the East Midlands, so this Network Rail advice could now be viewed with renewed importance. It is anticipated that to see any impetus for Midlands Rail Hub outputs for the East Midlands, this priority would need to be recommended through these industry strategic document vehicles.
- 5.4 The Network Rail Strategic Planning team continue their workstream looking at the East Coast Mainline constrained capacity, including locations that could see adverse change to their existing services, such as Lincoln-KX.
- 5.5 In the past period the Government committed to a new plan for a series of phases of work under the moniker of 'Northern Powerhouse Rail'²⁷. The proposals include £1.1bn within the current spending review period to develop schemes under a canopy of a total programme funding cap of £45bn, with local leaders expected to fund any delta. Relevantly, NPR schemes that will be developed will include electrification of Sheffield to Leeds, and a commitment to provide 'high speed trains' between Birmingham and Manchester. However, this is not a reinstatement of HS2, and the Government is yet to determine exactly what will be delivered.
- 5.6 The Government has published its preferred list of stations to receive Access for All (AfA) investment. None of the eight stations moving forward to delivery, nor the twenty-three progressing to design, are in the East Midlands. All four East Midlands stations that were developed—Chinley, Stamford, Sileby and Sleaford—have not been awarded further funding to progress accessibility improvements.

6. TfEM Rail Work Programme

- 6.1 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 in 2027. Following the transfer of responsibilities from the Department for Transport (DfT) to the DfTO in April 2026, the TfEM Collaboration

²⁶ Now 56mins vs proposals for ~30mins.

²⁷ <https://www.theguardian.com/uk-news/2026/jan/14/northern-powerhouse-rail-plans-welcomed-but-big-questions-remain>

Agreement was transferred to DfTO. TfEM and DfTO appointed a new Head of Rail Improvement to lead the interface for the collaboration agreement through to the end of March 2027.

- 6.2 A refined version of TfEM’s proposed anchor document, *Routes to Prosperity*, setting out the relationship between economic geography and transport, was endorsed by the TfEM Board on 9 March. The final version, incorporating comments, will be circulated to all members. A public summary will be issued as part of a timely TfEM response, now that the Government’s Integrated Transport Strategy has been published.
- 6.3 An initial draft of the TfEM freight document was circulated for review by LTA member officers’ last board. A more developed version (appendix b) will be shared and presented at this TfEM Board for endorsement.
- 6.4 TfEM Officers and Systra continued to progress the final document within the rail workplan, with a primary focus on whole-region messaging to GBR regarding TfEM’s rail priorities. This work also benefitted from new analysis developed by the consultant on East Midlands performance targets, East Midlands station growth, and a summary of East Midlands fleet succession plan options.

7 Recommendations

- 7.1 The TfEM Board is invited to:
- Note the quarterly board report
 - Endorse the ‘Freight in the East Midlands’ document and the final version of ‘Routes to Prosperity’ document.
 - Note the service categorisation analysis draft

Key Contact:

Tawhida Yaacoub, Head of Rail Improvement

Tawhida.Yaacoub@emcouncils.gov.uk

Appendices:

- APPENDIX A – Final version: ‘Routes to Prosperity’ link to document
<https://www.emcouncils.gov.uk/wp-content/uploads/2026/05/Routes-to-Prosperity-Economic-Transport-Evidence-Base.pdf>
- APPENDIX B – Final draft: ‘Freight in the East Midlands’ link to document
<https://www.emcouncils.gov.uk/wp-content/uploads/2026/05/Freight-Growth-in-the-East-Midlands-Systra.pdf>

- APPENDIX C – DRAFT Regional Service Categorisation (Go to the right hand Publications column and scroll down to Appendix C to view the document)
<https://www.emcouncils.gov.uk/our-work/transport-infrastructure/east-midlands-rail-collaboration/>

Transport for the East Midlands

8th June 2026

Item 6: Shared Priorities Update

1. Introduction

- 1.1 This report provides a status update on the TfEM-Midlands Connect Shared Priorities, last updated in 2024 and available at: [Our Shared Vision for the East Midlands Our Shared Vision for the East Midlands](#), and sets out initial proposals for a review of TfEM priorities to reflect changing circumstances and fully integrate the Northamptonshire perspective.

2. Status Update as of December 2025

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

Full Electrification of the Midland Main Line

- 2.2 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 were also upgraded from 100mph to 125 mph in anticipation of new Aurora 810 bi-mode rolling stock being introduced in 2025.
- 2.3 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.
- 2.4 EMR also developed a business case to transition to a new fleet of regional battery-electric regional rolling stock to replace the existing fleets of c170, c360 and c158 trains in due course.
- 2.5 However further electrification was ‘indefinitely paused’ by DfT following the Spending Review and the East Midlands will remain the most ‘diesel dependant’ railway region in the UK for the foreseeable future.

Improved Rail Connectivity between Nottingham, Leicester, and Coventry

- 2.6 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](#)).
- 2.7 Subsequent work led by Network Rail has confirmed that the cost of progressing to Outline Business Case would be in the region of £5m, although as yet there has no financial commitment from Government though the Rail Network Enhancement Pipeline (RNEP) towards the scheme.

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

- 2.8 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.
- 2.9 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 and connecting to existing rail network at Burton. A decision about how (if at all) to take this work forward has yet to be made by Ministers.
- 2.10 More recently, the Government has set out more detailed outputs for Northern Powerhouse Rail, including electrification of the route between Sheffield and Leeds with four trains per hour. At least some of these trains are likely to be extensions of EMR intercity services, raising the possibility of improved connectivity between East Midlands Cities and Leeds.
- 2.11 Following further work by Network Rail on the Programme Outline Business Case for the Midlands Rail Hub, the following emerging potential outputs for Midlands Rail Hub East have been identified.
- 1tph Birmingham New Street – Nuneaton – Leicester – Stansted
 - 1tph Birmingham New Street – Nuneaton – Leicester – Nottingham
 - 2tph Birmingham Moor Street – Leicester (stopper)

 - 2tph Birmingham Moor Street – Derby – Nottingham (57 mins)
 - 1tph Cardiff – Birmingham New Street – Derby – Leeds (semi fast)
 - 1tph Birmingham New Street – Derby – Nottingham (stopper)

- 2.12 Further work is ongoing to revise the proposition in advance of bidding for the funding to develop a full business case at the next Spending Review (likely 2027), for potential delivery in the mid-2030's.

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

- 2.13 The Development Consent Order (DCO) for the A46 Newark Northern Bypass was approved in October 2025 and the Government confirmed in the Spending Review that funding is available to deliver the scheme. However, as yet no start date has been confirmed. As a result, the Chair of TfEM and the Chair of EMC wrote to the Secretary of State highlighting the need to expedite the scheme.
- 2.14 National Highways have yet to publish its RIS3 Delivery Plan, but it is understood the construction is not due to start until then of the RIS 3 period – i.e.2030/31. This date will be after the next General Election, which introduces a level of political jeopardy. It also exposes the scheme to cost inflation pressures resulting from ongoing instability in the middle east.
- 2.15 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](#)).
- 2.16 However, EMR has successfully implemented a half hourly service between Lincoln, Newark and Nottingham from December 2025 as part of the 'Project Abraham' timetable enhancements, which has added an extra 2,000 seat a day along the route and resulted in performance improvements across the East Midlands Route.
- 2.17 TfEM and GLCCA highlighted the strategic importance of this this rail corridor in the recent 'Keeping Pace' publication: [Keeping Pace: Enhancing Lincoln City's Rail Connectivity](#).

Improvements to the A50/A500 Growth Corridor

- 2.18 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. RIS3 funding has also been identified develop proposals for improving four junctions along the A50 corridor and improving links to the M1 and M6 in Staffordshire– for potential delivery in RIS4.

Improvements to the A5 Growth Corridor

- 2.19 Although National Highways have undertaken initial work to develop a strategic enhancement to the A5 between the M69 and the M42 (Hinckley and Tamworth), but

no funding has been identified for development and delivery. Improvement to the junction between the A5 and A426 at Gibbet Hill and the roundabout at Dodwells have both been identified for potential delivery in RIS4.

Improving safety and reliability on the A1

- 2.20 National Highways has delivered 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 and consistency with the rest of the SRN. There are no plans to develop any strategic enhancements for delivery in RIS3, however funding has been identified for a potential improvement of the junction between the A1 and the A606 near Stamford.

Improving capacity around the M1 Junction 24

- 2.21 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, and no development funding was identified for M1 J24 in the RIS3 announcement.
- 2.22 Segro has submitted a Development Consent Order (DCO) Application for an expansion on its operations at the East Midlands Gateway Freight Interchange which includes proposed improvements to M1 Junction 24. The scheme application is currently at the Examination Stage: [East Midlands Gateway Phase 2 - Project information](#)
- 2.23 The Freeport is looking to make available resources to support National Highways to develop and implement a strategic intervention to M1J24, and details were announced at a Parliamentary Reception hosted by James Naish MP on the 3rd March 2026.

2 Proposals for a review of TfEM Priorities

- 3.1 TfEM and Midlands Connect first published a set of shared priorities in 2017. Since then, there have been several iterations to reflect changing circumstances, with the most recent version published in March 2024 prior to the last General Election.
- 3.2 To ensure that TfEM's priorities remains up to date and relevant, it is proposed that a further review is undertaken. The changing status of Sub-National Transport Bodies like Midlands Connect also present an opportunity to more fully reflect the Northamptonshire perspective.

3.3 As a result it is proposed that TfEM officers commence engagement with LTAs and delivery bodies and bring proposals back for discussion to the September meeting of the TfEM Board.

4. Recommendations

4.1 Members are asked to:

- Note progress on the eight shared priorities; and
- Endorse proposals for a review of TfEM Shared Priorities

Key Contact:

Andrew Pritchard

andrew.pritchard@emcouncils.gov.uk