Board Meeting
28th September 2026
3.00pm to 4.30pm

Virtual Meeting via Microsoft Teams

AGENDA

1. Introductions and Apologies

2. Minutes & Actions of Board Meeting 8th June 2026*

3. Presentation by Charlie Small, Deputy Director NPR Business Case and Eastern Upgrades, Department for Transport
   - The implications of Northern Powerhouse Rail for the East Midlands

4. An Update on RIS3*
   - RIS3 Variation Consultation

5. East Midlands Rail Collaboration
   - Update from East Midlands Railway
   - Report of the Head of Rail Improvement*

6. TfEM Shared Priorities*
   - Update on Implementation
   - Update on Review

7. Any Other Business

8. Date of future Meetings:
   - 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 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 8th June 2026
10.30 – 12.00 am

Virtual Meeting via Microsoft Teams

Minutes

Present:

Mayor Sir Peter Soulsby (Chair)	Leicester City Council
Cllr Chris McGiffen (Vice Chair)	North Northamptonshire Council
Cllr Patience Ifediora	Nottingham City Council
Cllr Richard Butler	West Northamptonshire Council
Cllr Christine Wise	Rutland County Council
Cllr Carol Wood	Derbyshire County Council
Cllr David East	Lincolnshire County Council
Cllr Bert Bingham	Nottinghamshire County Council

In attendance:

Chris Wragg	North Northamptonshire Council
Andy Gutherson	Lincolnshire County Council
George Selby	East Midlands Railway
Simon Pready	East Midlands Railway
Will Rogers	East Midlands Railway
Penny Sharp	Rutland County Council
Daniel Pearman	Leicester City Council
Chris Carter	Nottingham City Council
Louise Clare	DfT
Jacob Wing	DfT
Jackie Reay	DfTO (Rail)
Mark Budden	Network Rail (Eastern)
Richard Joslin	Network Rail (Eastern)
Denise Wetton	Network Rail (NW & Central)
Peter Hume	Network Rail (NW & Central)
Maria Machancoses	Midlands Connect
Lynne Stinson	Leicestershire County Council
Alan Marsden	Derbyshire County Council
David Atkinson	Harborough District Council
Andrew Pritchard	East Midlands Councils
Tawhida Yaacoub	East Midlands Councils

Apologies:

Cllr Carmel Swan	Derby City Council
Cllr Andrew Hamilton-Gray	Leicestershire County Council

		ACTION
1.	**Introductions and Apologies**	
1.1 1.2 1.3	Because Sir Peter Soulsby was experiencing wifi connectivity issues, the meeting was chaired by the Vice Chair, Cllr Chris McGiffin. The Vice Chair asked Members to introduce themselves. The apologies were as noted as above.	
2.	**Minutes & Actions of Board Meeting 9th March 2026***	
2.1 2.2	The minutes of the last meeting we agreed as a correct record. There were no matters arising.	
3.	**Presentation by Denise Wetton, Route Director for NW & Central, Network Rail**	
3.1 3.2 3.3 3.4 3.5 3.6 3.7	Andrew Pritchard explained that whilst the origins of the Midlands Rail Hub project went back over 20 years, the focus of Government investment had always been on service improvements in the West, and the that the potential East Midlands offer had so far been undefined and undeveloped. However, Network Rail is now looking to expand the reach of the project to Derby, Leicester and Nottingham. The Vice Chair introduced Denise Wetton, Route Director for Network Rail's NW & Central Region and the Senior Responsible Officer (SRO) for the Midlands Rail Hub (MRH) project. Denise said that key objectives of the MRH were to support social and economic growth through Improving access to opportunities, making journeys faster and more comfortable, improving punctuality and providing capacity for freight growth. Key to realising this potential is the re-instatement of two chords in Bordesley in central Birmingham. The East Chord could also increase capacity from Birmingham to the East Midlands – but delivering service improvements to Derby, Leicester and Nottingham would require substantial further investment over and above that so far committed by Government. Denise confirmed that additional cost of completing a Full Business Case for MRH East would be c£50m and the cost of delivery would be c£500m, and it was planned to seek this funding from Government at a future spending review. Maria Machancosis, CEO of Midland Connect, highlighted the importance of making representations in support of the Midlands Rail Hub at the next spending review. The Vice Chair thanked Denise for her presentation.	
4.	**An Update on RIS3**	
4.1	Andrew Pritchard provided an update on the Government's announcement priorities for the next roads investment period (RIS3: 2026-31). The largest proportion of the £25b investment will be on renewals, but the following enhancements in the East Midlands are included:	

		ACTION
	• **Major Schemes continuing in RIS3:** A52 Nottingham Junctions • **Major Schemes starting in RIS3:** A38 Derby Junctions, A46 Newark Bypass • **Small Scheme Programme:** A38/A50 (Toyota Island), M1 Junction 29, A1/A606 Junction, Stamford (all subject to business case & funding) • **National Safety Programme** A5 Weedon Bec to M1 J11a (subject to business case & funding) • **Large Renewals – Concrete Roads,** A46 (north of Leicester) A180/M180 in North Lincolnshire • **RIS4 Pipeline**: A5/A426 Junction Gibbet Hill; A5 Dodwells to Longshoot; M1 Junction 28/A38 (all subject to business case and funding) and A14 Junction 10a (subject to private funding & consents).	
4.2	In addition, Andrew highlighted a number of LTA led schemes that have been funded to deliver by Government: A614/A6097 Corridor (Nottinghamshire); A511 Growth Corridor (Leicestershire) and North Hykeham Relief Road (Lincolnshire), and the A43 Northampton - Kettering Phase 3 which is continuing scheme development.	
4.3	Finally, it was noted that the Melton Mowbray North and East Distributor Road had recently been opened and officially named 'The Pork Pie Way'.	
4.4	Andy Guthersion confirmed that work to build the North Hykeham relief road was now well under way.	
4.5	Whilst it was positive that A46 Newark Bypass was included in RIS3, there was concern that the start date was likely to be after the next General Election. It was also noted that strategic enhancements to M1J24, the A1 and he A5 had not been prioritised.	
4.6	The Vice Chair thanked Andrew the update.	
5.	**East Midlands Rail Collaboration**	
5.1	Will Rogers, MD of East Midlands Trains provided an update on the following: • **Business Update:** EMR welcomed Jacob Collier MP from the Transport Select Committee to its Derby Depot to see the new Aurora trains. EMR hosted the Community Rail Awards and separately has also won several awards itself, including the Golden Whistle for hosting the 'Greatest Gathering' in Derby. • **Performance Update:** T-3 performance has slipped back slightly from January's high of 80.7%, the main reasons being non-track assets, trespass and fleet performance. EMR have introduced a mental health nurse to help reduce trespass incidents. • **Timetable Changes:** A number of incremental improvements were successfully introduced in May, including additional Sunday services on the Robin Hood Line and longer trains between Corby-St Pancras on Sundays. Details of proposed December 2026 timetable changes are subject to funding but will be published in July. • **Digital Pay As You Go Ticketing Trial:** EMRs DPAYG trial delivered positive results, with 92% of trialists still using the system. The DfT will now determine next steps. • **Aurora Introduction:** 12 trains have been received with 6 in service. EMR is continuing to work closely with Hitachi to address outstanding technical issues. Inter-city seat reservations remain suspended whilst the rollout continues. EMR hopes to start 10 car Aurora operations shortly.	

		ACTION
	• **Regional Fleet Refurbishments**: 7 refurbished class 158s now in service, along with 9 refurbished class 170s. • **Connect Fleet Refurbishment:** The first refurbished electric class 360 was unveiled in Kettering on the 5th June.	
5.2	The Vice Chair and the Chair both highlighted the transformational impact of the refurbishment of the Class 360 trains serving the Corby – St Pancras route	
5.3	Cllr East welcomed the refurbishment of the c158 rolling stock serving Lincolnshire.	
5.4	Tawhida Yaacoub, TfEM Head of Rail Improvement highlighted publication of the following products developed with Systra through the current Rail Collaboration Agreement work programme: • **Routes to Prosperity:** An 'anchor' document analysing demographic, economic and connectivity data for the East Midlands and its sub-regions and articulating the relationship between transport connectivity and economic growth. https://www.emcouncils.gov.uk/wp-content/uploads/2026/05/Routes-to-Prosperity-Economic-Transport-Evidence-Base.pdf • **Freight and Growth in the East Midlands**: Explains how freight currently operates across road, rail and air in the East Midlands and discusses options to make freight movements more efficient and less disruptive: https://www.emcouncils.gov.uk/wp-content/uploads/2026/05/Freight-Growth-in-the-East-Midlands-Systra.pdf • **Station Growth Analysis:** A spreadsheet model that forecasts rail demand growth through to 2046. The analysis is based on standard DfT modelling (EDGE) with a variation that incorporates the Government's new Standard Method for identifying housing need. It covers every station in the East Midlands and Greater Lincolnshire: Station-Growth-Analysis.xls.xlsx • **Regional Service Categorisation:** A spreadsheet which categorises stations and routes into major, strategic and local rail markets. It Identifies locations with poor direct connectivity to key economic centres and highlights service frequency gaps, particularly evenings and Sundays. It covers every station in the East Midlands and Greater Lincolnshire: Regional-Service-Categorisation.xlsx	
5.5	Tawhida highlighted that these documents would be used to inform TfEM rail priorities for GBR for discussion at a future meeting of the Board.	**EMC**
5.6	The Vice Chair thanked Will and Tawhida for their updates.	
6.	**TfEM Shared Priorities***	
6.1	Andrew Pritchard provided a brief overview of progress against the delivery of the TfEM's Shared Priorities in the context of recent Government announcements.	
6.2	It was acknowledged that time had moved in since the later iteration of the document was published in March 2024 (Our Shared Vision for the East Midlands) and a review was now necessary to remain relevant.	
6.3	Andy Gutherson highlighted the importance of working closely with LTA officers on any revisions, and the enduring importance of improving safety and reliability on the A1.	

		ACTION
6.4	The Board agreed to note progress on delivery of TfEM's shared priorities and to endorse proposals for a review for consideration at a future meeting of the Board.	**EMC**
7.	**Any Other Business**	
7.1	None Notified	
8.	**Dates of Future Meetings**	
	• Monday 28th September 2026, 3.00pm – 4.30pm • Wednesday 16th December 2026, 10.30pm – 12.00pm	

Transport for the East Midlands
28th September 2026
Item 4: An Update on RIS3

1. Introduction

1.1 This paper provides an update on the implementation of the Government's third Roads Investment Strategy (RIS3) which was published at the end of March 2026.

2. RIS3

2.1 The Government published its Roads Investment Strategy for five-year period between 2026/7 and 3031/2 (known and RIS3) at the end of March 2026: Road Investment Strategy 3 (RIS3): 2026 to 2031. Several schemes in the East Midlands were identified by RIS3 for investment, including major enhancements to the A38 Derby Junctions and the A46 Newark Bypass - which has been TfEM's top road investment priority for the last decade.

2.2 However, to release capital funding for the Defence Investment Plan (DIP) published on the 30th June 2026 the Government proposed to cancel both schemes and to remove them from the RIS[1].

2.3 The Chair of Chair of TfEM Sir Peter Soulsby and the Chair of EMC responded to proposed cancellation on the 3rd July 2026: East Midlands stuck in the slow lane: Government cancels major transport investment...again!

2.4 As the proposed cancellations make a material change to the RIS published in March 2026, the Government is required to undertake a consultation under Schedule 2, Part 2 of the Infrastructure Act 2015. The consultation ran from the 23rd July 2026 to the 14th September 2026. A copy of the consultation letter is set out under Appendix 1.

2.5 TfEM worked with member authorities to develop a common evidence base to support individual consultation responses and supported the campaigning efforts of EMCCA[2]. The EMC/TfEM consultation response was signed off by the Chair of TfEM and is set out in Appendix 2 and at: EMC & TfEM oppose cancellation of critical road investment

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[1] The Defence Investment Plan Funding explainer - GOV.UK

[2] East Midlands Mayor urges communities and businesses to back campaign against A46 and A38 road scheme cancellations - East Midlands Combined County Authority

2.6 The Government is expected to make its final decision at or around the Budget which is scheduled for the 28th October 2026. It is worth noting that as of the end of June 2026, the Government still had a shortfall of just under £5 billion to fund the DIP.

2.7 A further verbal update will be provided at the meeting

3. Recommendations

3.1 Members of the TfEM Board are asked to note the contents of this report and direct officers accordingly.

Key Contact

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Department for Transport

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RIS3Variation@dft.gov.uk

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23 July 2026

Dear Andrew,

Variation to the third Road Investment Strategy following the recently published Defence Investment Plan

On 30 June 2026, the Defence Investment Plan was published. This sets out how defence spending will increase to strengthen the UK's security, including increasing defence funding to almost £80 billion a year by 2029 and raising defence spending to 2.7% of GDP.

To fund this, departments have been asked to reduce some previously agreed spending plans. The Department for Transport (DfT) has therefore reviewed its capital budgets, including funding for the third Road Investment Strategy.

We are now consulting on proposed changes to the third Road Investment Strategy. We want to understand what these changes would mean for you, your area and the communities and businesses you represent before final decisions are made.

Third Road Investment Strategy (RIS3)

The government published RIS3 in March 2026, which provides over £27 billion to maintain, renew and enhance England's motorways and trunk A roads between 2026-2031. Over half of all RIS3 spending is on operations, maintenance and renewals to ensure a safe, reliable, and free-flowing network for generations to come. This includes a record £8.4 billion investment to maintain road surfaces and protect safety-critical structures like bridges and tunnels to strengthen the performance and resilience of the network.

Proposed changes to RIS3

DfT is consulting on proposals to reduce RIS3 capital funding by £428 million over the first four years of the RIS3 period, from 2026-27 to 2030-31. This includes the possible cancellation of two enhancement schemes — the A46 Newark Bypass and A38 Derby Junctions — and an approximately 2 per cent reduction in other capital funding.

Proposed RIS3 funding reductions (£bn)	**26/27**	**27/28**	**28/29**	**29/30**	**30/31**	**Total**
Enhancements	0.027	0.038	0.067	0.183	0	**0.315**
Other Capital	0.014	0.027	0.034	0.038	0	**0.113**
Total Capital reductions proposed	**0.041**	**0.065**	**0.101**	**0.221**	**0**	**0.428**

RIS3 sets National Highways’ capital delivery commitments, including major milestones such as the start of works on enhancement schemes. If the two enhancement schemes are cancelled, the related capital commitments would also need to change, reducing from five to three.

Reductions are not proposed to other elements of the RIS3 budget, including other enhancement schemes, renewals, the ring-fenced Lower Thames Crossing and inward investment projects, National Highways’ resource funding, or operational performance targets.

Why these changes are proposed

- **Proposed cancellation of two enhancement schemes**

We are proposing to cancel two schemes: A38 Derby Junctions and A46 Newark Bypass. Neither scheme is in contract. Main construction is not due to start until 2029 for A38 Derby Junctions and 2030 for A46 Newark Bypass. Proposals are subject to ongoing review of scheme business case and value for money assessment. Before making a final decision, we will consider the evidence carefully against a range of factors, including value for money, cost, safety, effects on traffic and the environment, housing and growth impacts and confidence in delivery. Annex A provides more information on these areas.

We are not proposing changes to the other committed enhancement schemes in RIS3. Two schemes are already open to traffic and ten are in construction, where stopping work would not be practical. The A66 Northern Trans-Pennine and M54 to M6 Link Road have not yet started construction, but both are already in contract and are due to start works within the next nine months. The A66 is expected to start construction by the end of 2026 and is a nationally important route linking the east of England with the North-West and Scotland. The M54 to M6 Link Road offers the strongest economic benefits for investment among the remaining schemes in development.

The proposal prioritises looking after the existing road network over starting new roadbuilding schemes. This reflects the approach taken in RIS3, which puts greater emphasis on maintenance and renewals so that motorways and major A roads remain safe, reliable and open for road users, businesses and local communities.

- **Small reductions to other capital funding**

We are also proposing to reduce other RIS3 capital funding by around 2 per cent. Other capital funding supports National Programmes, Designated Funds, development work for RIS4, strategic studies, National Highways' digital and corporate services, central risk reserve and related funding protocols.

National Highways will decide, taking into account the views expressed in this consultation, how best to manage this reduction across these areas. We expect National Highways to continue to deliver the RIS3 objectives, including supporting economic growth, improving safety, and protecting the environment.

Consultation questions

We would welcome your views on the proposed changes to RIS3 as outlined above. In particular:

- Do you support or oppose the changes to RIS3 outlined above, including the overall £428 million reduction proposed and the specific areas for savings proposed to achieve it? Please let us know the reasons for your response and any other comments you have on the proposals or any alternatives.
- Do you agree or disagree with the prioritisation of capital funding for maintenance and renewals? Please let us know the reasons for your response.
- Do you have any views on how the RIS3 objectives may be prioritised in any capital funding reductions?
- Regarding the two enhancement schemes, is there any further information or evidence you can provide to supplement the assessment information provided in Annex A.

We would be grateful for your response to this consultation by **14 September 2026**. Your views, alongside any supporting evidence and National Highways' response to the proposals, will be carefully considered before a final decision is made regarding any variation to RIS3.

It would be helpful if you could complete your consultation response using SmartSurvey, which will assist us in collating information. Please click on the link below:

https://www.smartsurvey.co.uk/t/K763KJ/

DfT is carrying out this targeted consultation to gather evidence on the RIS3 variation proposals. This consultation and the processing of personal data that it entails is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DfT will, under data protection law, be the Controller for this information.

If you have a specific accessibility requirement in order to respond to the consultation survey, please email the address below and we will consider your request.

DfT will also be hosting three stakeholder sessions to help participants understand more about the proposed changes, listen to any feedback, and answer questions you may have. To register your interest in attending one or more of these and submit any questions in advance, please use the form link below to do this. You will then be sent a Microsoft Teams invitation for your chosen session(s).

https://forms.gle/Sr4HocQPnryCNzWd9

Following the final session, a consolidated Questions and Answers document will be shared with attendees across all sessions.

RIS3 Variation Consultation Online Stakeholder Sessions:

- Wednesday 29 July at 3pm
- Thursday 30 July at 11am
- Tuesday 4 August at 9.30am

If you have any queries about the consultation or stakeholder sessions, you can contact the Department at RIS3Variation@dft.gov.uk.

In addition to the stakeholder events noted above, we will be in contact with you to offer a call to answer any questions you may have and listen to any feedback you may wish to provide in this way.

Yours sincerely,

HAROONA CHUGHTAI
Director, National Highways Sponsorship Directorate

Annex A – Assessment information

In assessing enhancement schemes, we consider a range of factors. The mixture of qualitative and quantitative assessments allows an understanding of the various benefits of the scheme. This includes consideration of the local and national significance of the routes and their contribution to government priorities, such as housing and growth. It also includes consideration of the impacts of the schemes in achieving RIS3 objectives, such as safety, environment, network performance, value for money, as well as the likelihood of successful delivery.

The six RIS3 strategic objectives are: grow the economy, improve safety for all, a level of network performance that meets customer needs, a technology enabled and enabling network, a resilient network that is planned and managed for the long-term and deliver improved environmental outcomes. Further details can be found in the RIS3 publication, Part 1 – Vision, from page 15: Road Investment Strategy 3 (RIS3): 2026 to 2031 or https://assets.publishing.service.gov.uk/media/69c4265e471d520038d0f64a/ris3.pdf

The information provided below aligns to the existing assured data and represents a point in time, with Government Appraisal Guidance, as business and investment cases are subject to update and change as schemes develop.

Criteria	Sub-Criteria	A38 Derby Junctions
Case for Change	Overview	• The A38 is a strategic route carrying significant north-south long distance and business traffic from Birmingham, through Derby, to M1 junction 28. • Within Derby, long-distance traffic meets high volumes of local journeys at three existing ground-level roundabout junctions west and north of the city centre. This causes severe congestion and delays on A38 approaches, extending beyond peak hours into interpeak times and weekends.
	BCR	1.11 - 1.86[1]

[1] BCR Position: Ranges reflect existing assured BCR and include a higher BCR based upon updated methodology on Freight Value of Time (FVoT). Other analytical data provided aligns to the existing assured BCR and represents a point in time, in accordance with Government Appraisal Guidance, as business and investment cases are subject to update and change as schemes develop.

Improve Safety for All	Change in casualties	-684.5 over 60 years [2]
Network Performance	million Person hours saved	-71.401 million person hours saved over 60 years
Delivering Improved Environmental Outcomes	Change in carbon	-449,421 tonnes of carbon over 60 years
	Biodiversity	Slight adverse
	Water Quality	Neutral
Grow the Economy	Wider economic impact	142,758 over 60 years (£000s, 2023 Present Values)
	Business Users Impacts	393,868 over 60 years (£000s, 2023 Present Values)
	User Benefits	34,792,100 (£'s 2023 Present Value) to 40% most deprived areas over 60 years
	Jobs and Housing	The scheme has been identified in supporting 4,733 houses along the route of the road under development. The scheme will similarly aid Derby achieve the outcomes of its local plan, supporting the aim to deliver housing (15,400 homes) and employment developments (658,300 sqm of employment land by 2031).
Deliverability	Delivery confidence	High risk – with the need to procure a delivery partner for the main construction phase and a development consent order expiry in September 2028.

Criteria	**Sub-Criteria**	**A46 Newark Bypass**
Case for Change	Overview	• The A46 Newark Bypass scheme will dual the final remaining single-carriageway section of the A46 between Warwick and Lincoln. This section forms a key part of the Trans-Midland Trade Corridor, connecting the Midlands to the major international shipping ports of Grimsby and the Humber. The route carries a high proportion of HGV traffic (20%) on weekdays. • Journey times are inconsistent, and future growth is predicted to exceed the current road's capacity.

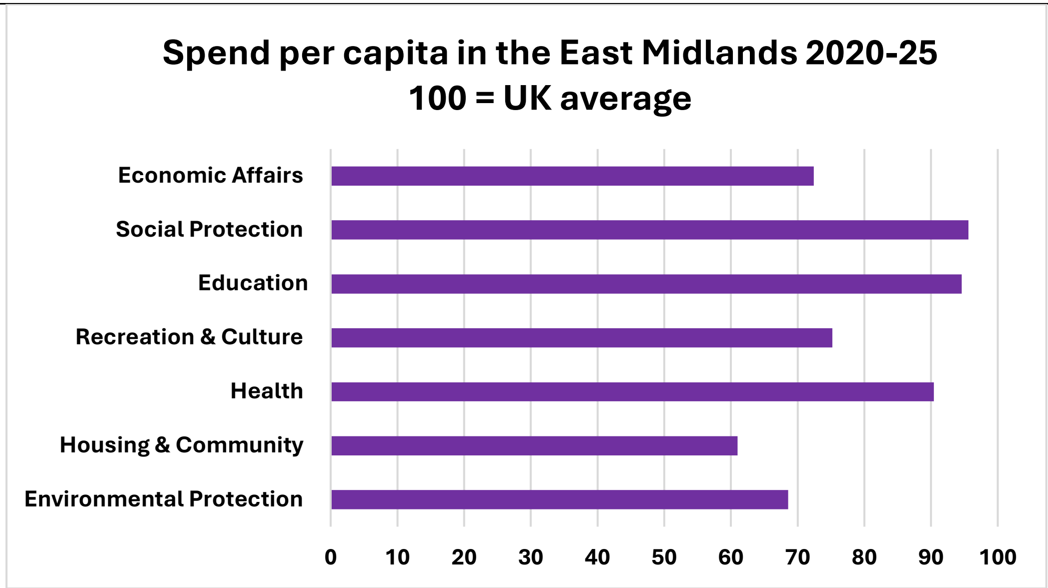
2 The number of casualties (including fatal, serious and slight) reduced/saved over the 60-year appraisal period

		• The upgrade will support key local industries that rely on roads for growth, including manufacturing, logistics and access to the Humber ports. This will boost exports and support their Freeport status, as well as the nearby East Midlands Airport. • Strategically, the improvements will provide a more attractive and direct alternative to the M1 for travel towards the Northeast, while also improving resilience of the wider A46 corridor.
	BCR	1.33 - 1.61[1]
Improve Safety for All	Change in casualties	-1,875 over 60 years.
Network Performance	million Person hours saved	-89.915 million person hours saved over 60 years
Delivering Improved Environmental Outcomes	Change in carbon	-481,012 tonnes of carbon over 60 years
	Biodiversity	Slight beneficial
	Water Quality	Neutral
Grow the Economy	Wider economic impact	25,249 over 60 years (£000s, 2023 Present Values)
	Business Users Impacts	25,249 over 60 years (£000s, 2023 Present Values)
	User Benefits	104,873,330 (£'s 2023 Present Value) to 40% most deprived areas over 60 years
	Jobs and Housing	The scheme has been identified in supporting 9,610 houses along the route of the road under development. The scheme will similarly aid local authorities achieve the outcomes of their local plans, supporting the aim to deliver housing (7,500) and an additional 650,000 sqm of employment land in the Newark area.
Deliverability	Delivery	Medium risk – with the need to procure a delivery partner for the main construction phase for a complex scheme with challenges around building in the floodplain, two crossings of the River Trent and three structures over railways.

RIS3 Variation Consultation

Consultation Question	EMC/TfEM Response
Do you support or oppose the changes to RIS3 outlined above, including the overall £428 million reduction proposed and the specific areas for savings proposed to achieve it? Please let us know the reasons for your response and any other comments you have on the proposals or any alternatives.	East Midlands Councils & Transport for the East Midlands (TfEM) strongly **oppose** the proposal to cancel the A46 Newark Bypass and the A38 Derby Junctions SRN enhancement schemes. The A46 plays a critical role within the Strategic Road Network (SRN), connecting major manufacturing clusters, key ports, the UK Food Valley and forming part of the strategic 'Trans Midlands Trade Corridor' between the M5 in the south-west and the Humber Ports (& Freeport). The stretch of A46 between the Farndon Junction, to the west of Newark and the A1 to the east of the town is the last remaining section of single carriageway between the M1 and A1 which impacts on journey time reliability, congestion and results in high incidences of shunts and collisions. Congestion on the key A1/A46 Winthorpe junction results in mainline queuing on the A1. Lack of grade separation at the Cattle Market junction is compounded by queuing on Great North Road (B6326) within Newark because of frequent rail level crossing downtimes. Congestion in and around Newark is also undermining ambitious plans for new housing and economic development around the town and more broadly across Nottinghamshire and Lincolnshire. The A46 Newark Bypass has been TfEM's top SRN investment priority for the last 10 years. The A38 provides the SRN connection between Birmingham and the M1 at J28, thereby providing a route for north-south long-distance journeys, particularly for freight. Where the A38 passes through the western and northern parts of Derby, intra-urban trips cross the A38 into Derby or use the A38 to travel around the city. The interaction between strategic and local trips results in delays and queues at the Kingsway, Markeaton and Little Eaton junctions. These are the only three roundabouts remaining on the 63km (39 miles) length of the A38 between Lichfield and the M1. The A38 Derby Junctions enhancement remains vital to the free flow of traffic along the A38 corridor, reducing serious congestion in Derby and enabling major planned housing growth in Derby, Amber Valley and South Derbyshire. Neither Government nor National Highways have identified any viable 'Plan B' to reduce congestion, improve safety or enable development if these schemes do not proceed. No viable alternative proposals were identified through either Development Consent Order processes.

	Both schemes have been in development by National Highways (and its predecessor bodies) for many years and have incurred significant sunk costs (estimated to be c£145m to Government alone). They have also been subject to procedural errors and administrative delays exacerbated by cost overruns in schemes elsewhere - which has in turn resulted in further delay and cost inflation. The A46 Newark Bypass was programmed for delivery in RIS2 (2020-25) but slipped for no publicly stated reason into RIS3 with a start date of 2027, which was subsequently put back to 2030 with delivery largely in RIS4 (2031-36). The A38 Derby Junctions was originally planned for construction in the 2000's following a 'Roads Based Study' completed in 2002, but the scheme stalled following the then Highways Agency's failure to consult an impacted land owner. In July 2021 a DCO for a revised scheme was quashed in the High Court because the Secretary of State had failed properly to assess the cumulative greenhouse gas impacts of the scheme and failed to provide a reasoned conclusion as to those impacts. The justification that both schemes are currently 'not in contract' is entirely a result of procedural delays and flawed decision making by Government and National Highways. The Development Consent Order (DCO) for the A38 Derby Junctions was eventually granted on the 17th August 2023 and the DCO for the A46 Newark Bypass granted on the 1st October 2025. The design & build contract with Skanska for the A46 Newark Bypass was cancelled by National Highways **just 2 days before** the Government announced its intention to cancel the scheme itself to fund the Defence Investment Plan (DIP) Contract worth £297m for road upgrade in Nottinghamshire cancelled - BBC News More broadly, cancelling these schemes represents a further escalation of the apparent strategy of successive Governments to 'de-fund' the East Midlands and divert investment to other parts of England. Figures from annual releases of the Treasury's Public Expenditure Survey Analysis (PESA) demonstrate that the Region has been funded at below the UK average per-head across all major Government functions for many years. Public Expenditure Statistical Analyses 2026 – CP 1624



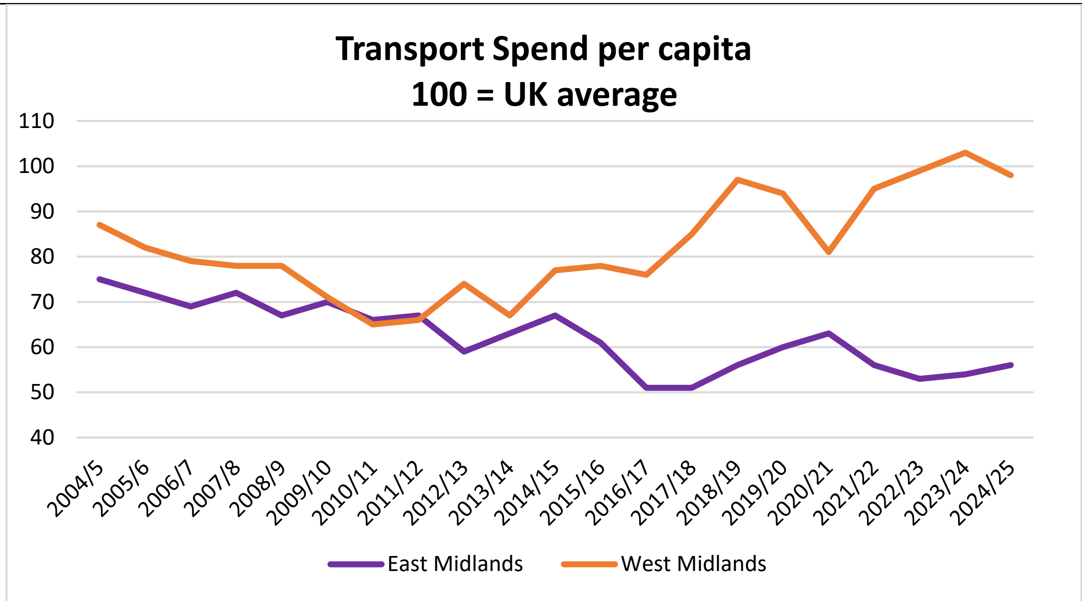
Source: PESA 2026 Release

Transport spend per head has been very significantly below the UK average level for all of the last 5 years, and previous PESA releases show this to have been the trend for the past 20 years. In 2024/5 (the latest figures available), transport spending in the East Midlands was just **56% of the UK average**, by far the lowest level of any UK region or nation.

Expenditure on Transport (£ per head)						Per head (indexed)
	2020-21	2021-22	2022-23	2023-24	2024-25	
London	1,410	1,244	1,279	1,313	1,195	178
West Midlands	592	626	468	706	656	98
UK	**729**	**656**	**655**	**687**	**670**	**100**
England	736	652	651	693	669	100
North West	595	629	676	729	711	106
South East	479	646	584	628	626	93
East	692	609	556	599	628	94
North East	568	469	541	541	496	74
Yorks & Humber	525	419	432	495	475	71
South West	479	405	387	429	450	67
East Midlands	**459**	**369**	**349**	**368**	**376**	**56**

Source: PESA

The disparity in levels of investment spend per head between the East Midlands (£376) and the West Midlands (£656) is significant and has grown markedly over the last 10 years.



Source: PESA

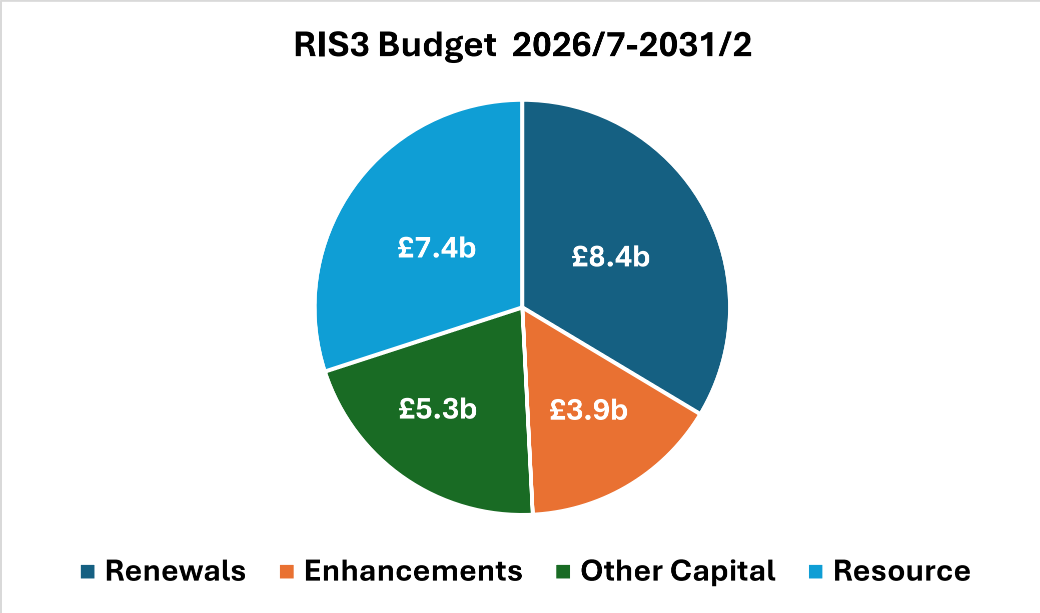
The latest figures for 2024/25 **do not** include the financial impact of the 'pausing' of Midland Main Line Electrification announced in July 2025 or the proposed cancellation of the A46 Newark Bypass and the A38 Derby Junctions. Together these schemes total around £2.5 billion of lost infrastructure investment for the East Midlands over the last 12 months.

Successive governments have undertaken to address regional investment inequalities but have failed to do so. In a debate on 'Regional Transport Inequality' led by Catherine Atkinson MP (Derby North) which took place on the 11th September 2025, DfT Minister Simon Lightwood MP promised to do better, and in respect of the East Midlands said: *"We are investing in the region, including…progressing the A38 Derby Junctions scheme, which will improve safety, reduce delays and support house building. We are also committed to delivering the A46 Newark bypass…"* *Source:* [*Regional Transport Inequality - Hansard - UK Parliament*]

East Midlands Councils

Transport for the East Midlands

	The Government should make good on that promise and re-instate these schemes to the RIS3 program and accelerate their delivery. **Alternatives** The consultation highlights that the Government has 'ringfenced' RIS3 funding for the Lower Thames Crossing - but provides no justification. The Government has already committed £3.1billion to this scheme, with over £1billion spent before construction. In June 2026 the Government committed a further £174m which it said would be "*found from existing budgets*" (Lower Thames Crossing receives additional £174m Government funding). The cost per-mile of this scheme already exceeds that for the HS2 rail line between London and Birmingham, prompting the National Audit Office to investigate. Rather than repeat the mistakes of HS2, Government should switch RIS3 funding from the Lower Thames Crossing (LTC) to support priority schemes in the East Midlands which can deliver economic, social and environmental benefits more quickly. Public funding for LTC could instead be made in the form of loan guarantees from the National Wealth Fund (formerly the UK Infrastructure Bank). Alternatively, Parliament's Public Accounts Committee has issued a series of reports over the last 12 months highlighting serious instances of fraud and mismanagement of public expenditure across Government which if only partially addressed, would fund the DIP without cutting the RIS3 budget at all. In particular: • £55-£81billion is lost every year due to fraud and error: Taxpayer losing tens of billions to fraud as government still lacks modernising ambition to fight it - Committees - UK Parliament • £1.93 billion is still owed from fraudulent claims to the Covid Loans Guarantee Scheme: COVID-19 loan guarantee schemes repayment data: September 2025 - GOV.UK • £6.6 billion 'written off' by Government in 2024/5 alone: £6.6 billion wasted in '24-'25: Egregiously poor value for public money highlighted by PAC - Committees - UK Parliament • £1.5 billion of MoD spending at risk of fraud: MoD's lack of focus and leadership leaves valuable public funds exposed to fraud - Committees - UK Parliament • £21billion tax risk resulting from multinationals shifting profits across borders: HMRC must better tackle large tax risk of multinationals diverting profits across borders - Committees - UK Parliament

Do you agree or disagree with the prioritisation of capital funding for maintenance and renewals? Please let us know the reasons for your response	The RIS3 settlement currently identifies £3.9 billion for enhancements – approximately 15% of the total RIS budget available to National Highways and less than half that to be spent on renewals.  Whilst it is reasonable for enhancements to form the smallest element the RIS budget given the age and condition of the SRN it is not clear why the Government is proposing to meet almost all the savings required to fund the DIP from this element alone. The Government has presented no evidence to suggest that at least some efficiency savings cannot be made from renewals or resource funding, which together comprise over 63% of the RIS3 budget.
Do you have any views on how the RIS3 objectives may be prioritised in any capital funding reductions?	RIS3 sets out six key objectives: • Objective 1: Grow the economy • Objective 2: Improve safety for all • Objective 3: A level of network performance that meets customers' needs

	• Objective 4: A technology enabled and enabling network • Objective 5: A resilient network that is planned and managed for the long-term • Objective 6: Deliver improved environmental outcomes It is clear from the evidence presented in the consultation and tested through the DCO process that both schemes would contribute to all six of these objectives, and in particular economic growth (Objective 1), safety (Objective 2) and network resilience (Objective 5). Focussing available resources on these objectives would be consistent with the core objectives of the new Government and the recently published Road Safety Strategy.
Regarding the two enhancement schemes, is there any further information or evidence you can provide to supplement the assessment information provided in Annex A?	**The East Midlands Economy** The Government apparently fails to understand the nature of the East Midlands regional economy and its fundamental reliance on a functioning transport network (see: Routes to Prosperity – an economic and transport evidence base for the East Midlands). Transport, logistics, and associated engineering sectors have formed a cornerstone of the East Midlands economy for decades, employing tens of thousands of people across warehousing, haulage, rail operations, maintenance, and advanced manufacturing. Supply chains serving retail, healthcare, automotive, and aerospace have historically sustained both urban centres and rural communities. Locally based companies such as Alstom, Rolls-Royce, and Toyota continue this legacy today, whilst the newly formed Great British Railways will have its headquarters in Derby. East Midlands Airport anchors one of the UK's busiest air cargo clusters, hosting express parcel integrators, dedicated freight operations, and extensive airside warehousing. Surrounding logistics parks integrate seamlessly with motorway and rail freight interchanges, enabling late cut-off, next-day delivery nationwide, and has positioned the East Midlands as a critical part of the UK's goods and e-commerce system. Greater Lincolnshire is home to Europe's largest Agri-food Tech automation and robotics cluster, attracting a variety of businesses which are investing heavily in automation, with around 30% of the nation's food

	moving through the area. Newark is also home to British Sugar, which processes beet from growers across Lincolnshire and Nottinghamshire transported by HGV and supplies 60% of the UK market. Located at the geographic heart of England, the East Midlands sits at the crossroads of the nation's road and rail corridors. The M1, A1, and A46 link the region swiftly to London, the North, and the East Coast, while intercity rail services connect Nottingham, Derby, Leicester, and beyond to Birmingham and London. This centrality has long enabled efficient distribution and market access, underpinning investment and clustering in transport-intensive industries - but it is being fatally undermined by the Government's consistent failure to invest in strategic road and rail schemes in the region. **Defence Capability & Capacity** Cancelling these schemes to boost investment in defence (less than a year after the 2025 Spending Review) will also be counterproductive. The East Midlands is a defence industry powerhouse with key sector strengths in military aerospace and nuclear propulsion. It has an established national capability base that designs, engineers, manufactures, tests, integrates, upgrades, sustains and scales the systems, technologies, logistics networks and supply chains that the Armed Forces need now and, in the future (see Midlands-Defence-Prospectus). But this capability requires a reliable and resilient transport network to function, including on key routes like the A46 and the A38. Nottinghamshire and Lincolnshire are home to strategically important military bases including a large RAF presence. Quick reaction Alert at RAF Coningsby and the Surveillance & Reconnaissance at RAF Waddington are key defence capabilities that will have vital roles combating escalating threats, such as that posed by Russia. The A46 at Newark is a critical transport and logistics connection on to the A1 that will have an ongoing role in supporting defence capabilities. 20% of all UK defence aerospace manufacturers are located on the A38 corridor between Mansfield and Birmingham with a significant cluster around Derby. The importance of Derby is underlined by the Government's investment in Rolls Royce as part of the strengthening of the AUKUS partnership with the USA and Australia.

	A46 Newark Bypass In relation to the A46 Newark Bypass, the Secretary of State's Decision letter (1st October 2025, para 106) highlights that: *"In addition to the quantified benefits captured in the BCR, the Secretary of State also considered wider economic benefits that are not readily monetised, including the strategic role of the A46 in improving access to the Humber Ports, supporting exports, and contributing to national productivity..."* But these benefits are not considered in the consultation. It should be noted that worker productivity across the East Midlands has declined to just 84.6% of the UK average in 2023 and that economic growth in the Region has been largely fuelled by a rapidly growing population. Evidence from Midlands Connect highlights that around 23,000 SRN dependant jobs are located within 10km of the A46 Newark Bypass in key sectors such as manufacturing, logistics and distribution. HGVs comprise a high proportion of weight of traffic causing congestion which undermines worker productivity. Almost 30ha of employment land has been delivered in and around Newark since 2019, including large areas of unallocated land close the A46 which now has planning consent for employment. For example, Tritax Park close to the A46/A17 junction is already home to Currys National Distribution Centre (16ha) and has a further 39ha available for development. In total there is 73ha of employment land committed for delivery in the Newark area. The 2019 Local Plan allocated three large urban extensions to Newark totalling 7,350 homes, requiring the construction of a new Southern Link Road connecting to the A46 at the Farndon roundabout. Since the DCO was issued the Government has published significantly higher housing targets which over the next 20 years will require over 14,000 new homes across Newark & Sherwood, 87,000 across the Greater Nottingham Housing Market Area and 31,000 across the Central Lincolnshire Housing Market Area. It is worth noting the consultation makes no reference to the Government's target of building 1.5 million new homes by the end of the Parliament. Finally, Nottinghamshire County Council has undertaken a manual review of crash records from www.crashmap.co.uk for the A46 Newark bypass and the eight-mile-long stretch of the A1 where mainline queueing is regular occurrence. As a result of traffic accidents, over the five-year period of 2021 to 2025, there have been 5 people killed and 68 seriously injured.

	A38 Derby Junctions In relation to the A38 Derby Junctions, the Secretary of State's Decision Letter (17th August 2023, para 20) highlights that: *"The Secretary of State has had regard to the Derby City Core Strategy ("DCCS") and the Local Transport Plans that consider future development would be severely restricted if the Proposed Development cannot be funded and delivered…The Secretary of State has had further regard to the DCCS that makes a provision for a minimum of 11,000 new homes and 199ha (gross) of new employment land. Without the additional highway capacity provided to these areas the Secretary of State notes that the planned growth would be adversely affected…"* Evidence from Midlands Connect highlights that 48% of jobs within 10km of the A38 Derby junctions are 'SRN Dependant' (including the national significant aerospace cluster focussed on Rolls Royce in Derby) and that 25% of the traffic between the Kingsway and Markeaton Junctions comprise HGVs. The figures for housing and employment quoted in the consultation are inconsistent with this assessment, which also does not take account of the scale of housing development planned across the wider Housing Market Area including Amber Valley and South Derbyshire: STATEMENT OF COMMON GROUND DERBY HMA October 2025. New NPPF targets require over 41,000 homes across Derby and surrounding authorities by 2041. Around 3,000 homes have already been built and thousands more approved on the basis that A38 Derby Junctions scheme was committed and would relive the corridor. National Highways has previously objected to housing development on the basis that scheme has yet to be completed. Finally, there have been 219 collisions between 2015 and 2023 in the Derby Junctions area, including 5 fatalities and 25 serious injuries. There have been 31 critical (NILO) incidents between 2019 and 2024.

Transport for the East Midlands
9th September 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 Agreement[1] between TfEM and Department for Transport/DFTO across Policy, Rail Operations, Rail Enhancements, and the TfEM Officer annual rail workplan.

2. Policy

2.1 The Passenger Railway Services (Public Ownership) Act 2024 received Royal Assent on 28 November 2024, establishing the framework for bringing passenger rail services into public ownership. 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. This forms part of the Government's wider programme to bring DfT-contracted passenger services into public ownership by the end of 2027. 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 February 2026[2]. CrossCountry is 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', which is currently at committee stage in the House of Lords[3]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. The report also recommends the new Bill should provide for a passenger growth target in addition

[1] Greater voice for rail passengers in new collaboration between government and East Midlands transport leaders - GOV.UK
[2] https://www.modernrailways.com/article/west-midlands-trains-enter-public-ownership
[3] Railways Bill - Parliamentary Bills - UK Parliament
[4] http://committees.parliament.uk/publications/51519/documents/285763/default

to the one committed to for freight, despite the legislative amendment of the same aim being previously voted down[5].

2.3 In the Midlands, EMCCA completed its initial consultation on their Local Transport Plan[6], noting that opportunities for significant interventions into rail and tram are only likely to be part of feasibility assessments initially[7]. Looking east, in the period, GLCCA setup 'Transport for Greater Lincolnshire'[8] and is chairing a national Mayoral Rural Transport Group[9]. An independent review looking at future midlands transport partnerships (jointly sponsored by EMCCA and WMCA), has recommended the establishment of a locally funded successor to Midlands Connect for an initial period of two years from April 2027 following the withdrawal of DfT funding. Discussions to agree a new funding model are ongoing.

2.4 Policy L3 (2c) of the National Planning Policy Framework (NPPF)[1] requires minimum housing densities for new development within 'reasonable walking distance' (about 10 minutes) from well-connected stations in Travel to Work Areas (TTWAs) with higher levels of Gross Value Added (GVA). In the East Midlands this implies a minimum density of 45 homes per hectare for new development close to Derby, Leicester Nottingham, Lincoln, Chesterfield, Beeston, Long Eaton and Kettering stations, and 35 homes per hectare close to Alfreton, EM Parkway, Loughborough, Market Harborough, North Hykeham, Newark Castle. Newark Northgate, Wellingborough, Northampton and Daventry stations[10] Decisions about the development and use of land are made by Local Planning Authorities."

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

EMR Strategy and Fleet Replacement Programme

3.1 The introduction of EMR's new Class 810 **Aurora** intercity fleet has progressed during 2026, with the first unit entering passenger service in December 2025 and a phased rollout continuing across the year. However, fleet performance and reliability issues have emerged during the introduction programme. In July 2026, EMR introduced a temporary reduced Intercity timetable following disruption associated with both the new Class 810 fleet and the maintenance of the existing Class 222 Meridian fleet by Hitachi Rail. The purpose of the reduced timetable was explicitly to align the service with the number of trains reliably available, reducing short-notice cancellations and providing customers with a more consistent and dependable service while fleet issues were addressed. The approach has

[5] https://www.railmagazine.com/news/railways-bill-passenger-target-and-rolling-electrification-programme-amendments-rejected
[6] https://www.eastmidlands-cca.gov.uk/mayors-transport-plan/
[7] https://www.derbytelegraph.co.uk/news/derby-news/east-midlands-mayor-plays-down-10782534
[8] https://greaterlincolnshire-cca.gov.uk/news/article/56/new-mayoral-transport-taskforce-set-to-transform-transport-across-greater-lincolnshire
[9] https://greaterlincolnshire-cca.gov.uk/news/article/55/rural-transport-group-to-champion-connectivity-and-investment-across-england-s-countryside-and-coast
[1] National_Planning_Policy_Framework.pdf
[10] Well-connected stations under the new NPPF: the full map and list | Livedin

delivered measurable improvements, with on-the-day cancellations falling from 7.6% before the reduced timetable to 4.4%, while T-3 punctuality improved from 72.6% to 78.0%.

3.2 A range of customer mitigation measures have been introduced alongside the reduced timetable. Ticket acceptance arrangements are in place with Avanti West Coast, TransPennine Express, Northern, CrossCountry and West Midlands Trains/London Northwestern Railway, providing alternative options for customers affected by cancellations or service reductions. To provide greater flexibility for customers travelling to London, EMR has also expanded ticket acceptance arrangements with LNER, allowing customers holding walk-up tickets routed via Chesterfield to travel on LNER services via Doncaster at no additional cost.[11] EMR has also introduced customer ambassadors at key stations to provide information, assistance and reassurance to passengers during the period of disruption and timetable changes.

3.3 Following the improved stability achieved under the reduced timetable, EMR had planned to increase its Intercity service from 87% to 92% of the full planned timetable from 31 August. This step-up was subsequently delayed by one day to 1 September because of RMT strike action over the August Bank Holiday weekend. The uplift represents an important step towards restoring the full timetable and includes the reinstatement of eight previously cancelled services to Sheffield and four to Nottingham across weekdays and weekends. EMR has stressed that the revised timetable has been carefully structured around the fleet currently available, prioritising key services while maintaining a more reliable and resilient overall operation. The improvement in fleet stability is encouraging, but continued work with Hitachi Rail on Class 810 performance and reliability remains critical before the full timetable can be sustainably restored.

3.4 Industrial action has added a further layer of uncertainty to EMR's recovery during the period. RMT strike action affected services on 30 and 31 August, resulting in a significantly reduced timetable, with services operating approximately between 08:00 and 19:00 and customers advised to travel only where essential.[12]Further RMT strike dates have been announced for 16 and 17 September, with EMR continuing discussions with the union and assessing the impact on its planned services.[13] The combination of industrial action and the ongoing fleet recovery reinforces the need for close monitoring of performance, fleet availability and customer impacts over the coming periods.

[11] EMR to step up Intercity timetable from 31 August following improved service stability | East Midlands Railway News
[12] East Midlands Railway expands ticket acceptance arrangement in partnership with Northern and TransPennine Express | East Midlands Railway News
[13]RMT union to strike on Sunday 30 August, Monday 31 August, Wednesday 16 September and Thursday 17 September | East Midlands Railway News

3.5 EMR's wider £60 million fleet refurbishment programme has continued to make significant progress. By February 2026, ten refurbished regional units – seven Class 170s and three Class 158s – had returned to service, and in June 2026 EMR unveiled the first fully refurbished Class 360 unit for its Connect services. The programme remains a major opportunity to deliver a step-change in customer experience across the East Midlands, with all of EMR's existing Class 158, Class 170 and Class 360 fleets intended to be refurbished alongside the introduction of the new Aurora fleet. The continuing challenge will be maintaining delivery momentum and fleet availability while refurbishment work is undertaken, particularly as the programme is expected to extend into 2027 for the Class 170 fleet.

3.6 The need for a clear long-term fleet succession plan for the East Midlands has become increasingly important. With no current commitment to complete Midland Main Line electrification beyond the schemes already funded, future fleet decisions will need to align with the actual trajectory of infrastructure delivery, traction decarbonisation and network capacity. Nationally, the Government has confirmed that a Rolling Stock and Infrastructure Strategy will be published as part of the wider programme of rail reform policy publications, setting out how future rolling stock, infrastructure and traction decisions will be aligned to support disciplined sequencing, improved value for money and a more stable investment pipeline. This will be particularly relevant to the East Midlands, where the age and future replacement requirements of parts of the regional fleet mean that a committed and coordinated succession plan remains a strategic priority for TfEM. The scale of the national requirement is also demonstrated by Northern's ongoing procurement programme for up to 450 new vehicles, reinforcing the importance of providing greater certainty to the rolling stock supply chain.

3.7 EMR's December 2025 timetable restructure, delivered alongside wider changes to the East Coast Main Line, introduced significant changes to regional operating patterns, including the doubling of Nottingham–Lincoln services to two trains per hour. During 2026, EMR has continued to refine the timetable, with the May 2026 timetable change introducing several improvements focused particularly on Sunday and leisure travel, including additional Sunday services between Nottingham and Mansfield Woodhouse and improved calls at Beeston and Edale.

3.8 The next national timetable change in December 2026 will provide a further opportunity to secure improvements where these can be supported by infrastructure, rolling stock and operational capacity. Improving the consistency and frequency of Sunday services should remain a key TfEM priority, reflecting the region's wider ambitions for seven-day connectivity and access to employment, leisure and tourism.

3.9 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

3.10 For period 4 (28th June – 25th July 2026), EMR performance was 72.8% for T-3 punctuality, significantly below the latest available national benchmark and reflecting a particularly challenging period for the operator. Performance was affected by the cumulative impact of the Bedford accident and subsequent recovery, extreme weather, and significant fleet availability and reliability issues affecting both the new Class 810 Aurora fleet and the existing Class 222 Meridian fleet. Maintenance challenges involving Hitachi Rail further contributed to fleet shortages, resulting in the introduction of a temporary reduced Intercity timetable during the summer to improve service resilience. Punctuality in the East Midlands therefore continues to fall materially short of national levels, reinforcing the need for sustained investment in fleet reliability, maintenance resilience, infrastructure and wider operational performance.

3.11 EMR recorded TOC on Self cancellations of 2.45%, above the National Rail Contract upper target of 1.8%. This should be considered in the context of an overall cancellation rate of 4.7% for the period, which better reflects the level of service disruption experienced by passengers.

3.12 In the same period, EMR recorded an overall cancellation rate of 6.77%, substantially higher than the levels reported at the previous Governance meeting. This reflects the exceptional operational pressures during the period, particularly fleet availability challenges and the disruption affecting Intercity services. The scale of cancellations experienced by passengers underlines the importance of the temporary timetable and the need to restore a sustainable level of fleet availability before the full timetable can be reliably operated.

3.13 In period 4, 2.02% of EMR services operated with short formations, compared with the previous upper-tier target of 0.9%. The London route was most affected, with 3.71% of services operating short-formed. This highlights the continuing impact of fleet availability issues on passenger capacity during the period. Although the temporary timetable was introduced to improve service resilience, restoring full-length formations will remain an important indicator of progress as fleet reliability and maintenance performance improve.

4. Rail Enhancement Projects Update

TfEM Shared Priorities (Rail)

4.1 The 'TfEM Shared Vision' for transport investment priorities is being refreshed for a late 2026 or early 2027 re-launch. Officers attended a TfEM workshop in early August 2026 to inform the development of the refreshed document and provide input on its proposed content.

4.2 TfEM has completed and published a number of key documents to strengthen the region's evidence base and inform future engagement with Government, Great British Railways and industry partners. These include **Routes to Prosperity – Economic and Transport Evidence Base for the East Midlands**, which provides an updated evidence base on the relationship between transport investment, connectivity and economic growth; Freight & Growth in the East Midlands, examining the strategic importance of freight and logistics to the regional economy and the interventions required to support future growth; and the updated suite of rail evidence and priorities now available through the East Midlands Rail Collaboration webpages. The publication of these documents represents an important step in establishing a stronger, consistent regional narrative on the case for investment, addressing historic underinvestment and setting out the East Midlands' priorities as rail responsibilities transition towards Great British Railways.[14] Further work is continuing to consolidate this evidence into a refreshed TfEM Rail strategic document intended to provide the principal framework for articulating the region's long-term rail priorities to GBR and other national partners.

4.1 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 looking at East Chord connectivity.

4.2 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

[14] Now 56mins vs proposals for ~30mins

proposals would almost halve today's journey times between Leicester and Coventry.[15]

Industry Enhancement Strategic Planning:

4.3 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.

4.4 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.

4.5 The Government has provided further clarity on Northern Powerhouse Rail, committing £1.1 billion during the Spending Review period to support development, design and planning within a wider programme funding cap of £45 billion. The first phase will focus on electrification and upgrades on the Sheffield–Leeds, Leeds–Bradford and Leeds–York corridors from the 2030s, while longer-term proposals include improving wider northern connectivity and developing a new rail link between Birmingham and Manchester. However, key decisions on route, specification, funding and delivery remain unresolved, with major construction expected to continue into the 2040s. An update on NPR will be provided by DfT at the meeting.

5. TfEM Rail Work Programme

5.1 Since the last Board meeting, TfEM has finalised and published a set of rail evidence documents on the East Midlands Rail Collaboration website. These documents strengthen the region's evidence base and provide a consistent platform for engagement with Government, Great British Railways and industry partners. Together, they support TfEM's priorities for rail investment, passenger growth, service development and long-term fleet succession.

- Routes to Prosperity
- Freight and Growth in the East Midlands
- TfEM Specification for EMR's Long-Term Rolling Stock – Briefing Note

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[15] https://www.theguardian.com/uk-news/2026/jan/14/northern-powerhouse-rail-plans-welcomed-but-big-questions-

- Growth Report for the East Midlands Rail Collaboration
- Regional Service Categorisation
- Stations Growth Analysis

6. Recommendations

6.1 The TfEM Board are invited to:

- Note the quarterly report.
- Note the appendices with links to recently published TfEM documents

Key Contact:
Tawhida Yaacoub, Head of Rail Improvement
Tawhida.Yaacoub@emcouncils.gov.uk

Appendices:
Here are the links to the published TfEM documents:

- Routes to Prosperity - Economic Overview
- Regional Service Categorisation
- Performance Data by Station
- Performance Analysis
- Stations Growth Analysis
- Regional Fleet Options
- City Rail Connectivity Analysis
- Freight Growth Analysis

Transport for the East Midlands
28th September 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 from 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. EMR also subsequently highlighted the opportunity to use electrification to establish a 5th train path between Nottingham and Derby.

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 Enanacement 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 if 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 if 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 Although the A46 Newark Bypass was included for delivery in RIS3 published in March 2026, the scheme was subsequently proposed for cancellation (along with the A38 Derby Junctions) to release capital funding for the Defence Investment Plan.

2.14 As the proposed cancellations make a material change to the Roads Investment Strategy (RIS) published in March 2026, the Government is required to undertake a consultation under Part 2, Schedule 2 of the Infrastructure Act 2015. The EMC/TfEM consultation response is set out at: EMC & TfEM oppose cancellation of critical road investment. The Government is expected to make its final decision at or around the Budget which is scheduled for the 28th October 2026.

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 mprovement of the junction between the A1 and he 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 though 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 has now completed its Examination Stage with Recommendations due in December 2026: East Midlands Gateway Phase 2 - Project information

2.23 The Freeport is looking to make available resources to support National Highways to development 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.

3. 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 remain up to date and relevant, the TfEM Board agreed at its last meeting that a review should be undertaken. An initial officer workshop took place on the 6th August 2026 and concluded that whilst the main priorities remained sound, their justification and descriptions will need to change to reflect current circumstances.

3.3 A draft revised shared priorities document will be presented to the next meeting of the TfEM Board on the 16th December 2026.

4. Recommendations

4.1 Members are asked to:

- Note progress on the eight existing shared priorities; and to

- Note progress on the review of TfEM Shared Priorities and to receive a revised version at the 16th December 2026 meeting of the TfEM Board.

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