



Transport for the East Midlands

Board Meeting
16th June 2017
10.00am to 12.00pm
Leicestershire County Council, Glenfield

AGENDA

1. Introductions and Apologies (Leicestershire County Council)
2. Agreement of Chair and Vice Chair of TfEM
3. Minutes of Shadow Board Meeting 6th April 2017*
4. HS2 in the East Midlands*
 - Presentation on emerging infrastructure concept studies
 - Discussion of priorities for strategic connectivity
 - Next Steps
5. Midlands Connect*
 - Midlands Connect 3 Year Plan
 - Nominations to Midlands Connect Governance
 - Transition to a Sub National Transport Body
 - Next Steps
6. East Midlands Rail Franchise, infrastructure & Rolling Stock*
 - Work to date
 - MML Upgrade & Electrification and Rolling Stock
 - Next Steps
7. Any Other Business
8. Dates of Future Meetings
 - 12th September: 1.00 – 3.00 pm: Loxley House, Nottingham
 - 1st December: 10.00 – 12.00: Leicestershire County Council

TfEM Terms of Reference

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

TfEM Membership

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



**SHADOW BOARD MEETING
6TH APRIL 2017
LEICESTERSHIRE COUNTY COUNCIL**

MINUTES

Present:

Cllr Peter Osborne	Leicestershire County Council
Cllr Dean Collins	Derbyshire County Council
Cllr Jon Collins	Nottingham City Council
Cllr Richard Davies	Lincolnshire County Council
Mayor Sir Peter Soulsby	Leicester City Council
David Bishop	Nottingham City Council
Phil Coyne	Leicester City Council
Andy Gutherson	Lincolnshire County Council
Phil Crossland	Leicestershire County Council
Garry Wood	Nottinghamshire County Council
Mike Ashworth	Derbyshire County Council
David Gartside	Derby City Council
Andrew Pritchard	East Midlands Councils

Apologies:

Cllr Ranjit Banwait	Derby City Council
Cllr Tony Mathias	Rutland County Council
Cllr Heather Smith	Northamptonshire County Council
Cllr Steve Calvert	Nottinghamshire County Council

		ACTION
1.	Apologies and Introductions	
1.1	Cllr Osborn took the Chair as the representative of the host authority and welcomed everyone to this first ‘shadow’ meeting of TfEM.	
1.2	Apologies noted as above	
2.	Background and Purpose	
2.1	Members welcomed the establishment of TfEM as a vehicle of providing greater collective political leadership on strategic transport issues, in particular: <ul style="list-style-type: none"> • Midlands Connect; • HS2; 	

		ACTION
2.2	<ul style="list-style-type: none"> • East Midlands Rail Franchise; and • Midland Main Line Upgrade & Electrification. <p>The terms of reference for TfEM previously agreed by Leaders and endorsed by the EMC Executive Board were welcomed:</p> <ul style="list-style-type: none"> • To provide collective leadership on strategic transport issues for the East Midlands. • To develop and agree strategic transport investment priorities. • To provide collective East Midlands input into Midlands Connect (and other relevant sub-national bodies), the Department for Transport and its delivery bodies, and the work of the National Infrastructure Commission. • To monitor the delivery of strategic transport investment within the East Midlands, and to highlight any concerns to the relevant delivery bodies, the Department for Transport and where necessary the EMC Executive Board. • To provide regular activity updates to Leaders through the EMC Executive Board. 	
3.	East Midlands Rail Franchise, Infrastructure & Rolling Stock	
3.1	Members welcomed the partnership established with the DfT to manage the East Midlands Rail Franchise competition (supported through additional resources from local transport authorities) and the work undertaken to date to establish a clear East Midlands franchise 'ask'.	
3.2	It was noted that the next stages of the franchise competition had been delayed by DfT (and subsequently further delayed by the General Election) – but that it would remain important to for councils to make aligned responses to the forthcoming consultation around a common agenda to maximise influence with DfT.	
3.3	The current uncertainty about the implementation of the Government's commitment to electrify the Midlands Main Line was discussed – although it was noted that the upgrade measures are largely 'on track'.	
3.4	Whilst any further delay would be unwelcome – the crucial importance of ensuring electrification takes place prior to the opening of HS2 Phase 2b (currently planned for 2033) was affirmed.	
4.	HS2 in the East Midlands	
4.1	Members welcomed the work undertaken to produce the HS2 Emerging Growth Strategy published in September 2016, and the further work now underway to support the final Growth Strategy document in July 2017.	
4.2	The importance in establishing a credible strategic connectivity plan to support access to the Hub Station was affirmed. Key priorities include:	

		ACTION
	<ul style="list-style-type: none"> • Development of a northern-facing ‘classic compatible’ link at the Hub Station to boost connectivity between the Midlands Engine and the Northern Powerhouse; • A comprehensive re-modelling of Trent Junction south of Nottingham to meet the long term passenger and freight requirements of both HS2 and Midlands Connect; • The development of a ‘Mass Transit Strategy’ linking Derby and Nottingham with East Midlands Airport, with the Hub Station at its heart; and • Effective access from the A52 and a long term approach to managing traffic growth on the M1 	
4.3	The potential to boost the economy of Chesterfield and the wider ‘northern growth zone’ through classic compatible connectivity was also highlighted.	
4.4	Members recognised the importance of ensuring the Phase 2b hybrid bill reflects key aspect of the Growth Strategy and the opportunity presented by the 2017 Autumn Budget to secure additional resources to support delivery.	
5.	Midlands Connect	
5.1	The importance of the Midlands Connect Strategy and the subsequent Midlands Connect 3 Year Plan was fully acknowledged by Members, along with the need for continued strong political engagement.	
5.2	Members discussed proposals to establish Midlands Connect as a statutory ‘sub-national transport body’ (STB). Whilst there was a general consensus about the benefits of STB status and the scope of the proposed powers such a body would exercise, Members identified the need for further discussion to establish an agreed approach to governance.	
6.	Future Meeting arrangements	
6.1	Members agreed to nominate a Chair and Vice Chair for TfEM at the first formal meeting of TfEM, to reflect the following combination: <ul style="list-style-type: none"> • One Labour/City Council Portfolio-holder • One Conservative/County Portfolio-holder 	All
6.2	Members agreed that TfEM should meet quarterly and the location of meetings should take account of Members’ travel requirements.	EMC
9.	Any Other Business	
9.1	None	
10.	Dates of Future Meetings	
	16th June 2017: 10.00am – 12.00pm @Leicestershire County Council 12th September 2017: 1.00pm– 3.00 pm @ Loxley House, Nottingham 1st December 2017: 10.00am – 12.00pm @ Leicestershire County Council	

Item 4: HS2 in the East Midlands

1. Introduction

- 1.1 The last Government's November 2016 Command Paper confirmed the majority of the route of the eastern leg of HS2 between Birmingham and Leeds, including a Hub Station at Toton serving the East Midlands and an Infrastructure Maintenance Depot at Staveley near Chesterfield. All the main political parties made manifesto commitments to deliver HS2 in the run up to the 2017 General Election.
- 1.2 It also proposed that instead of a new HS2 station at Meadowhall, South Yorkshire should be served by two 'classic compatible' HS2 trains per hour stopping at the existing Sheffield Midland Station, at least one of which would also stop at Chesterfield. Government has asked Transport for the North to assess the potential for an additional HS2 parkway station to the east of Sheffield.
- 1.3 The East Midlands Hub Station will be the most connected HS2 station outside of London, with seven HS2 trains per hour in each direction - plus provision for additional classic rail services.

2. Work to Date

- 2.1 The East Midlands HS2 Emerging Growth Strategy was submitted to Government in September 2016, available on the EMC website at: http://www.emcouncils.gov.uk/write/East_Midlands_HS2_for_Website_single_page_s.pdf.
- 2.2 The document sets out initial plans to use HS2 connectivity to boost economic growth from just below to above the projected UK trend, equivalent to an additional 74,000 local jobs and an extra £4 billion to the UK economy. It is based around the strategic approach set out below.



2.3 Our work has highlighted opportunities to improve transport linkages between HS2 and key growth opportunities which will support our sector strategy – close to the Hub Station, in Derby, Leicester and Nottingham and in surrounding locations. Key priorities include:

- Development of a northern-facing ‘classic compatible’ link at the Hub Station to boost connectivity between the Midlands Engine and the Northern Powerhouse;
- A comprehensive re-modelling of Trent Junction south of Nottingham to meet the long term passenger and freight requirements of both HS2 and Midlands Connect;
- The development of a ‘Mass Transit Strategy’ linking Derby and Nottingham with East Midlands Airport, with the Hub Station at its heart; and
- Effective access from the A52 and a long term approach to managing traffic growth on the M1

2.4 The functional design of the Hub Station can either enable or frustrate accessibility to key growth opportunities. We have set out a series of functional design principles and a concept design for the Hub Station that would maximise accessibility and growth potential, to inform the work of HS2 Ltd and the Hybrid Bill process.

3. Priorities for Strategic connectivity

3.1 A final HS2 Growth Strategy will be submitted in July 2017. This will need to define a development and infrastructure proposition for Toton, Chesterfield and Staveley that can realise the identified economic growth potential, and which is clear, costed and deliverable.

3.2 Key to this will be the establishing a credible and coherent plan for strategic transport connectivity to the Hub Station covering a range of modes. The HS2 Strategic Board has commissioned a series of ‘concept studies’ to develop initial proposals for key transport infrastructure to form a ‘working proposition’ of what will be required, which will cover:

Mode	Primary Market
Mainline Rail Services	Regional - including rail access to main city interchanges (Derby, Leicester & Nottingham) and regional network.
Mass Transit Strategy	Sub-Regional & Local - including city centres, district centres, key development locations (including EMA) and enterprise zones, urban and suburban residential locations.
Bus Connectivity	Sub-Regional & Local - including local district centres, urban and suburban residential locations and city centres
Taxi Connectivity	Sub-Regional & Local - including urban, suburban and rural residential, and business locations.
Walking & Cycling	Local & Ultra Local – local district centres and residential locations. Also includes behavioural change interventions
Park & Ride HS2 Connectivity	Sub-Regional & Local - including urban, suburban and rural locations

Highway Access	Sub-Regional & Local - including urban, suburban and rural residential locations.
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- 3.3 A presentation on the emerging results of this work will be made at meeting. Based on this, the Board will have the opportunity to shape the connectivity priorities set out in the Growth Strategy.
- 3.4 Although the level of detail provided by the concept studies will be sufficient for the purposes of a Growth Strategy submission in July 2017, further detailed design work will be required to develop business cases for key projects capable of securing public and private investment.
- 3.5 As a result, the next stage will be to develop and refine the agreed priorities informed by WebTAG compliant transport modelling. The proposed East Midlands Gateways Connectivity Plan (Phase 1) study, part funded through Midlands Connect, provides the opportunity to do this in sufficient time to inform the Phase 2b Hybrid Bill.

4. Recommendations

- 4.1 The Board is asked to consider the presentation on emerging results of the infrastructure concept studies and direct officers accordingly.

Key Contacts:

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Item 5: Midlands Connect

1. Introduction

- 1.1 Midlands Connect is a partnership of Local Transport Authorities and Local Enterprise Partnerships that have come together to develop a Strategic Transport Strategy for the Midlands, with financial support from the Department for Transport.
- 1.2 In addition to the £5 million for Midlands Connect up to March 2017, the previous Government announced a further £17 million up to March 2020, including £5 million for the Midlands Rail Hub project. This gives the partnership greater certainty over the medium term and the ability to progress early priorities identified in the March 2017 Strategy.

2. Midlands Connect Strategy

- 2.1 The Midlands Connect Strategy was published on the 9th March 2017 and is available at: <https://www.midlandsconnect.uk/publications/>
- 2.2 The publication of the strategy is a major technical and political achievement and completes the core requirement of the Government's original £5 million investment in Midlands Connect. It is worth noting that Transport for North has yet to produce a similar document, which will be a key requirement of becoming a statutory Sub-national Transport Body.

3. Midlands Connect 3 Year Plan

- 3.1 The Midlands Connect Three Year Plan sets out how the partnership will use the DfT funding to take forward the early priorities identified in the Strategy. Given that preparation costs for major transport schemes are typically equivalent to 10% of total capital costs, £12million will be nowhere near enough to develop the identified schemes to the point of implementation. Rather, the money will be used to define schemes to a point at which they can be taken forward by Highways England, Network Rail and HS2 Ltd through the established national processes towards implementation.

3.3 The DfT will release funds to Midlands Connect in annual tranches on the basis of a detailed work programme consistent with the Three Year Plan. A number of identified priorities will also require partner contributions. The proposed Midlands Connect priorities for 2017/18 relevant to the East Midlands are set out below. These have been identified on the basis of alignment with external processes (in particular HS2) and the availability of resources.

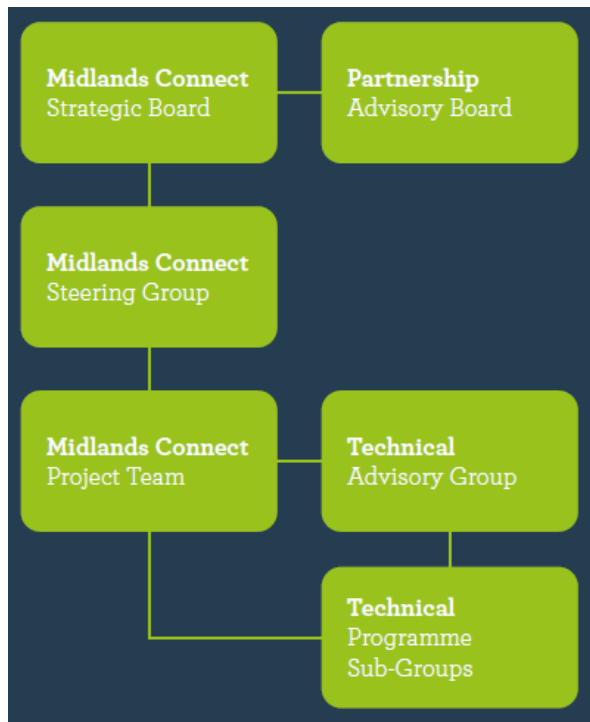
MC Work Proposed to start in 2017/18

MC Early Priority	MC Contribution*	Partner Contribution
EM Gateways Connectivity Plan Phase 1	£0.5m (over 2 years)	£0.1m EM Growth Strategy plus 6 x £0.1m (HE, HS2 and 4 LTAS - tbc)
HS2 2b Hybrid Bill Business Case	£0.25m	tbc - potential for TfN contribution linked to classic compatible business case
A46 (incl. M40 to Syston)	£1.0m (over 2 years)	tbc - potential for LTA contributions
Leicester-Birmingham Rail	£0.1m	MC to set remit for Network Rail
Leicester- Coventry Rail	£0.1m	MC to set remit for Network Rail
Nottingham – Derby – Crewe- (Manchester) Rail	£0.1m	MC to set remit for Network Rail
Nottingham – Birmingham Rail	£0.1m	MC to set remit for Network Rail
Defining a Major Road Network for the Midlands	£0.35m	tbc - potential for LTA (in-kind) contributions
Smart Ticketing Multi-Modal Trial	£0.25m (over 2 years)	tbc - potential for LTA contributions

*Subject to individual DfT sign off.

4. Midland Connect Governance

4.1 Moving forward, Midlands Connect governance will be based on the existing structures:



4.2 The **Strategic Board** will set the direction for activity and sign off key documents, meeting on a quarterly basis. It will continue to be chaired by Sir John Peace and include six elected members representing local transport authorities (three from the East Midlands and three from the West Midlands).

4.3 EMC/TfEM will be asked shortly to re-nominate to the Strategic Board for 2017/18. The current representatives from the East Midlands are:

- Cllr Jon Collins (Nottingham City)
- Cllr Ann Western CBE (Derbyshire County Council)
- Cllr Nick Rushton (Leicestershire County Council)

4.4 The **Partnership Advisory Board** will act as ‘sounding board’ and meet on a six monthly basis. It will continue to include an elected representative from each of the local transport authorities from across the Midlands.

4.5 The Steering Group and Technical Groups would continue to deal with operational matters at director and senior officer level respectively.

5. Towards a Sub-national Transport Body (STB)

5.1 The previous Government has made a commitment to establish Midlands Connect as a Sub-National Transport Body by the end of 2018, similar to the status recently agreed for Transport for the North. Statutory status would give Midlands Connect

greater traction over funding decisions taken by the Department for Transport and its delivery bodies than the current voluntary arrangements.

5.2 Following two well attended member workshops and discussion with transport directors from across the Midlands, and initial proposition for a Midlands Connect STB has been developed with the following functions (which are also consistent with the Transport for the North proposition):

- **To establish a statutory regional transport strategy for the Midlands** which must be recognised and formally responded to by central Government and its delivery agencies, and by councils within and adjoining the Midlands.
- **To establish recommended priorities for major road and rail investment in the Midlands**, which the Department for Transport, Highways England and Network Rail would have to have regard to when setting their investment strategies.
- **To identify a 'Major Road Network' (MRN) for the Midlands** to complement the national network managed by Highways England, to establish its role and purpose to the regional economy and set desirable standards for operation and potential applications of future technology.
- **To work with Local Transport Authorities, Combined Authorities and other bodies (such as West Midlands Rail and EMC) to specify the development and delivery of rail franchises** and to be a statutory consultee on changes to services which are wholly within or run through the Midlands Connect area.
- **To act jointly with the Local Transport Authorities and Combined Authorities to create multi-modal ticketing schemes** to cover the whole or any part of their combined areas (subject to the Bus Services Bill).

5.3 Governance for the STB would be based on the existing Midlands Connect Structures set out above – although the Partnership Advisory Board would need to play a more formal role in ratifying key decisions. As such, whilst there is a clear expectation that Midlands Connect would continue to work by consensus, there would need to be an agreed mechanism to reach decisions if consensus across all member local transport authorities could not be achieved.

5.4 Given a number of changes resulting from the recent local elections, it is proposed to hold a further session with local transport authority leaders to re-confirm the emerging STB proposition on the 10th of July 2017.

5.5 Following this, it will be necessary to secure an affirmative decision from all member local transport authorities within the Midlands (and to consult relevant bodies in

adjoining areas) before making a formal submission to Ministers – probably in early 2018.

- 5.6 If after due consideration Ministers are minded to accept the agreed proposition, then secondary legislation would be laid before Parliament to establish Midlands Connect as a statutory body before the end of 2019.

6. Recommendations

6.1 The TfEM Board is asked to:

- nominate three representatives to the Midlands Connect Strategic Board for 2017/18; and
- consider proposals to establish Midlands Connect as statutory sub-national transport body, and to direct officers accordingly.
- consider the Midlands Connect three year plan priorities, and direct officers accordingly

Key Contacts:

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Transport for the East Midlands

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Item 6: East Midlands Rail Franchise, Infrastructure & Rolling Stock

1. Introduction

- 1.1 In the context of Government moves towards rail devolution, EMC is working as a partner with the Department for Transport (DfT) on the East Midlands Rail Franchise Competition, with the objective of ensuring that future rail services better meet the needs of businesses and communities across the East Midlands and help deliver the Midlands Engine agenda.
- 1.2 With financial contributions from the relevant Local Transport Authorities, EMC has secured additional technical support from consultancy SCP Transport in the form of David Young, who is embedded with the DfT Franchise team in London on a part time basis. In addition, Lincolnshire County Council has seconded an officer (Jayne Wingad) one day a week to help co-ordinate technical input from the Local Transport Authorities.

2. Work to Date

- 2.1 The Government published the [East Midlands Franchise Competition Prospectus](#) on the 16th of November 2016. The document contains a summary of EMC's position (page 20) as agreed by the EMC Executive Board in April 2016.
- 2.2 To provide a clear mandate for engagement with the Department for Transport and bidders, the EMC Executive Board agreed the following documents, available on the EMC website at: <http://www.emcouncils.gov.uk/East-Midlands-Rail-Franchise>
 - **EMC Strategic Statement** which sets out regional objectives for new franchise. It is based on an initial document discussed at stakeholder consultation event in Newark in April 2016, subsequent comments from key stakeholders and further consideration with local transport authority rail officers and transport directors.
 - **EMC Social Value Statement** which sets out social, economic and environmental objectives for the delivery of the franchise under powers contained in the Public Services (Social Value) Act 2012. It has been informed by the existing social value statements of local transport authorities.

2.3 The following companies have successfully pre-qualified to bid in the competition for the East Midlands franchise:

- Arriva Rail East Midlands Limited, a wholly owned subsidiary of Arriva UK Trains Limited
- First Trenitalia East Midlands Rail Limited, a joint venture company wholly owned by First Rail Holdings Limited and Trenitalia UK Limited
- Stagecoach East Midlands Trains Limited, a wholly owned subsidiary of Stagecoach Transport Holdings Limited

2.4 However a further extensive delay to the process may require the 'Invitation to Tender' process to be re-run and as a result bidder engagement has been put on hold.

3 MML Upgrade & Electrification and Rolling Stock

3.1 The last Government's public position on MML upgrade and electrification is set out below:

- MML upgrade measures (including the Market Harborough scheme) to be completed by 2019;
- Electrification to Corby to be completed by 2019; and
- Preparation works on electrification works from Corby to Sheffield are continuing - but the implementation date yet to be formally confirmed.

3.2 The business case for the full electrification of the Midland Main Line remains strong as it will significantly reduce the running costs of the railway, reduce CO2 emissions, improve air quality and enable the faster acceleration and deceleration of trains. It will also promote the future integration of the HS2 and classic rail networks by enabling classic compatible running.

3.3 In the light of the recent Public Accounts Committee Report on the electrification the Great Western Main Line (available at: <https://www.publications.parliament.uk/pa/cm201617/cmselect/cmpubacc/776/776.pdf>), there must be significant doubt about the commitment to the MML scheme. However, the new Government has yet to come to a formal position.

3.4 The new Government will also need to confirm a position on future rolling stock. The current franchise holder recently made the case for the direct procurement of bi-mode (electric/diesel) trains to provide flexibility (further information available at: <https://www.eastmidlandstrains.co.uk/information/media/news/New-trains-and-more-carriages-needed-to-improve-East-Midlands-Rail-Network-/>).

4 Next Steps

- 4.1 Before the General Election was called, the Department for Transport indicated that an eight week consultation on the East Midlands Franchise would start the week commencing the 8th May 2017 – already five months later than originally planned.
- 4.2 To prepare for this, EMC held a seminar for councils and other local stakeholders on the 21st March 2017 at Leicester City Hall to discuss issues likely to feature in the consultation. It was proposed that EMC through TfEM publish a draft consultation response early in May based on the agreed Strategic Statement and comments made at the seminar. This could be used a basis for submissions by individual councils and partner organisations to ensure a large number of aligned responses from the East Midlands.
- 4.3 The General Election ‘purdah’ period has further delayed the process and could as a result also lead to conflicts with the timetables of a number of other franchise competitions.
- 4.4 Consequently, it is possible that the new East Midlands franchise may not be able to start in early 2019. If this is the case, the Government may need to consider making a further direct award to the current franchise holder. The Government will need set out a fully revised timetable when the consultation document is finally published

5 A potential long Term Role for TfEM in Management of the Franchise

- 5.1 Prior to the General Election, officers undertook preliminary discussions with officials about what may be the role of TfEM in the management of the franchise once it has been awarded - as a way of securing a train service that is more locally responsive. The discussion covered the following potential functions:
 - providing the link between the passengers/regional stakeholders and the DfT core team, franchisee and councils;
 - providing the link between Network Rail, councils and franchisee on investment priorities centred on existing and future passenger need;
 - working with the franchisee to develop branding, marketing and station/train service developments;
 - Overseeing the day to day operation of the franchise in line with the Franchise Agreement;
 - growing local community ownership of the rail service and ensuring it delivers for passengers day in/day out;
 - having a seat at the monthly management meetings between the DfT and the franchise operators with an opportunity to provide performance and passenger/local stakeholder feedback;

- having the right to carry out surveys and inspect, to validate passenger and stakeholder feedback against franchise obligations;
- having a role to agree with the DfT/Franchisee material changes to the Train Plan and Working Timetable, taking the position centred on evidenced passenger need;
- undertaking this role across all areas served by the EM Franchise not just the 46 EMC local authority areas, and ensuring that the wider stakeholders have a comparable opportunity to be fully engaged in the franchise performance management;
- receiving performance reports and data and reviewing these against local feedback;
- considering, consulting and jointly approving changes to the Franchise specification, operational and event planning and delivery; and
- coordinating responses to industry wide consultations affecting the Franchise.

5.2 Whilst the discussion was generally positive, the appetite of the new Government for any such arrangements is as yet unclear. Before any further discussions take place, there is an opportunity for the Board to consider the scale of ambition for a role in franchise management, and to direct officers accordingly.

6 Recommendation

6.1 The TfEM Board is asked to consider the issues raised in this paper and direct officers accordingly.

Key Contacts:

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