



Transport for the East Midlands

Board Meeting
5th June 2019
10.00pm to 12.00pm
Leicestershire County Council
County Hall. Glenfield

AGENDA

1. Introductions and Apologies
2. Minutes of Board Meeting 18th March 2018*
3. East Midlands Rail Franchise*
 - Presentation by Abellio
 - Draft Partnership Agreement with DfT
4. Major Road Network & Large Local Majors*
 - Emerging Midlands Connect Advice to DfT
5. Aviation Policy Consultation*
 - Agreement of a TfEM Response
6. Midlands Connect Strategic Board Representation 2019/20*
7. Verbal Update on HS2
8. Dates of Future Meetings

• 9 th September 2019	10.00 – 12.00	Leicestershire CC
• 18 th November 2019	10.00 – 12.00	Leicestershire CC

*Paper enclosed

TfEM Terms of Reference

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

TfEM Membership

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



Transport for the East Midlands

**BOARD MEETING
18TH MARCH 2019
LEICESTERSHIRE COUNTY COUNCIL**

MINUTES

Present:

Sir Peter Soulsby
Cllr Richard Davies
Cllr Josh Cook
Cllr Nick Rushton
Cllr Kay Cutts
Cllr Gordon Brown
Cllr Roger Blaney

Leicester City Council (Chair)
Lincolnshire County Council (Vice Chair)
Nottingham City Council
Leicestershire County Council
Nottinghamshire County Council
Rutland County Council
Newark & Sherwood DC (EMC Franchise Lead)

In attendance:

Ann Carruthers
Andy Gutherson
Adrian Smith
Mike Ashworth
Kamaljit Khokhar
Stephen Pauling
Ioan Reed-Aspley
Andrew Pritchard

Leicestershire County Council
Lincolnshire County Council
Nottinghamshire County Council
Derbyshire County Council
Highways England
Midlands Connect
East Midlands Airport
East Midlands Councils

Apologies:

Cllr Jon Collins
Cllr Simon Spencer
Cllr Chris Poulter

Nottingham City Council
Derbyshire County Council
Derby City Council

		ACTION
1.	Apologies and Introductions	
1.1	Apologies noted as above.	
2.	Minutes of Meeting held 21s November 2018	
2.1	The minutes were agreed as a true and accurate note of the meeting.	
2.2	Matters arising were covered on the agenda.	
3.	Second East Midlands Infrastructure Summit 8th February 2019	
3.1	Members agreed the summit had been positive and showed progress from the first event in November 2017. The presentation from headline sponsors Uber was particularly well received.	
3.2	In terms of timings for a future event, Members felt that rather than fixing an arbitrary date, a future event should take place at a time when further substantive progress had been made in implementing the six Midlands Connect/TfEM Joint Priorities.	EMC
4.	TfEM Priorities Progress Report	
4.1	Generally, there has been good progress in developing the evidence base to support the case for investment in the six key Midlands Connect/TfEM priorities, but delivery will be dependent on Government decisions, such as the East Midlands Rail Franchise Competition and in particular the forthcoming spending review.	
4.2	Members therefore agreed to keep up the political pressure on MPs and Ministers over the coming months.	
5.	East Midlands Rail Franchise Update	
5.1	The report updated the meeting on the process to award the East Midlands Rail franchise, which is due to be announced in early April 2019, and summarised the influence TfEM has had on the process so far through seconding a resource to work with the DfT Franchise team and through a separate process led by Cllr Roger Blaney engaging directly with the bidders	
5.2	The report also highlighted proposals for an ongoing 'Limited Management Role' for TfEM in the next franchise agreed by the TfEM Board in January 2018, and for the need for LTAs to prepare in anticipation of this opportunity.	
5.3	Members remained supportive of the proposed 'Limited Management Role' arrangement but wanted to understand the terms of the proposed Partnership Agreement with DfT before committing the necessary resources.	EMC/DfT
5.4	Finally the report highlighted the work of the Williams Rail Review, which is due to make recommendations on the future of the rail industry in the autumn of 2019.	
5.5	Members were happy to endorse the TfEM response to the 'call for evidence' submitted in January 2019 as set out in Appendix 1 without amendment.	

		ACTION
6.	Major road Network & Large Local Majors	
6.1	Like all STBs Midlands Connect has been asked to prioritise investment in the Major Road Network (top 10 schemes) and Large Local Majors (2-3 schemes) for the period 2020-25 by July 2019.	
6.2	Although the A614 (Notts) was 1 of only 5 schemes nationally to secure early MRN funding, so far only one East Midlands Scheme has been included in the emerging Midlands Connect top 10 of 'investment ready' MRN schemes - the A511 (Leicestershire).	
6.3	Further information has been requested by Midlands Connect on the following candidate MRN Schemes from the East Midlands to inform MRN prioritisation process: <ul style="list-style-type: none"> • A611 from M1 to A617 junction improvements: Nottinghamshire County Council • A61 Whittington Moor: Derbyshire County Council • A38 between Mansfield and M1 Junction 28: Nottinghamshire County Council • A617 Mansfield to Ashfield Regeneration Route: Nottinghamshire County Council • A46 Junctions Package: Lincolnshire County Council 	
6.4	Similarly, further information has been requested by Midlands Connect on the following candidate LLM Schemes from the East Midlands to inform the LLM prioritisation process: <ul style="list-style-type: none"> • Chesterfield - Staveley Regeneration Route: Derbyshire County Council • New Junction between A426 and M1: Leicestershire County Council • North Hykeham Relief Road: Lincolnshire County Council • A611/A608 between M1J27 and A60: Nottinghamshire County Council 	
6.6	It will be important that Midlands Connect is in a position to recommend a credible, deliverable and geographically balanced set of MRN/LLM priorities for the next Midlands Connect Strategic Board on the 20 th June 2019 – but this will require credible projects from the East Midlands	
6.7	Prior to that, Members asked for a further update at the next TfEM meeting on the 5 th June 2019.	EMC/MC
7.	Future Role of the A1	
7.1	The A1 is a key part of Highways England's Strategic Road Network and of particular economic significance to large parts of Lincolnshire, Nottinghamshire and Rutland. The A1 also acts as a strategic alternative to the M1 for some north-south strategic movements.	
7.2	The Midlands Connect Strategy published in 2017 included a commitment to take forward a study to better understand the role of the A1 as part of the existing funding agreement with DfT, which ends in March 2020.	
7.3	A draft brief for the study was contained in Appendix 1, which had already been amended on the basis of officer comments.	

		ACTION
7.4	Cllr Davies and Cllr Brown highlighted the safety issues between Peterborough and Blyth caused by the poor design of a number of local junctions, and which have resulted in a number of fatal accidents and knock-on congestion issues.	EMC/MC
7.5	Members agreed that the draft brief should be amended to give greater priority to improving safety and resilience.	
8.	Dates of Next meeting:	
8.1	All in Guthlaxton Committee Room at Leicestershire County Council, 10.00 – 12.00: <ul style="list-style-type: none"> • 5th June 2019 • 9th September 2019 • 18th November 2019 	

Transport for the East Midlands

5th June 2019

Item 3: East Midlands Rail Franchise

1. Introduction

- 1.1 This report updates this meeting on the process to award the East Midlands Rail franchise, summarises the influence TfEM has had on the process so far, and provides a context for the presentation by Abellio under this item.
- 1.2 It also sets out the key elements of a draft Partnership Agreement between TfEM and the Department for Transport provide local input into the management of the new franchise for agreement by the TfEM Board.

2. Background

- 2.1 The East Midlands Franchise was originally let in 2007 - the first time that Midlands Main Line services and regional services across the East Midlands had been combined into one integrated franchise. This resulted in a significant improvement in rail services across the East Midlands under East Midland Trains (Stagecoach).
- 2.2 However, the franchise should have been re-tendered in 2015 and resulting direct awards only levered in limited additional investment. Meanwhile the average age of rolling stock across the franchise area has risen to just under 30 years old – with some trains over 40 years old and the timetable and service pattern have largely remained unchanged, other than for the second train to London from Sheffield becoming part of the base franchise. The franchise competition has therefore represented a major opportunity to modernise the quality and quantity of rail services across the East Midlands.
- 2.3 EMC through TfEM have been working in partnership with the DfT over the last 3 years to influence the franchise, including seconding a resource to work as part of the DfT franchise team in London secured through a contract with consultants SCP Transport and funded by contributions from Local Transport Authorities (LTAs).
- 2.4 To provide a clear mandate for engagement with both DfT and bidders, EMC and TfEM agreed the following documents available at: [http://www.emcouncils.gov.uk/East-Midlands Rail-Franchise](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 a 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.
- 2.5 The formal 'Invitation to Tender' (ITT) was published on the 7th June 2018.

2.6 Engagement with the bidders has been led by Cllr Roger Blaney and Stuart Young based on a detailed 'Bidders Pack' setting out TfEM's aspirations.

3. What have we achieved so far?

3.1 The ITT published in June 2018 by DfT included many of the key priorities championed by TfEM, in particular:

- Incentives for improved journey times for services on the Midland Main Line (MML), a key step towards regional aspirations (Leicester to London in 60, Nottingham in 90);
- Significant improvements in capacity for journeys to London on the MML south of Corby;
- Improvements to the quality of rolling stock across the franchise area and incentives for faster and more efficient trains;
- Improved early/late evening services;
- Sunday service enhancements throughout the franchise;
- Incentives to improve services on the Derby-Crewe corridor;
- Incentives for improved seasonal services to Skegness and for special events (e.g. Nottingham Goose Fair, Lincoln Christmas Market, major sporting events);
- Incentives for improved inter-regional connectivity, for example to Cambridge, Norwich and Sheffield and beyond;
- Funding for station accessibility improvements (£2.5 million), focussed on small and medium sized stations, with incentives for additional station enhancements;
- Funding for Community Rail Partnerships;
- High quality and free access to WiFi on trains and at larger stations;
- A roll out of smart ticketing, multi-modal & value for money options for commuters travelling fewer than 5 days a week;
- A neutral approach to branding independent of the franchise process: 'East Midlands Railway'

3.2 In addition, there were incentives in the ITT for the franchise to deliver:

- Improved services to serve East Midlands Airport and London Luton Airport;
- Maintaining connectivity between non-London stations on the MML; and
- Re-instating peak services between Wellingborough and Bedford lost as a result of the new Thameslink timetable.

3.3 The ITT also included the need to procure new bi-mode rolling stock for the Midland Mainline. Members will recall a presentation from Bombardier on its proposals for a train capable of running at 125 mph in both electric and diesel modes, and of being modified to all electric or to electric/battery traction at some point in the future. Whilst Bombardier would appear to be well placed to supply the new trains, the procurement will be determined Abellio as the new Train Operating Company (TOC).

4. Franchise Award Announcement

4.1 On the 10th April 2019 the Government announced that Abellio had won the franchise competition and were the preferred bidder for the contract. However it subsequently

emerged that Stagecoach had submitted a financially non-compliant bid and had as a result been disqualified. This led to a legal challenge to the fairness of the process by Stagecoach (and then by Arriva) which the DfT is in the process of vigorously defended.

- 4.2 Because the challenges did not secure an injunction to stop the competition concluding, after an extended 'cooling off period' the contract between the DfT and Abellio was signed on the 9th May 2019. The challenges are therefore a matter of entitlement to compensation, rather than against the decision to award the contract.
- 4.3 Abellio will therefore formally take over East Midlands Railway franchise from Stagecoach on the 18th August 2019. Senior officials from the Abellio team will make a presentation to the TfEM Board setting out their key investment proposals and mobilisation plans at the meeting

5. An on-going role for TfEM

- 5.1 Officers have been in negotiation with DfT to provide local input into the management of the franchise, based on the 'Limited Management Role' agreed by the TfEM Board on the 26th January 2018. Whilst this arrangement will not deliver the same level of control enjoyed by Transport for the North or the West Midlands Rail Executive, it does represent a significant improvement on previous arrangements for the East Midlands, and could provide a model for non-metropolitan areas elsewhere in the country in the context of the Williams Rail Review.
- 5.2 Key elements of the proposed Partnership Agreement between DfT and TfEM are set out below:
- The ability for TfEM to develop incremental improvements to the franchise working directly with DfT officials;
 - The ability for TfEM to report performance issues directly to DfT officials and to secure resolution;
 - Quarterly meetings with the DfT franchise management and LTA lead officers to oversee the implementation of the Partnership Agreement - with a reporting line into the TfEM Board;
 - Annual meeting between the Chair of TfEM and the Secretary of State for Transport to review franchise performance and potential for further improvements; and
 - Agreement to last the length of the franchise (8 years + 2) - with a 12 month notice period on either side.
- 5.3 The Partnership Agreement will be underpinned by the creation of two new TfEM posts:
- A senior level manager leading stakeholder engagement on rail matters and using highly developed influencing skills to effectively engage with the DfT and TOC, so that TfEM secures a better outcome for the region that might otherwise be the case.
 - A support resource to gather, analyse, interpret and present the data from the TOC and others, to help make the case for improvement and/or investment. This role would also support the senior post in stakeholder engagement.
- 5.4 Although the focus of both posts will be the East Midlands Railway franchise, they will have the ability to support TfEM input into other rail relevant franchises and rail issues generally.
- 5.5 The total cost, including salaries, on-costs and a development budget comes to £220,000 per annum over the maximum 10 year period.

5.6 The Department for Transport would fund 50% of these costs. The other 50% would come from contributions from the nine East Midlands LTAs and EMC, as proposed below:

Derby City	£12,150 pa
Derbyshire County	£12,150 pa
Leicester City	£12,150 pa
Leicestershire County	£12,150 pa
Nottingham City	£12,150 pa
Nottinghamshire County	£12,150 pa
Lincolnshire County	£12,150 pa
Northamptonshire County	£12,150 pa
Rutland County	£2,800 pa
East Midlands Councils	£10,000 pa
Total	£110,000 pa
DfT Match	£110,000 pa
TOTAL	£220,000 pa

5.7 The proposed contributions have been informed by discussions with the relevant Transport Directors.

5.8 In relation to Northamptonshire, the Government has recently confirmed that the County Council and seven district councils will be replaced by two new unitary authorities from May 2021. It is assumed that that from 2021, the Northamptonshire contribution is met by the new North Northamptonshire Unitary Council (covering Corby, Kettering, Wellingborough, East Northamptonshire) – but this will be a decision for the new Council to confirm.

5.9 If the TfEM Board confirms support for the proposals set out above, DfT funding for the Partnership Agreement is expected to be confirmed in June, with a view to formal sign off by both parties by the end of July 2019.

6. Recommendations

6.1 The TfEM Board is asked to:

- Welcome the positive impact of TfEM’s work on the East Midlands Rail Franchise Competition process to date;
- Receive the presentation by Abellio and raise any concerns or points of clarification; and
- Endorse the key elements of the Draft Partnership Agreement with the Department for Transport set under section 5 of this report, including the proposed funding arrangements.

Key Contact:

Andrew Pritchard, Director of Policy & Infrastructure, East Midlands Councils.

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Transport for the East Midlands

5th June 2019

Item 4: Major Road Network & Large Local Majors

1. Introduction

- 1.1 In the spring of 2018 DfT requested that all Sub-national Transport Bodies (STBs) put forward Major Road Network (MRN) schemes for early delivery. Subsequently, the A614 in Nottinghamshire was only one of only five schemes nationally to receive MRN funding, which was announced at the Conservative Party conference in October 2018.
- 1.2 DfT published further guidance in late 2018, asking each STB to submit its 'Top 10' MRN schemes (value of £20-£50 million each) for delivery in 2020-25 by the end of July 2019.
- 1.3 The Government is also seeking priorities from STBs for so called Large Local Major Schemes (value of more than £50 million each), and is asking each STB to submit 2-3 LLMs for delivery in 2020-25 – again by the end of July 2019.
- 1.4 There is no indication from DfT of exactly how many schemes within each STB area will be funded. A submission of a 'Top 10' or 'Top 2-3' does not necessarily mean that all or any of those schemes will be funded. Midlands Connect is therefore effectively being asked to submit a list, from which DfT will make the final choice.
- 1.5 The Midlands Connect Strategic Board will resolve its advice to Government on MRN/LLM priorities on the 20th June 2019.

2. Emerging Midlands Connect MRN Priorities

- 2.1 At the last meeting of TfEM in March 2019 it was reported that only one East Midlands project featured in the emerging Midlands Connect priority list of 'investment ready' MRN schemes - the A511 Growth Corridor in Leicestershire.
- 2.2 LTAs were given to the end of March 2019 to provide additional information on other potential schemes to demonstrate deliverability. These included:
 - A611 from M1 to A617 junction improvements: Nottinghamshire County Council
 - A61 Whittington Moor: Derbyshire County Council
 - A38 between Mansfield and M1 Junction 28: Nottinghamshire County Council
 - A617 Mansfield to Ashfield Regeneration Route: Nottinghamshire County Council
 - A46 Junctions Package: Lincolnshire County Council
- 2.3 However, the additional information provided has not altered significantly the original assessment. Given the high priority given to scheme deliverability and the need to establish a credible investment programme for the Midlands, the Midlands Connect Steering Group has proposed only a MRN 'top 7' – one of which is the A511 in Leicestershire.

3. Large Local Majors (LLMs)

3.1 The Government is also seeking priorities from STBs for so called Large Local Major schemes (LLMs - value of more than £50 million each). Over the last 5 years, 9 LLMs have been supported nationally, up to a total value of £600m – including the Melton Mowbray bypass and the Lincoln Eastern Bypass.

3.2 DfT is looking for 2- 3 candidate LLM schemes from each STB - again by July 2019. From the East Midlands, the following expressions of interest were received by Midlands Connect:

- Chesterfield - Staveley Regeneration Route:
- Leicestershire: New Junction between A426 and M1
- Lincolnshire: North Hykeham Relief Road
- Nottinghamshire: A611/A608 between M1J27 and A60

3.3 Following an assessment process which again gave a high priority to scheme deliverability, the Midlands Connect Steering Group has proposed that 4 LLMs are prioritised, including:

- Lincolnshire: North Hykeham Relief Road
- Derbyshire: Chesterfield - Staveley Regeneration Route

4. Conclusion

4.1 As a result, the Midlands Connect roads programme for 2020-25 is recommended to comprise 7 MRN schemes (as opposed to 10) and 4 LLM schemes (as opposed to 2-3). This mix reflects the level of scheme readiness across the Midlands.

4.2 Given that both MRN and LLM schemes are funded from the same DfT pot, and that the overall scale of funding required would not exceed a 'pro-rata' indicative allocation for the Midlands based on population, this approach is deemed to be both pragmatic and credible.

4.3 It is important that MRN/LLM priorities are seen in a wider context that also includes Highways England's Roads Investment Strategy (RIS) – for which delivery of the A46 Newark Bypass is a top priority for both TfEM and Midlands Connect.

4.4 If the recommendations set out above are funded by Government, the following major road schemes would be delivered across the East Midlands during 2020-25:

- A614 (MRN): Nottinghamshire County Council
- A511 Growth Corridor (MRN): Leicestershire County Council
- North Hykeham Relief Road (LLM): Lincolnshire County Council
- Chesterfield - Staveley Regeneration Route (LLM): Derbyshire County Council
- Newark Northern Bypass (RIS2): Highways England

5. Recommendation

5.1 Members consider the issues set out in this report and direct officers accordingly.

Andrew Pritchard, Director of Policy & Infrastructure, East Midlands Councils.

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Aviation 2050: The future of UK Aviation Consultation Response from TfEM

1. Introduction

- 1.1 Transport for the East Midlands (TfEM) brings together 9 Local Transport Authorities (LTAs) across the East Midlands under the auspices of East Midlands Councils (EMC). TfEM provides collective leadership on strategic transport issues in the East Midlands, agrees major investment priorities and provides collective input into the work of Midlands Connect, the Department for Transport and its delivery bodies.
- 1.2 This response was discussed and agreed at the TfEM Board meeting of 5th June 2019.

2. Background

- 2.1 East Midlands Airport (EMA) is a major international gateway and economic asset, generating £300 million of direct GVA pa. EMA already serves over 80 destinations and handles some 5 million passenger per year, and is planning for significant long term passenger growth. EMA is also the UK's largest airport for dedicated air-freight, handling 365,000 tonnes of freight and mail a year with ambitions to triple that to one million tonnes by 2040. EMA is the UK hub for DHL, FedEx/TNT and UPS, and is the UK's main air hub for Royal Mail.
- 2.2 The area around EMA is very attractive to the distribution sector. The recent development of the East Midland Gateway intermodal freight interchange is already generating thousands of new jobs with the likes of Amazon and also major investments from Marks & Spencer at the East Midlands Distribution Centre in Castle Donington. Market interest in further similar developments is very strong and it is a key regional strength.
- 2.3 From a passenger perspective, the relatively limited scheduled flight offer from EMA means that people from the East Midlands also regularly use the four London airports (Heathrow, Gatwick, Luton & Stansted), as well as Birmingham and Manchester Airports. Although the importance of maintaining passenger choice is acknowledged, TfEM and EMA share the objective of increasing the proportion of local residents using EMA to a level comparable to other airports outside London, and to widening the range of destinations served.
- 2.4 Improving surface access is an important element for the airport's future success. Whilst EMA benefits from its close proximity to the strategic road network (M1, A453, A42 & A50), last mile road access is poor. This results in regular localised congestion and a lack of resilience to accidents and the additional traffic generated by major events at nearby Donnington Park.

- 2.5 In addition, public transport access to EMA is limited to the Skylink bus network. Although the quality of the service is generally good and over 300,000 passengers a year use Skylink to access the airport, the proportion of public transport usage is low compared to most other UK airports. Public transport networks must also evolve to meet the needs of a rapidly growing local workforce.
- 2.6 It is anticipated that the new East Midlands Rail Franchise will improve the service pattern at East Midlands Parkway Station (just over 5 miles from EMA). However, this will do little to improve public transport connectivity from Derby and Nottingham and surrounding settlements.
- 2.7 The potential for further major development adjacent to the planned East Midlands HS2 Hub Station at Toton (10 miles from EMA) and the redevelopment of Ratcliffe on Soar Power Station site (5 miles from EMA) means that an ambitious multi-model approach to improving connectivity will be required.
- 2.8 As a result, we are working with EMA and Midlands Connect to take forward a major sub-regional transport study which will identify the most effective package of interventions to realise the nationally significant economic potential of the area. The study is due to report later in 2019 with the aim of providing a compelling business case for public and private investment.
- 2.9 National aviation policy should therefore seek to ensure that there is a consistent and an integrated approach to the planning and the development of transport infrastructure, building on regional and local evidence.

3. The role of aviation in wider Government policy

- 3.1 To be effective, the Government's aviation policy must form an integral part of a wider UK 'internationalisation strategy', similar to the regional approach taken by the Midlands Engine, which should encompass the Government's policies to boosting UK competitiveness and productivity, rebalancing the economy and expanding international trade.
- 3.2 As such, the proposed Aviation White Paper should be jointly owned and implemented by the Secretary for Business, Enterprise and Industrial Strategy (BEIS), the Secretary of State for International Trade (DIT), as well as the Secretary of State for Transport.
- 3.3 The consultation paper as drafted is too narrow in scope and fails to make these wider policy linkages sufficiently clear. Indeed, there is little acknowledgement of the relationship between aviation and the Department for Transport's own policies for road and rail investment, which are critical for improving airport surface access.

4. Rethinking the role of 'regional' airports

- 4.1 Even if Heathrow Expansion is implemented as planned, which is by no means certain, the new runway capacity will not become operational until 2030 at the earliest.
- 4.2 In the meantime, EMA along with other UK airports outside London have capacity to grow and the capability to address national demand for increased aviation capacity – for both passenger and freight. In addition, the advent of HS2 from 2026 onwards will transform connectivity to airports in the Midlands from London and the south east.

4.3 The Government is asking the National Infrastructure Commission (NIC) to review UK runway capacity post 2030. In doing so, the NIC needs to re-think the role of so called 'regional' airports. EMA for example, already has a freight operation of national importance. More fundamentally, the distinction between the London airports and those in the rest of the UK, which underpins the Government's existing approach to aviation policy, is becoming increasingly irrelevant.

5. Airspace modernisation

5.1 TfEM supports the principle of 'airspace modernisation' to deliver quicker, quieter and cleaner journeys and more capacity, and the proposal for new legislation to direct the co-ordination of 'Airspace Masterplans'.

5.2 However, we are concerned that the governance and engagement arrangements will only take place with industry and stakeholders in the south of England. TfEM therefore seeks the direct involvement of airports elsewhere in the UK, including EMA, in the proposed governance structures overseeing changes to national airspace.

6. Driving technological change and reducing carbon emissions

6.1 The Midlands is home to one of the world's major aerospace clusters representing over one quarter of the UK aerospace industry, with over 45,000 full-time-equivalent jobs due wholly to revenues from manufacturing for global aerospace markets.

6.2 Several major global aerospace players have important operations in the region. The principal hub of the cluster is the heart of civil aerospace operations at Rolls-Royce, the world's second largest manufacturer of aircraft engines, in Derby.

6.3 TfEM believes the Midlands is well placed to support the Government's aspiration to retain and grow the UK's prominent role in aviation on the world stage and to develop new technologies to reduce carbon emissions from aviation. TfEM therefore seek greater and more direct involvement in shaping Government plans to drive this agenda forward. It is vital that Government embraces the opportunities from Local Industrial Strategies in delivering the aspirations of the proposed White Paper, which will require the active support and involvement of BEIS and DIT.

7. Surface access

7.1 As highlighted above, improving surface access to EMA is a key priority to TfEM. However, the importance of surface access to airports outside London is not sufficiently recognised in the consultation document, or in the DfT's existing approach to investment in the strategic road network (through Highways England) and rail network (through Network Rail).

7.2 The proposed White Paper presents an opportunity to give greater priority to airport surface access in the Department for Transport's wider investment policies.

Transport for the East Midlands

5th June 2019

Item 5: Aviation 2050 Consultation Response

1. Introduction

- 1.1 The Department for Transport published a consultation on the future of UK aviation policy on the 17th December 2018, available at: <https://www.gov.uk/government/consultations/aviation-2050-the-future-of-uk-aviation>
- 1.2 The closing date for comments has been extended to the 20th June 2019.

2. Draft TfEM response

- 2.1 The consultation is a long, complex and in places a highly technical document. It is written very much from a narrow 'aviation' perspective, and the links to the Government's wider transport, trade and investment policies are far from clear. The document also assumes that the planned expansion of Heathrow will be operational by 2030, which inherently limits the breadth of options under consideration.
- 2.2 The draft TfEM response set out in Appendix 1 has been informed by discussion with both East Midlands Airport and Midland Connect. The response focusses on:
- The need to position aviation policy within a wider UK 'internationalisation strategy' - and for the final Aviation White Paper to be jointly owned by the Secretaries of State for Business Enterprise & Industrial Strategy (BEIS), International Trade (DIT) as well as for Transport;
 - Rethinking the role of so-called 'regional' airports like East Midlands Airport - which already has a national freight role;
 - Ensuring the East Midlands has a chance to influence proposals to modernise UK airspace;
 - Making the most of the region's industrial strengths to drive technological change across the aviation industry; and
 - The need for a more coherent national approach to improving airport surface access.

3. Recommendation

- 3.1 Members endorse the draft TfEM response to the Aviation 2050 consultation set out in Appendix 1, subject to any amendments agreed by Members.

Key Contact

Andrew Pritchard

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Transport for the East Midlands

5th June 2019

Item 6: Nominations to the Midlands Connect Strategic Board.

1. Introduction

- 1.1 The Midlands Connect Strategic Board is nominated on an annual basis and includes three LTA representatives from the East Midlands and three from the West Midlands.
- 1.2 East Midlands representation for 2018/19 comprised:
 - Cllr Jon Collins (Nottingham City Council)
 - Cllr Kay Cutts (Nottinghamshire County Council)
 - Cllr Nick Rushton (Leicestershire County Council)

 - Cllr Simon Spencer (Derbyshire County Council) - Alternate
- 1.3 Following the 2019 May elections, Midlands Connect has written to EMC to confirm representation for 2019/20. The next Midlands Connect Strategic Board will take place on the 20th June 2019 in Leicester.
- 1.4 Representation on Midlands Connect should also be seen in the context of representation of the Midlands Engine Executive Board, where the East Midlands has four representatives.
- 1.5 East Midlands representation on the Midlands Engine Strategic Board for 2018/19 comprised:
 - Cllr Martin Hill (Lincolnshire County Council)
 - Cllr Jon Collins (Nottingham City Council)
 - Cllr Barry Lewis (Derbyshire County Council)
 - Cllr Nick Rushton (Leicestershire County Council)

2. East Midlands Representation on Midlands Connect for 2019/20

- 2.1 It has previously been agreed that of the three East Midlands representatives on Midlands Connect, there should be a mix of City/County and Labour/Conservative representatives.
- 2.2 There is also a compelling logic for one of the three East Midlands representatives to also be the Chair of TfEM. This would mirror the arrangement in the West Midlands, where one of the three representatives is also the Transport Lead for the WMCA.
- 2.3 As a result it is suggested that the East Midlands representation on the Midlands Connect Strategic Board for 2019/20 should comprise the Chair of TfEM plus two others - at least one of whom should be a County/Conservative representative.
- 2.4 Consideration should also be given to identifying up to three 'alternates' – who would substitute if any of the three nominated members were unable to attend a meeting.
- 2.4 All nominations to Midlands Connect/Midlands Engine will be ratified at the EMC AGM in July 2019.

3. Recommendation

3.1 Members consider the issues set out in this report and advise officers accordingly

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