

## Minutes of the East Midlands Regional Assembly Transport Group

Sparkenhoe Room, Leicestershire Council Offices, Glenfield, Leicester  
10.15 am 19 September 2007

### 1 Attendance/Apologies:

Members:	Cllr Nicholas Rushton Chris Austin Cllr Neil Cooper Cllr Terry Freer Cllr Patrick Kitterick Cllr Brian Lucas Hugh McClintock Alan Meredith Andrew Norman Tricia Pedlar	Leicestershire County Council (Chair) ATOC Lincolnshire County Council Kettering Borough Council Leicester City Council Derbyshire County Council EMTAR Travelwatch CPT emda
Advisers:	Steve Cannon Barry Davies Mike Hewitt Alan Johnston Dale Oscroft Andrew Pritchard Alan Srbljanin Mike Sumner Richard Thompson	Transport Advisers Group EMRA EMRA (Secretariat) East Midlands Airport GOEM EMRA emda Highways Agency Network Rail
Officers:	Chris Carter Matthew Lugg Pete Price Kate Revell Garry Scott Paul Bullen	Nottingham City Council Leicestershire County Council Derby City Council Nottinghamshire County Council Leicester City Council Northamptonshire County Council
Apologies:	Cllr Ranjit Banwait Cllr Gary Ellis Mike Goodwin Cllr Brian Parbutt Cllr Ben Smith Cllr Nick Wainwright Cllr William Webb Pat Zadora	Leicester City Council East Lindsey District Council Department for Transport Nottingham City Council Northamptonshire County Council Rutland County Council Lincolnshire County Council East Midlands Business Forum
Presentation:	Tim Shoveller	MD East Midlands Trains

## 2. Introduction

Cllr Rushton opened the meeting saying that the leader of the Assembly, Cllr Parsons, had asked him to chair the Group in its new format. He proposed that the Deputy Chair should come from the Business Sector and that in the absence of Pat Zadora an approach should be made outside the meeting and the nomination agreed at the next meeting. This was supported by members.

Andrew Pritchard referred to the Terms of Reference for the group which had been approved by the Joint Board at its meeting on 16 July 2007. The key role of the group is to monitor delivery of transport major schemes in the region and to oversee any future refresh/review of transport aspects of the Regional Funding Allocation (RFA) process.

### Action

- **Deputy Chair to be identified from the Business Sector.**

## 3. Keynote Presentation – Tim Shoveller, MD East Midlands Trains

Tim Shoveller introduced himself and summarised his background in the rail industry. He then went on to give a presentation on the new franchise awarded to East Midlands Trains (EMT) which starts on 11 November. This encompasses services previously operated by Midland Mainline and 30% of services operated by Central Trains. About 2,000 staff will be transferred from the previous operators. The franchise was for 6 years with an option for a further 1.5 years. The aim is to grow the business and to help achieve this a priority was to invest in improved maintenance facilities at Derby.

Tim Shoveller went on to say that it was proposed to introduce SMART cards which would be to ITSO standard. An option for GSM-R operation, which allows train drivers to talk directly to signallers, would also be investigated.

Cllr Rushton asked for clarification on the abbreviation ppm used in the presentation. Tim Shoveller explained that it was a measure of train service punctuality/efficiency.

Cllr Cooper asked about the number of stations that would benefit from the £5m to be allocated for station improvements. Tim Shoveller said he could not give a precise number but the idea was to target specific stations managed by EMT and not to spread the resource too thinly.

Cllr Rushton asked about possible investment at Loughborough and Market Harborough e.g. to lengthen platforms. Tim Shoveller said that work was needed at Market Harborough to realign the track so as to allow higher speeds and this would involve platform reconstruction. Discussions would be taking place with Network Rail about this

Kate Revell asked about a reference in the presentation slides to DMU maintenance at Tyseley and Eastcroft. At the Parliamentary MML Group in the House of Commons on 24 July, David Mather and Rufus Boyd said that Tyseley would no longer be used and that DMU maintenance would transfer to a new facility in Derby, to improve unit reliability and Kate asked for clarification. Tim Shoveller replied that the existing maintenance facilities in the East Midlands were poor. It was intended

to expand and improve facilities at Derby which would help improve service quality and reliability.

Cllr Freer asked about the number of trains which would operate northwards from Kettering, the funding gap for the Corby service, and what discussions were taking place with BeeBee developments about a light rail service between Corby and Wellingborough. He also commented on an experience with lack of sufficient co-ordination with regard to assistance for disabled travel. Tim Shoveller acknowledged the need to cater for disabled travellers. He went on to explain that consultation on the 2008 timetable will take place in October. The off peak service from Kettering to London would be 2 trains per hour. One of these would start from Corby and the corresponding return service would terminate at Corby and thus there would be 1 train per hour going further north. Adjustments could be considered following the timetable consultation but there would be limited options available because any change would impact on services elsewhere. East Midlands Trains need to make a final decision on the timetable by the end of November. Tim Shoveller explained that he was not fully aware of the Corby situation but he believed that DfT had a positive attitude to helping it being delivered. Tim said that he was currently unaware of the BeeBee developments' proposals.

Cllr Kitterick queried the compatibility of the SMART card with other being introduced by local authorities and also EMT's views about redevelopment at Leicester station.. Tim Shoveller replied that the SMART card would be to ITSO standards and should be compatible with other cards to that standard. With regard to Leicester station he offered that the access and frontage needed to be improved and EMT would work with partners to look at this.

Hugh McClintock raised the importance of getting people to and from stations and asked about EMT's intentions in relation to travel planning and the provisions for cyclists. Tim Shoveller responded by saying that they were looking to increase the number of car parking space at stations and would work with bus operators to improve services to stations. In relation to cycling it was intended to improve storage facilities at stations but, because of the need to cater for passenger growth, more facilities to carry cycles on trains were unlikely.

Cllr Cooper then raised the difficulty he would have had in travelling to the meeting by train from Skegness. He continued by saying that train fares are already expensive and the allowance for a further 25% increase would be a further disincentive. Cllr Cooper also commented that the London Oyster card was not compatible with cards to ITSO standard. Tim Shoveller replied that the Oyster card issue was being resolved. With respect to services in the Sleaford/Skegness area, they will do as much as possible with existing rolling stock but would need to discuss with partners the availability of resources for possible future improvements. In relation to fares, regulated fares were capped at RPI + 1%. Unregulated fares would be structured to make best use of seating capacity with competitive fares being available for some off peak journeys which were pre booked.

Alan Meredith pointed out that weekend services on some Central Train services had been a problem. He added that replacement bus services when the network needed to be shut for maintenance were often of a poor standard. Tim Shoveller said that he was seeking staff contractual arrangements to address short notice cancellations with incentives for Sunday working. The standard of replacement bus services would be managed and Network Rail would be challenged about the need for so many temporary closures.

#### **4. Regional Funding Allocations – Barry Davies**

Barry Davies explained the content of the report on monitoring of the Regional Funding Allocation for major transport projects. He explained that although local authority schemes were being taken forward largely within their allocated budgets, the lack of information on Highways Agency schemes meant that the full picture, which would indicate the need for any action, was not available. Following the Nicholls review a reassessment of the estimates for motorway/trunk road schemes was continuing. It was anticipated that better information would be available in time for the next Group meeting.

Mike Sumner confirmed that revised estimates for motorway/trunk road schemes had been completed and were now being considered by the Department of Transport before they could be released.

Cllr Freer asked how changes in transport scheme budgets were being managed. Andrew Pritchard explained that scheme budgets were managed Nationally by the Department for Transport. Local Authorities supplied budget information quarterly to the Department and GOEM and this was also used to monitor the regional budget. The current indication was that whilst local authority schemes had variations they remained within the allocated regional budget up to about 2012 and that with information about the Highways Agency schemes being missing there was no need for any decisions at this stage.

Following a request from Cllr Rushton the recommendations contained in the RFA report were approved.

#### **5. Highways Agency Update – Mike Sumner:**

Mike Sumner expanded on some of the points included in his written update. He said that the term Targeted Programme of Investment (TPI) had now been dropped and that the new term was Programme of Major Schemes (PMS). He highlighted the position regarding the M1 widening and M1 (J19) and said that DfT were preparing a submission to Ministers on a collector/distributor road option for the A14 at Kettering. He also pointed out that there would be cost implications in respect of the A1 junction improvements following the wet early summer.

Mike Sumner then set out the position regarding the PTOLEMY sub-regional land use/traffic model. The model was scheduled to be completed by 17 September with documentation prepared for its validation to be approved. A Project Management Group meeting to be held on 21 September will consider model maintenance and the prioritisation of model runs. There have already been a number of enquiries from local authorities and developers about using the model.

Cllr Freer asked for clarification on a number of points; an explanation of the abbreviation ECI, whether a contractor had been appointed for the M1 (J19) scheme, and when an announcement was likely about the A14 at Kettering. Mike Sumner explained that ECI referred to Early Contractor Involvement. A contractor had been appointed to take forward M1 (J19). However an evaluation of a potentially superior alternative layout at M1 (J19) would delay the start of works. The timing of an announcement about the A14 was for Ministers but Mike anticipated that it would be reasonably soon.

Cllr Cooper asked about funding for the A46 Newark to Widmerpool Improvement. Andrew Pritchard acknowledged the challenge that the scheme presented to

managing the Regional allocation after 2012. He said that the intention was to look for contributions from other funding sources.

## **6. Rail Issues Update**

### **a) Dft Rail – Barry Davies**

In the absence of a representative from DfT Barry Davies gave a verbal update on Rail policy. The Rail White Paper had been published in July. This sought to accommodate passenger growth including a promise of no line closures. £10bn would be available to increase the capacity of the network. There were no major schemes proposed in the East Midlands and there were some concerns that the White Paper did not fully address potential growth in the region. Barry went on to say that the White Paper contained strong support for freight improvements although there were no proposals for a dedicated freight route. Neither were there proposals for a High Speed network or for further electrification. Whilst regulated fares were capped at RPI + 1%, there was no capping of unregulated fares which would lead a higher level of support from the fare box rather than the tax payer.

In relation to recent franchise announcements Barry Davies said that the Cross Country service was won by Arriva, the East Midlands by Stagecoach, and East Coast by National Express. The East Coast franchise included a 2 hourly service from Lincoln to London starting in 2010. Barry went on to say that the new Eurostar services from St Pancras would start on 14 November and that a presentation on this was to be given at the next Assembly meeting on 2 November.

### **b) Network Rail – Richard Thompson**

Richard Thompson expanded on his update paper. He said that Network Rail were now working on a Yorkshire and Humberside RUS and engaging with stakeholders. With regard to the Peterborough – Nuneaton gauge enhancement, a GRIP4 study was underway at a cost of £3.4m. Network Rail's target for completion of the works was 2010 although work at Nuneaton may not finish until 2011. A bid was being made to DfT for P-TIF resources for the scheme and Richard anticipated an announcement in October. Richard Thompson went on to say that Network Rail were also looking at capacity options between Ipswich and Nuneaton with the aim of delivering improvements by 2014. A GRIP3 study is also to be carried out for Northern W10 to develop a more comprehensive freight network. The study would be complete by July 2008. Richard went on to mention that Network Rail were looking with others at potential distribution centres (e.g. Castle Donington, Corby) and a freight route into East Midlands Airport.

On the West Coast Mainline work was being done to improve access to platforms. Services to Northampton would include a second train per hour to Birmingham and more frequent peak hour services to London.

Cllr Rushton asked for an explanation of the abbreviation GRIP. Richard Thompson explained that this was Guide to Rail Investment Project and was a process to ensure everything had been looked at in a scheme design.

Cllr Cooper complimented Network Rail on its recent initiatives and its support for a Lincoln to London service. He went on to say that consideration of greater use of ECML would increase traffic problems at the Tallington crossing. Richard Thompson that the ECML RUS looked at options for increasing capacity one of which would impact on Tallington.

Alan Meredith complained about the lack of information about the works being carried out at Derby station adding that timetable information was not clear. Richard Thompson answered by saying that the operator (MML) would usually be responsible for information about works on the station, but he offered to provide a post meeting note of the situation.

Cllr Rushon's request that a response on the ECML RUS be sent to DfT based on the comments contained in paper Item 7b Annex 1 was supported.

**Action**

- **Richard Thompson to provide a post meeting note on works at Derby station.**

**7. GOEM Update – Dale Oscroft**

Dale Oscroft elaborated on a couple of points included in his update. Firstly he highlighted the likely changes to the Local Transport Plan (LTP) process in the era of Local Area Agreements (LAA). These are likely to develop into Integrated Transport Plans which would cover a 15 year timescale. Most of the funding for local transport would be through the LAA process and Dale emphasised the importance of local authority transport officers becoming involved in ensuring that transport was properly reflected in the agreements. He added that GOs would be working constructively with local authorities to help them take forward the local transport agenda.

Mike Hewitt outlined the issues (paper Item 8 Annex 1) to be included in an Assembly response to the DfT consultation on the future of LTPs. This included concern that the resources in DfT and GOs would be insufficient to ensure that adequate support and advice was provided to LAs. He supported Dale Oscroft's comments about the importance of officers needing to ensure that local transport issues were adequately integrated within LAAs and added that guidance about this was urgently required from DfT.

Cllr Rushton's request that a response be sent to DfT based on the comments contained in paper Item 8 Annex 1 was supported.

**8. EMRA Update – Andrew Pritchard**

Andrew Pritchard referred to the papers updating the Group on the Regional Spatial Strategy and on the response sent to Government on the Planning White Paper. He also pointed out that the Assembly's statement on the Sub National Review promised that the Assembly would work with regional colleagues to ensure a smooth transition of functions.

Cllr Freer commented about his concerns about the democratic deficit and lack of local involvement in regional decisions following the abolition of Assemblies.

Cllr Cooper said that the process for bringing forward major transport schemes caused difficulties for local authorities in relation to preparatory costs and planning approvals, as there was no certainty that capital resources would ultimately be made available through the RFA process. Andrew Pritchard acknowledged that the point needed to be borne in mind in the RFA refresh/review.

## 9. Emda Update – Tricia Pedlar

Referring to the paper on Investment Grant Funding on waterways Tricia Pedlar said that there had been widespread interest from business, with 28 enquiries from across the region. Tricia offered to report back on developments at the next meeting.

Referring to the changes proposed under SNR, Tricia endorsed the comments made by Andrew Pritchard about the need for Emda and EMRA to work together to ensure a seamless transfer.

### **Action**

- **Emda to update Transport Group on Waterways Investment Grant Funding.**

## 10. Transport Advisors Group Update – Steve Cannon

Steve Cannon gave a verbal update on the work of the Transport Advisors Group (TAG). He gave a brief summary of the work of the group which was to exchange best practice and help provide input to regional transport policy. It would be reviewing the regional prioritisation methodology for major transport schemes in preparation for an anticipated RFA review.

Steve Cannon also mentioned TAG's interest in the Regional Freight Strategy and had an interest in presentations on lorry route mapping and the use of pipe lines for freight scheduled for the next Freight Group meeting in November.

Steve briefly mentioned the technical work on the 6Cs TIF bid which is due to be reported next year.

## 11. East Midlands Airport Update – Alan Johnston

Alan Johnston gave a verbal update on East Midlands Airport. He said that a Community Investment Report was available which included a section on surface access to the airport, and he distributed copies to the group. Alan went on to say that EMA were commissioning a study into a fixed link to the airport and this was due to start soon, and he thanked the Assembly, emda, and the Highways Agency for the contributions which they were making to this.

Alan offered that his colleague Colleen Hempson could give a presentation on surface access to the airport at a future Group meeting.

### **Action**

- **EMA presentation to a future Transport group meeting to be considered.**

## 12. Date of Next Meetings

10am on 30 November. **Venue now changed to Council Chamber Nottingham City.**