

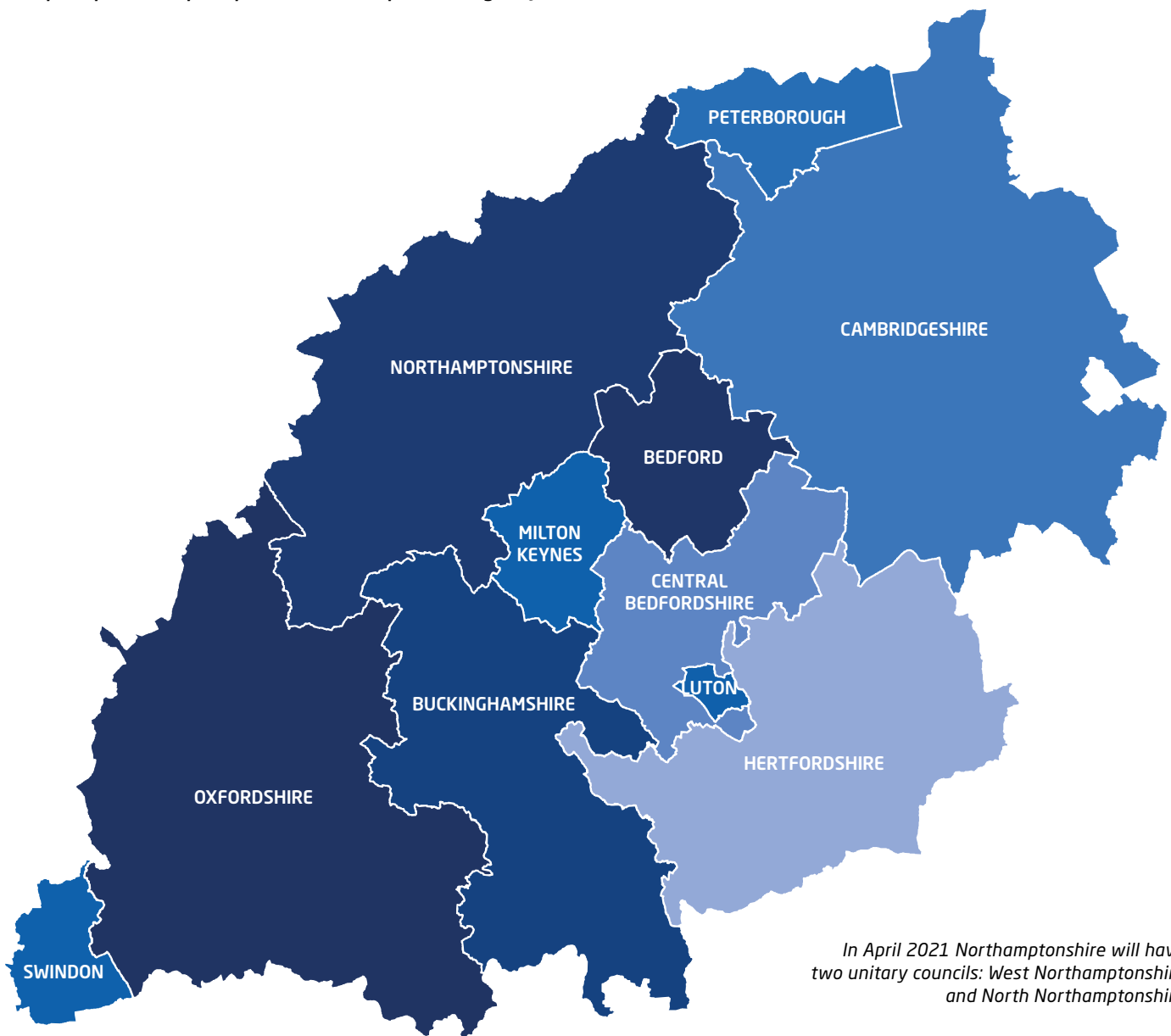
Connecting People, Transforming Journeys

Regional Transport Strategy: Summary



AN ECONOMIC SUCCESS STORY AT THE HEART OF THE UK'S ECONOMIC RECOVERY AND LONG-TERM FUTURE

England's Economic Heartland brings together the region's Local Transport Authorities in a strategic partnership that works with the region's local enterprise partnerships to provide leadership on strategic infrastructure.



**WE HAVE A UNIQUE OPPORTUNITY
TO TRANSFORM OUR TRANSPORT SYSTEM.
BUT THE SCALE OF THE CHALLENGE
CANNOT BE UNDERESTIMATED.
THE NEED FOR CHANGE IS IRREFUTABLE.
OUR JOURNEY TO REALISE THAT
OPPORTUNITY BEGINS TODAY.**

England's Economic Heartland is an economic powerhouse, home to world-leading universities and innovators that are at the forefront of delivering a green economic revolution. Encompassing the entirety of the Oxford – Cambridge Arc, a national economic priority for the Government, it is a region that has the potential to deliver even more.

The Heartland is also blessed with a natural, historic and built environment that makes it an attractive place to live, work and play.

Its transport system has a key role to play in enabling the region's economic potential to be realised. And yet we know that the environmental impact of our current transport choices is not sustainable.

The evidence is clear: if we are to deliver planned growth and do so in a way that improves our environment, we need to do things differently – this cannot be 'business as usual'.

The need for change is pressing given the UK's commitment to achieve net zero carbon no later than 2050. However, by drawing on the region's strengths, we believe we can set ourselves the more challenging ambition of achieving net zero carbon for our transport system by as early as 2040.

A Once-in-a-Generation Opportunity

The Transport Strategy's foundations rest upon a detailed and comprehensive understanding of where we start from. Our evidence base of data and technical work, compiled in collaboration with our local authority and business partners, has allowed us to develop a strategy that is bold in its ambition and provides the framework by which we can deliver the step change required to achieve it.

At a time when the nature of travel is changing rapidly in response to wider societal, economic and environmental considerations, our Transport Strategy puts the user at the heart of our proposals for the way forward.

We have seen in recent months there is scope for significant parts of our economy to adopt greater use of flexible and remote working. As residents we've accessed services online and made greater use of services that bring goods and products to us.

The way society has embraced the need to do things differently has served to accelerate the pace of change. This enables the strategy to challenge received wisdom when it comes to shaping the future of our transport system.

In looking to realise the economic potential of the Heartland the evidence shows that we must:

- Improve the resilience of a transport system that is already under strain; one where congestion and unreliability acts as a brake on sustainable growth
- Address the carbon impact of our transport system, where emissions are currently higher and growing faster than the national average
- Address the extent to which poor transport connectivity serves to perpetuate inequality, particularly within our more deprived communities
- Support our rural communities and the businesses that operate in them, a demographic which is significantly larger than the national average
- Reduce reliance on the private car in a region where average journeys are longer, and car use higher than the national average.



A Five-Point Plan of Action

Our Transport Strategy is ambitious. It sets out a policy framework designed to harness the region's inherent strengths in order to deliver a vision for our transport system:

'To support sustainable growth and improve quality of life and wellbeing through a world-class decarbonised transport system which harnesses the region's global expertise in technology and innovation to unlock new opportunities for residents and businesses, in a way that benefits the UK as a whole'

At its heart, our Transport Strategy is the catalyst for the step-change in approach required to address the challenges our transport system already faces and enable economic growth that is sustainable.

It sets out how the region will:

- 1 Focus on decarbonising our transport system by harnessing innovation and supporting solutions which in themselves create green economic opportunities
- 2 Promote investment in digital infrastructure as a means of improving connectivity
- 3 Use the delivery of strategic public transport schemes – such as East West Rail, the Cambridgeshire Autonomous Metro and Milton Keynes Mass Rapid Transit – as the catalyst for a shift towards lower carbon modes of travel
- 4 Champion increased investment in active travel and shared transport to improve local connectivity to ensure that everyone can realise their potential
- 5 Continue to ensure the needs of the freight and logistics sector are met whilst lowering its environmental impact

Implementation through Collaboration

The publication of the Transport Strategy gives the Heartland and Government an evidence-based, vision-led framework that enables green economic growth in a way that delivers a net zero transport system.

The need for change in the way we plan and develop our transport system extends through to how we deliver infrastructure on the ground. Moving forward our focus is on drawing on the strength of collaborative working to:

- Support our partners in accelerating the delivery of known investment priorities
- Work with our partners to develop proposals identified in the Investment Pipeline to make them 'shovel ready'
- Increase our capacity and capability as a region to deliver investment priorities more efficiently and effectively

Our programme of connectivity studies will see us work with our partners to identify the interventions that need to be added to our Investment Pipeline in order to deliver on our ambition for the transport system.

There is an opportunity to use the need for change in our transport system to support wider ambitions to harness economic growth as a means of delivering a place-based approach to the benefit of our residents, communities and environment.

We will use the foundation provided by this Transport Strategy to work with our partners, local Growth Boards, and national initiatives, including the Oxford – Cambridge Arc, to make this a reality.



Electrification of the rail infrastructure (region-wide)

- Extension of Midland Main Line electrification
- Infill electrification schemes to enable electric haulage of freight services
- Delivery of East West Rail – Oxford to Norwich/ Ipswich
- Electrification of the Chiltern Main Line

Digital Infrastructure provision - 5G and fibre connectivity (region-wide)

Provision of digital infrastructure delivers opportunities for business transformation, new business models to emerge – immediate opportunities:

- East West Rail – Oxford to Cambridge and Aylesbury to Milton Keynes

Electrification of road infrastructure (region-wide)

Investment in charging facilities required to support decarbonisation of vehicle fleet – significance increased by banning of new petrol, diesel and hybrid vehicles from 2030.

Enhanced capacity for rail freight

Four strategic corridors serve/cross the region:

- Felixstowe to Nuneaton
- East West Railway
- Southampton to West Midlands
- West Coast Main Line (inc. Northampton Loop)

Two strategic corridors are important in terms of providing access for construction materials

- Midland Main Line
- Great Western Main Line

Improved connectivity (east west) - northern

- A northern corridor that links north Oxfordshire, Northamptonshire, and Peterborough, providing more direct passenger transport connectivity across the northern Heartland.

Improved connectivity (east west) - middle

Realisation of East West Rail's full capability – this will require:

- East West Rail – Oxford to Bedford and Aylesbury to Milton Keynes sections as planned represents minimum scheme
- East West Rail – Bedford to Cambridge
- Cambridge South Station by 2025
- Cambridge to Norwich and Ipswich

Improved connectivity (east west) - southern

- A southern corridor that links Buckinghamshire with Hertfordshire, providing an orbital passenger transport route between the Chiltern Main Line and West Anglia Main Line.

Improved connectivity (north south) - western

- Enhanced rail connectivity between West Midlands – Oxford/Didcot – and onwards to Southampton
- Improved service capacity on North Cotswolds line

Improved connectivity (north-south) - central

- HS2 Released Capacity is the catalyst for enhanced regional connectivity. For example, linking Northampton – Milton Keynes/ Bletchley – Aylesbury – High Wycombe – Old Oak Common and improved inter/intra-regional connectivity on the MML
- Enhanced rail connectivity between London-Luton-Bedford-East Midlands

Improved connectivity (north-south) eastern

- Enhanced connectivity on the Midland Main Line – to include as a minimum restoration of services previously removed
- New railway station at Wixams to support planned growth
- Enhanced connectivity on the London-Bishop's Stortford-Cambridge corridor
- Reopening of railway from March to Wisbech
- Cross Rail 2 linking eastern Hertfordshire with Surrey via London.

Strategic Interchanges

Delivery of East West Rail creates opportunities for strategic interchange with traditional main-lines (with London termini); these interchanges offer both transport and economic opportunities.

- Oxford – with Great Western and Cross Country
- Bicester Village – with Chiltern Main Line
- Aylesbury – with Chiltern Main Line
- Milton Keynes/Bletchley – with West Coast Main Line
- Bedford – with Midland Main Line
- Sandy/St Neots area – with East Coast Main Line
- Cambridge/Cambridge South – with Anglian Main Line.

Mass Transit Systems

- Cambridgeshire – the CAM
- Milton Keynes – Mass Rapid Transit
- The A414 corridor in Hertfordshire
- Oxford sub-urban network – Bus rapid transit and Cowley branch line.

Access to Strategic Gateways

- Improved connectivity by public transport
- Heathrow Airport: through Northampton – Milton Keynes/Bletchley – Aylesbury – High Wycombe – Old Oak Common: and through Western Rail Access to Heathrow
- Luton Airport – through enhanced services on Midland Main Line
- Stansted Airport – through improvements on West Anglia Main Line.

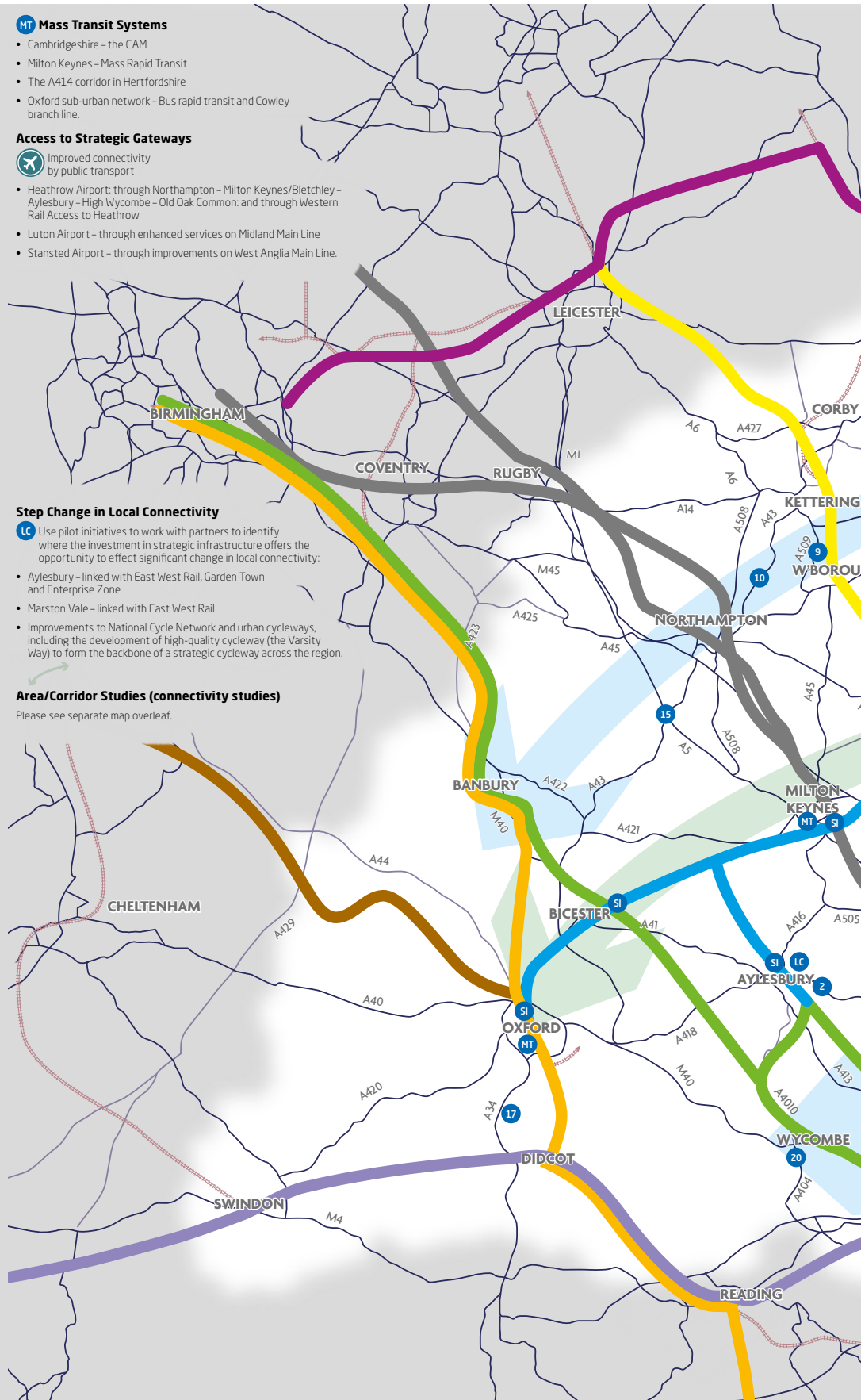
Step Change in Local Connectivity

- Use pilot initiatives to work with partners to identify where the investment in strategic infrastructure offers the opportunity to effect significant change in local connectivity:

- Aylesbury – linked with East West Rail, Garden Town and Enterprise Zone
- Marston Vale – linked with East West Rail
- Improvements to National Cycle Network and urban cycleways, including the development of high-quality cycleway (the Varsity Way) to form the backbone of a strategic cycleway across the region.

Area/Corridor Studies (connectivity studies)

Please see separate map overleaf.



Targeted investment in the highway network, as part of a system approach

Investment, where required, in the Strategic Road Network (SRN) and the Major Road Network (MRN) to support all road users and future proof the network.
 Delivery of investment in the Major Road Network (as outlined in EEH's initial programme of investment in the MRN submitted to the DfT).

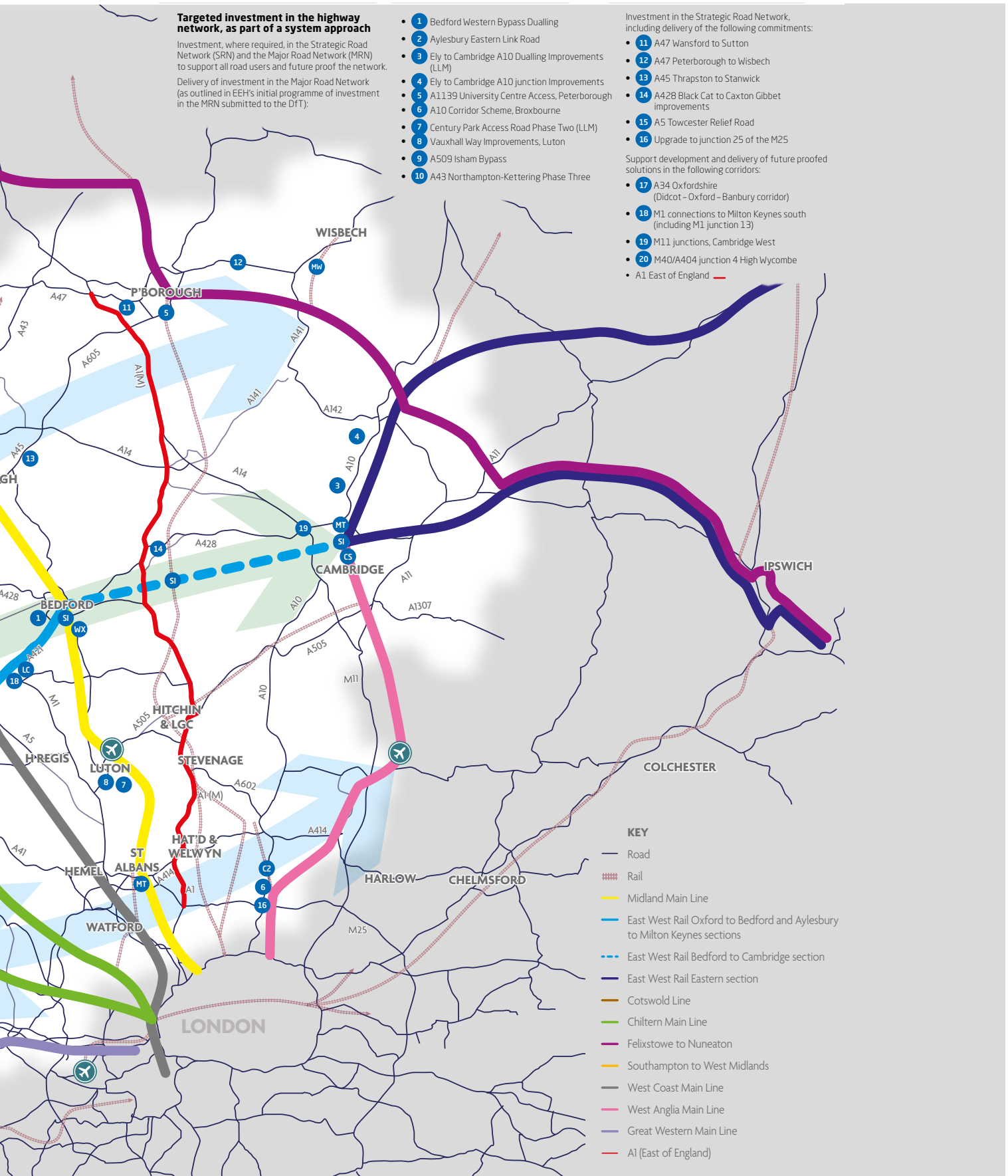
- 1 Bedford Western Bypass Dualing
- 2 Aylesbury Eastern Link Road
- 3 Ely to Cambridge A10 Dualling Improvements (LLM)
- 4 Ely to Cambridge A10 junction Improvements
- 5 A1139 University Centre Access, Peterborough
- 6 A10 Corridor Scheme, Broxbourne
- 7 Century Park Access Road Phase Two (LLM)
- 8 Vauxhall Way Improvements, Luton
- 9 A509 Isham Bypass
- 10 A43 Northampton-Kettering Phase Three

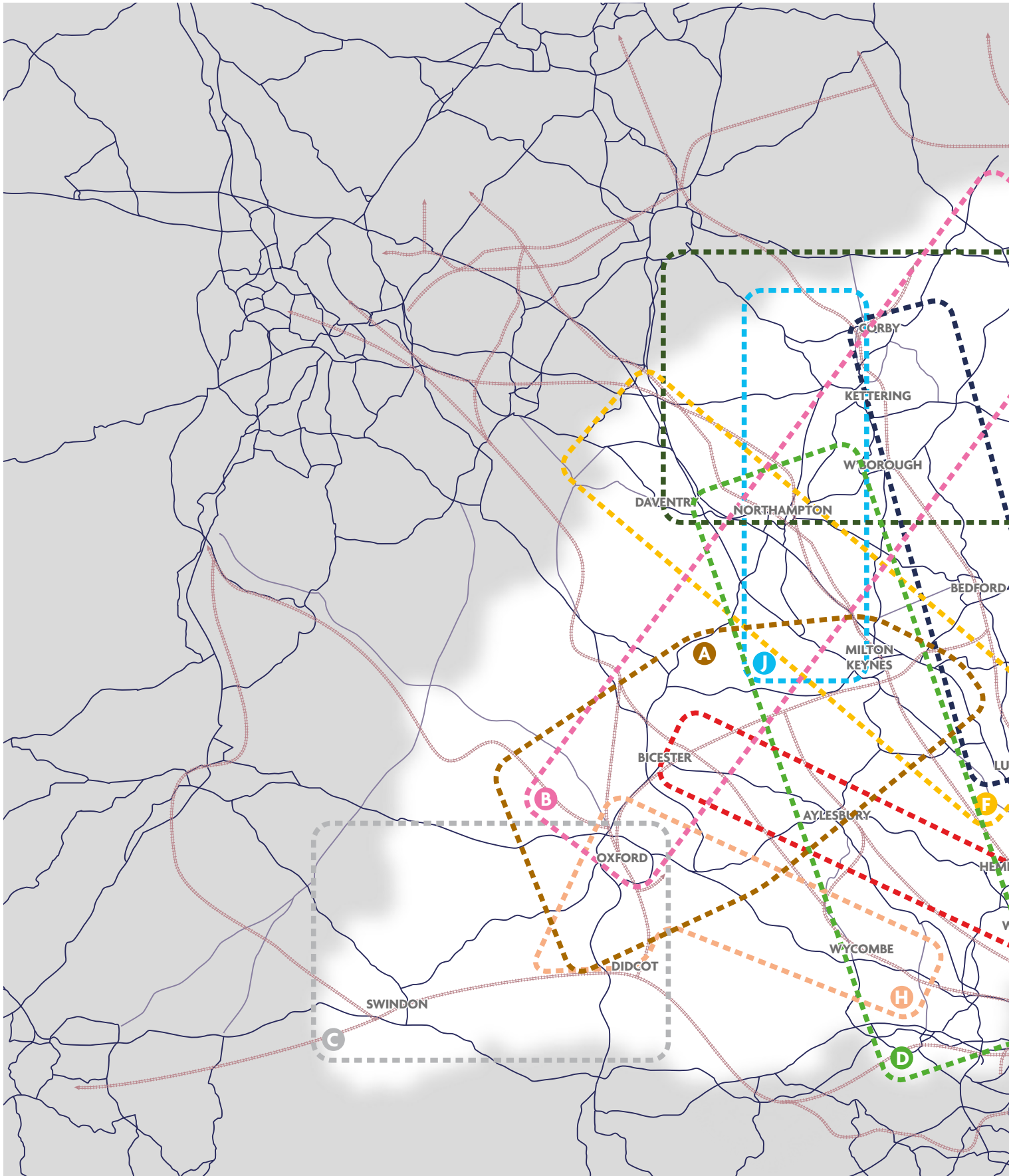
Investment in the Strategic Road Network, including delivery of the following commitments:

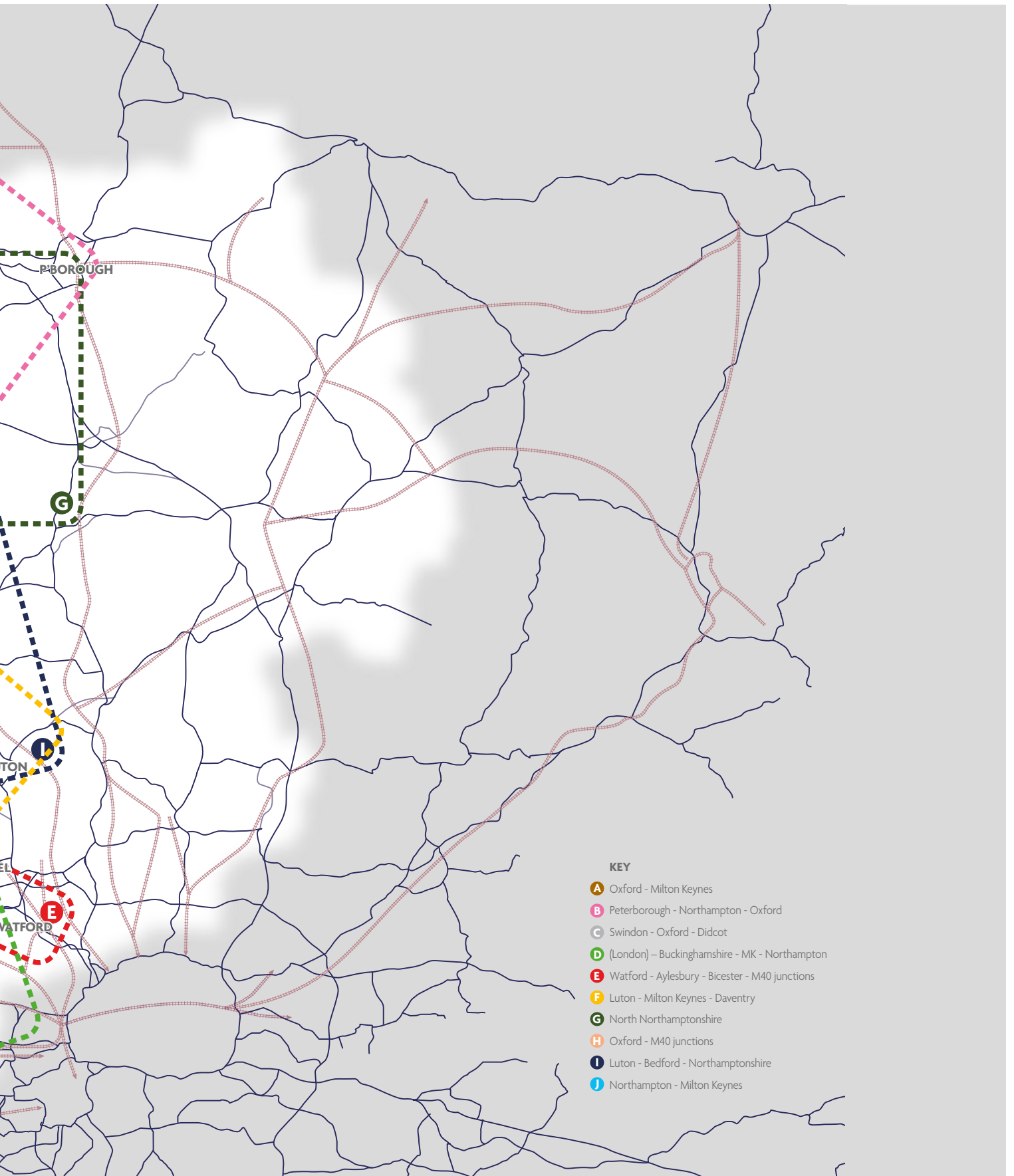
- 11 A47 Wansford to Sutton
- 12 A47 Peterborough to Wisbech
- 13 A45 Thrapston to Stanwick
- 14 A428 Black Cat to Caxton Gibbet improvements
- 15 A5 Towcester Relief Road
- 16 Upgrade to junction 25 of the M25

Support development and delivery of future proofed solutions in the following corridors:


- 17 A34 Oxfordshire (Didcot - Oxford - Banbury corridor)
- 18 M1 connections to Milton Keynes south (including M1 junction 13)
- 19 M11 junctions, Cambridge West
- 20 M40/A404 junction 4 High Wycombe
- A1 East of England








Get in touch

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