EEH DRAFT TRANSPORT STRATEGY: POLICIES AND CONNECTIVITY STUDIES

Policies

1 We will support and plan for the decarbonisation of the rail network with priority given to securing:

• Completion of the Midland Mainline electrification
• Delivery of East West Rail as an electrified route
• Infill electrification schemes that enable electric haulage of rail freight services, in particular those to/from the international gateway port of Felixstowe and to/from national and regional distribution centres
• Delivery of a long-term solution for the electrification of the Chiltern Main Line between Birmingham and London Marylebone.

2 We will support and plan for the decarbonisation of the road fleet, working with the private sector, the energy sector, local authorities and Highways England to ensure the infrastructure required to support an electric fleet (including buses and freight) is available.

3 In identifying future investment requirements we will prioritise those which contribute to a reduction in single occupancy car journeys of 20% (of total traffic flow) by 2040 (compared with 2020).

4 We will work with infrastructure owners and operators to ensure that proposals brought forward for the development of the transport system reduce reliance on the private car by considering the needs of users on the basis of the following hierarchy:

 i) Active Travel Modes (pedestrians and cyclists)

 ii) Public transport and shared modes (bus, scheduled coach and rail)

iii) Low emission/ zero carbon private vehicles, including two wheeler vehicles

iv) Other Motorised modes All proposals to be prepared on the basis that they provide inclusive and accessible travel options for all users.

5 In identifying future investment requirements we will prioritise proposals on the basis of value for money, their contribution towards achieving net-zero carbon targets, and their contribution to wider sustainability and environmental net gain outcomes.

6 We will continue to work with partners, universities, operators, and the private sector to leverage our regional 'living laboratories' to trial innovative solutions and apply new business models at scale.

7 We support the delivery of the East West Rail project (including its Eastern Section), with the expectation that Phase 2 of the Western Section is open from Oxford – Bedford by 2024, Aylesbury – Milton Keynes by 2025 and the Central Section by 2030.

8 We will work with Network Rail and the EWRCo to prioritise delivery of East West Rail as a digitally connected and enabled corridor.

9 We will work with the EWRCo and Network Rail and neighbouring STBs to identify opportunities to realise the longer-term potential of the East West Main Line in support of economic activity and planned housing growth.

10 We will work with partners, the EWRCo and Network Rail to ensure that where the East West Main Line intersects existing main lines the opportunity is taken to establish regionally significant transport hubs: priority will be given to developing proposals in the following locations:

• Oxford Stations

• Bicester Stations

• Aylesbury Station

• Bletchley/Milton Keynes Stations

• Bedford Midland Station

• East West Rail/East Coast Main Line

• Cambridge/Cambridge South Stations.

11 We will work with partners to prioritise investment in improved local connectivity at East West Main Line stations with their local communities.

12 We will prioritise improvements to east-west connectivity to support economic activity and in support of planned housing growth, including:

  i)   A northern arc connecting north Oxfordshire, Northamptonshire, and Peterborough
  ii)   A southern arc connecting Buckinghamshire, southern Hertfordshire and Cambridgeshire.

13 We will work with Western Gateway and Network Rail to develop proposals that strengthen connectivity between Swindon/Oxford and the South West and South Wales in support of economic activity and planned growth.

14 We will work with Government, Network Rail, Highways England and Oxfordshire County Council to develop a long-term solution to challenges on the Didcot – Oxford – Bicester/ Banbury corridor.

15 We will work with Network Rail, Government and adjoining Sub-national Transport Bodies to maximise the allocation of released capacity on the classic network as a result of HS2 to benefit connectivity within the region.

16 We will work with Government, Network Rail, adjoining STBs and partners to develop a solution that improves connectivity on the Luton – Bedford – Wellingborough/Kettering – East Midlands corridor.

17 We will work with the Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council and Peterborough City Council alongside Network Rail and Government to support the priorities identified in the Cambridgeshire Rail Corridor Study.

18 We will work with partners, including Government and Highways England to develop a long-term solution to the challenges of the A1 (East of England) corridor.

19 We will prioritise investment in the development of public transport based solutions when improving intra-regional connectivity between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change.

20 To realise our decarbonisation commitments, while supporting economic growth, we will expect infrastructure owners to ensure that all new strategic infrastructure investment is designed as digitally enabled corridors.

21 We will support investment in the Strategic Road Network and Major Road Network where this meets one or more of the following criteria and is consistent with wider environmental objectives:

a) Protects and enhances the existing infrastructure asset

b) Delivers a solution to an identified problem on the existing infrastructure asset

c) Enables access to new economic opportunities and/or additional housing growth.

22 We will, working with Network Rail, Highways England and public transport operators, identify the level of service required between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change to achieve improved intra-regional connectivity: the levels of service will be reviewed on a bi-annual basis.

23 We will work with local planning authorities and local enterprise partnerships to use the opportunities created by investment in strategic transport infrastructure and services to shape the location of future economic and housing growth proposals. We will work with partners to ensure integration of travel modes and local connectivity are integral components of any such proposals

24 We will support the development and delivery of high quality, segregated mass transit systems where there is the potential market for its long-term sustainability: priority will be given to supporting the delivery of such systems in the following locations:

• Cambridge (the CAM)

• Milton Keynes

• The A414 corridor in Hertfordshire

25 We will work with partners to establish 'mobility hubs' in areas of significance as locations where interchange between travel modes is actively enabled.

26 We will work with public transport operators and the Government to develop industry-led solutions that enable frictionless travel using a combination of travel modes.

27 We will work with partners to develop tailored solutions for our smaller market towns and rural areas that improve local connectivity, including exploring options for centres of mobility.

28 We will work with infrastructure owners/ operators, Network Rail, Highways England and the Government to improve surface access by public transport to international airports in order to reduce the environmental footprint of their operations, with priority given to:

• Luton Airport – with a focus on improving travel opportunities via services on the Midland Main, and ensuring the right level of service and capacity on the Direct Air Rapid Transit service (DART)

• Heathrow Airport – with a focus on improved interchange and connectivity via the Old Oak Common transport hub, and through delivery of Western Rail Access to Heathrow.

29 We will work with relevant Sub-national Transport Bodies, as well as Network Rail and Highways England, to prioritise the development of proposals that enable improved connectivity along the key inter-regional corridors: priority will be given to identifying solutions to future needs on the following corridors:

• Swindon/Southampton – Reading – Didcot/Oxford – West Midlands

• London – Luton – Bedford – East Midlands.

30 We will work with Network Rail and all relevant Sub-national Transport Bodies to develop proposals that increase freight on the rail network with priority given to the following corridors:

• Felixstowe to Nuneaton

• East West Main Line

• Southampton to West Midlands.

31 We will work with Network Rail and all relevant Sub-national Transport Bodies to maximise the conveyance of construction materials by rail with priority given to the following corridors:

• Midland Main Line – providing access into the region from aggregate sources in the Midlands

• Great Western Main Line – providing access into the region from aggregate sources in western England and Wales.

32 We will support the development of Strategic Rail Freight Interchanges where they support the ambitions of this strategy.

33 We will work with Highways England, local highway authorities and the freight sector to ensure that strategic corridors for road freight and logistics are fit for purpose: priority will be given to the following corridors:

• The M25/M1

• The A34 and M40 north of Oxford

• The A1 corridor (north of Huntingdon)

• The A14

• The A508 into Northampton.

34 We will work with Highways England, local highway authorities and the freight sector to use improved planning and the application of innovative solutions to reduce the impact of freight on the environment, in terms of carbon emissions and its impact on communities living in and around freight corridors.

35 We will work with Highways England, local highway authorities and the freight sector to address the need for secure overnight lorry parking and their associated facilities.

36 We will work with local transport authorities and the freight and logistic sector to ensure the local servicing and support needs of the business community are met.

Connectivity studies

- London – Bucks – Milton Keynes – Northampton

- Peterborough – Northampton – Oxford

- Luton – Milton Keynes – Daventry

- Swindon – Didcot – Oxford

- Watford – Aylesbury – Bicester – M40

- North Northamptonshire

- Oxford – M40 junctions

- Luton – Bedford – Northamptonshire

- Northampton – Milton Keynes.