



ENGLAND'S
ECONOMIC
HEARTLAND



Sent via email:

consultations@greatercambridge.org.uk

27th November 2020

EEH Business Unit
c/o Buckinghamshire County Council
County Hall
Walton Street
Aylesbury
HP20 1UA

Dear Sir / Madam,

Cambridge Eastern Access

England's Economic Heartland (EEH) is the Sub-national Transport Body (STB) for the Heartland region. Membership of the STB covers the area from Swindon, through Oxfordshire, Milton Keynes and across to Cambridgeshire, and from Northamptonshire across to Luton and Hertfordshire. The Heartland includes the Oxford – Cambridge Arc – a region identified by the Government as being an economic priority for the UK.

As the Sub-national Transport Body, EEH is responsible for setting the strategic vision for the region's transport system. In October 2020 we concluded consultation on the draft Transport Strategy for the Heartland region: the final version of the Strategy will be published in February 2021.

EEH strongly supports the ambition that underpins the work of the Greater Cambridge Partnership. It also supports the need for investment in infrastructure in order to enable that ambition to be realised and delivered in a way that is sustainable for the longer-term.

The recognition that the required infrastructure is likely to comprise a combination of the measures set out in the consultation document is supported: the framework provided by the options set out in the document sets a clear strategic direction whilst retaining the flexibility to respond to changes in circumstances.

EEH supports the principles underpinning the proposals set out for Phase 1. The focus of the measures reflects the principles and policies set out in the regional Transport Strategy in particular the hierarchy of travel modes set out in the Strategy.

In addition it supports the emphasis given in the Phase 2 proposals to the catalytic effect of investment in high quality public transport services. Such investment creates confidence amongst investors in planned growth and provides future residents and business with confidence that there will be viable and practical alternatives to the private car. When seen in the context of the delivery of the CAM, the provision of high quality public transport services as a feature of the proposals will ensure high levels of connectivity more widely across the Greater Cambridge Partnership area.

Delivery of the East West Main Line has been identified by EEH as the strategic transformational project for the Heartland region: delivery of enhanced levels of rail connectivity east of Cambridge is seen as an integral component of the East West Main Line.



www.EnglandSEconomicHeartland.com



[@EconomicHeart](https://twitter.com/EconomicHeart)

EEH supports making provision for ensuring the longer-term potential of the rail corridor east of Cambridge can be realised.

It should be noted that the East West Rail Consortium has recently commissioned technical work that forms the first stage in the development of an outline Strategic Outline Business Case in support of the 'Eastern Section' of East West Rail. It is recommended that in taking the work on the Eastern Access forward the Greater Cambridge Partnership should look to work with the Consortium so that the Partnership might draw on the output of its work.

Yours sincerely

A handwritten signature in black ink that reads "Dave Hodgson". The signature is written in a cursive, slightly slanted style.

Mayor Dave Hodgson
Chair, Strategic Transport Forum