

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
- 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
- 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 Link 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 Dualling
- 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

