

# PLANNING FOR GROWTH

A position statement from England's Economic Heartland's Transport Forum

[www.EnglandSEconomicHeartland.com](http://www.EnglandSEconomicHeartland.com)

## ENGLAND'S ECONOMIC HEARTLAND

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# FOREWORD

The England's Economic Heartland (EEH) Strategic Transport Forum brings together the strategic local authorities and Local Enterprise Partnerships (LEPs) that sit at the heart of the corridor of growth from Cambridge through Milton Keynes and Northampton to Oxford – the UK's global cluster at the heart of science based innovation and technology.

This area contains some of the fastest growing towns and cities in the country with a forecast growth in overall population of around 25% by 2050. The area has nationally significant specialisms in high performance engineering, advanced manufacturing, life sciences and pharmaceuticals and high value knowledge intensive activities.

In order to realise the full potential for economic growth of this area, it is essential to improve connectivity, particularly improving the rail and road links from east to west.

I am delighted to chair this Strategic Transport Forum, which has the aim of working collaboratively across the area to provide the strategic leadership required to deliver the necessary infrastructure to enable growth. Our objectives are:

- to add value through the sharing of knowledge, skills and resources;
- to deliver schemes faster and at less cost;
- to improve the operation and resilience of strategic and local road networks; and
- to provide the focus for a single conversation on strategic transport and infrastructure related activities.

This document sets out our current position with regard to the transport priorities of the EEH area. This will be followed by more detailed strategies and plans as we move towards our goal of establishing a statutory Sub-National Transport Body for this area.



A handwritten signature in black ink, appearing to read 'Heather Smith'.

**Cllr Heather Smith**

*Leader Northamptonshire County Council  
Chair EEH Strategic Transport Forum*



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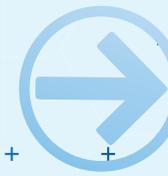
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# 1 SUMMARY



England's Economic Heartland consists of 9 local authorities (Northamptonshire, Buckinghamshire, Oxfordshire, Milton Keynes, Bedford, Central Bedfordshire, Luton, Cambridgeshire and Peterborough) and 4 Local Enterprise Partnerships (Bucks Thames Valley, Oxfordshire, South East Midlands, Greater Cambridgeshire Greater Peterborough).

Our vision for the area is to build on the world-leading and globally competitive innovation- and knowledge-led industries, underpinned by shared goals and strong collaboration between the private and public sectors and academic partners, to raise our global competitiveness, grow the economy, and build economic resilience for the country. All localities in the growth corridor can and must benefit from sustained and inclusive growth in productivity and employment which will flow from greater connectivity.

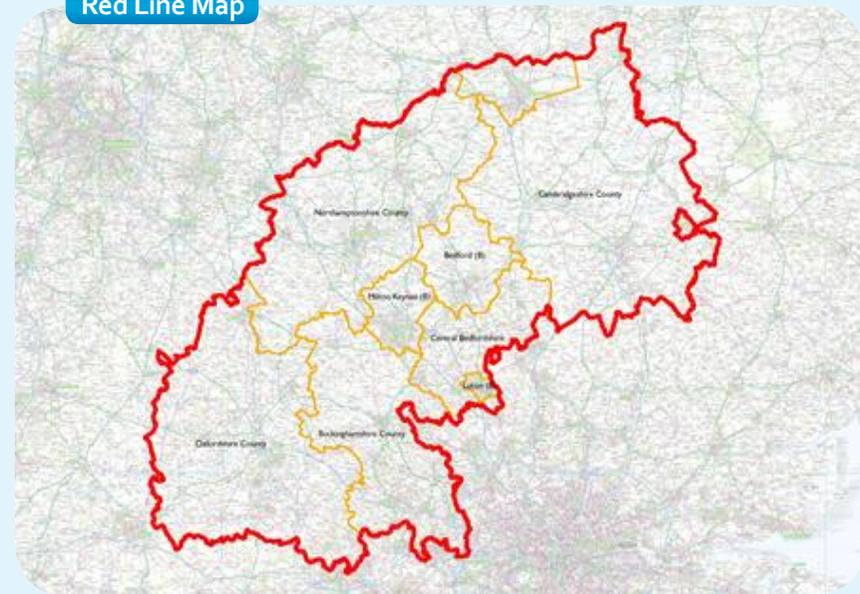
Our vision is to deliver a transport system that integrates infrastructure and services in support of both economic activity and place-shaping in line with the Government's emerging Industrial Strategy. We seek to improve physical connectivity between larger urban centres, with a particular emphasis on east-west connectivity, and improved access into and within larger urban centres.

We will put in place strong governance and make use of innovative funding and delivery mechanisms to deliver an agreed programme of transport interventions faster and more cost effectively by working together across a wider area.

This is an area of economic success:



FIGURE 1:  
Red Line Map



## 1.1 Background

A Strategic Transport Forum has been established, with the eventual aim of setting up a Sub-national Transport Body for the area. A key benefit of this Forum is the opportunity to share technical expertise and resources to assist in the development, assessment and implementation of transport proposals both across the Councils and others (e.g the Department for Transport and infrastructure agencies such as Highways England and Network Rail). This will minimise duplication and inefficiency to enable faster planning and decision making, and provide greater clarity of private sector partners to build confidence to commit funding sooner.

The local authorities, infrastructure Agencies, transport operators and emergency services are also working in partnership to identify and prioritise a range of safety and security issues associated with the operation and management of the transport network, including site safety and network resilience during works and major incidents.

This document is a 'Position Statement' that forms a framework in developing an evidence-based package of strategic interventions and priority projects to support productivity and deliver economic growth aligned with the local plans of authorities across the Heartland. A subsequent stage will provide a more detailed travel evidence base, transport modelling and a monitoring programme. This will set the framework for a more detailed proposition in respect of seeking additional funding.

The strategic priority of the four LEPs (as set out in their Strategic Economic Plans) and the 9 Highways Authorities (as set out in their Local Transport Plans) can be summarised as "to maximise economic growth through increasing the productivity of existing businesses and unlocking the creation of new jobs across the Heartland, including the provision of any enabling infrastructure".

The key strategic objectives that drive this potential for future economic growth are:

- growth in markets and business productivity;
- the need for critical infrastructure to support connectivity in particular to Enterprise Zones and growing business sectors;
- access to a skilled labour market and
- access to innovation, in particular with academic and Research & Development sectors, in order to increase business efficiency.

The overarching objectives of the individual Local Transport Plans also vary. In addition to economic growth and supporting infrastructure, they also include objectives that:

- i) Provide high quality, safe access to services, including education and training opportunities and
- ii) Protect and enhance the built and natural environment.



# 2 WHY INVEST IN THE FEH AREA?



## 2.1 Strengths and Opportunities

The Heartland comprises a single, high productivity, knowledge-intensive cluster stretching from Oxfordshire to Cambridgeshire and Peterborough that contribute £92.5bn Gross Value Added (GVA) per year. These include a flourishing research and development sector with close links to Oxford and Cambridge universities together with Cranfield University, a leading post-graduate centre for engineering studies, a spin-off for many research-led innovations. This is demonstrated by high levels of patent per 100,000 of population, with four of the Heartland's cities in the UK top ten; Cambridge 101.9, Peterborough 10.5, Oxford 8.9, Milton Keynes 8.5.

The Heartland's key specialisms are in advanced manufacture of computer, electronic and optical products; computer programming, consultancy and related activities; architectural and engineering activities, including technical testing and analysis; and scientific research and development, including life sciences and pharmaceuticals. Knowledge employment is concentrated in Cambridge and Oxford and large research business parks in their urban periphery/ rural hinterland such as Oxford Science Vale, Granta Park, and the Cambridge Science Park. Other smaller clusters are dispersed throughout the Heartland.

Throughout the area 11.1% of the workforce are in 'knowledge' jobs, above the national average of 9.6%. This rises in South Cambridgeshire to 29.6%, Vale of the White Horse (22.2%), South Oxfordshire (21.8%), Cambridge (18.9%), Wycombe (14.8%), and Daventry (14.0%). Many of the areas within the corridor have some of the highest levels of productivity per worker outside of London.

However we have not yet achieved the full extent of our economic potential. Across the Heartland there are areas of economic under-performance; raising the performance of these to match the rest of the area will increase the value of our economy by up to £20bn per annum. There also remains a productivity gap when compared with our global competitors, and investing in infrastructure and services to close that gap will ensure the UK's global cluster becomes more competitive and further increase the value of our economy.

In addition to proximity to dynamic, major world markets, the Heartland boasts many historic market towns and cities and a positive track record of creating places and environments where people want to live and work. Several of these towns and cities have cultural and retail offerings of national significance, and have high quality schools with 'outstanding' and 'good' OfSTED ratings. Many towns and cities have attractive rural hinterlands and a number of Areas of Outstanding Natural Beauty sit within the corridor (i.e. The Cotswolds, North Wessex Downs and The Chilterns).

Enhancing, developing, and maintaining the quality of life across the Heartland is our strong focus, with initiatives in place making linking approaches to improving and maintaining health to leisure facilities, public open spaces and the rural areas. It is vital that such initiatives remain a focus, ensuring that there is balance between growth and life and leisure quality. Some parts of the area, such as Aylesbury, Bicester, Bedford and North Northamptonshire have put forward proposals for garden towns and communities.

Across the Heartland, 32% of all residents between 16 and 64 year of age have a Level 4 or above qualification, compared to an average of 30% for England and Wales. In Cambridge, Oxford, Chiltern, South Cambridgeshire, South Buckinghamshire and Vale of the White Horse it is between 40% and 50%. This shows clustering of highly skilled workforce across the corridor, typically in areas of very high quality of life with good connectivity to London and/or in areas of high productivity, knowledge-led jobs. However the key concern of our top Businesses is access to skilled labour. Collectively, we have problems of a skills mismatch, skills retention from our world-class Higher Education Institutions and some low quality schools and colleges teaching. As many locations reach near full employment, this compounds the difficulty local businesses find in attracting skilled labour. The lack of affordable housing in the area can lead to longer commuting journeys.

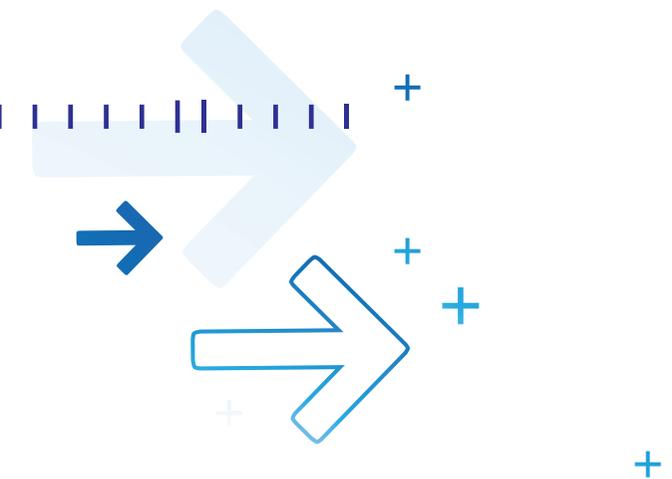
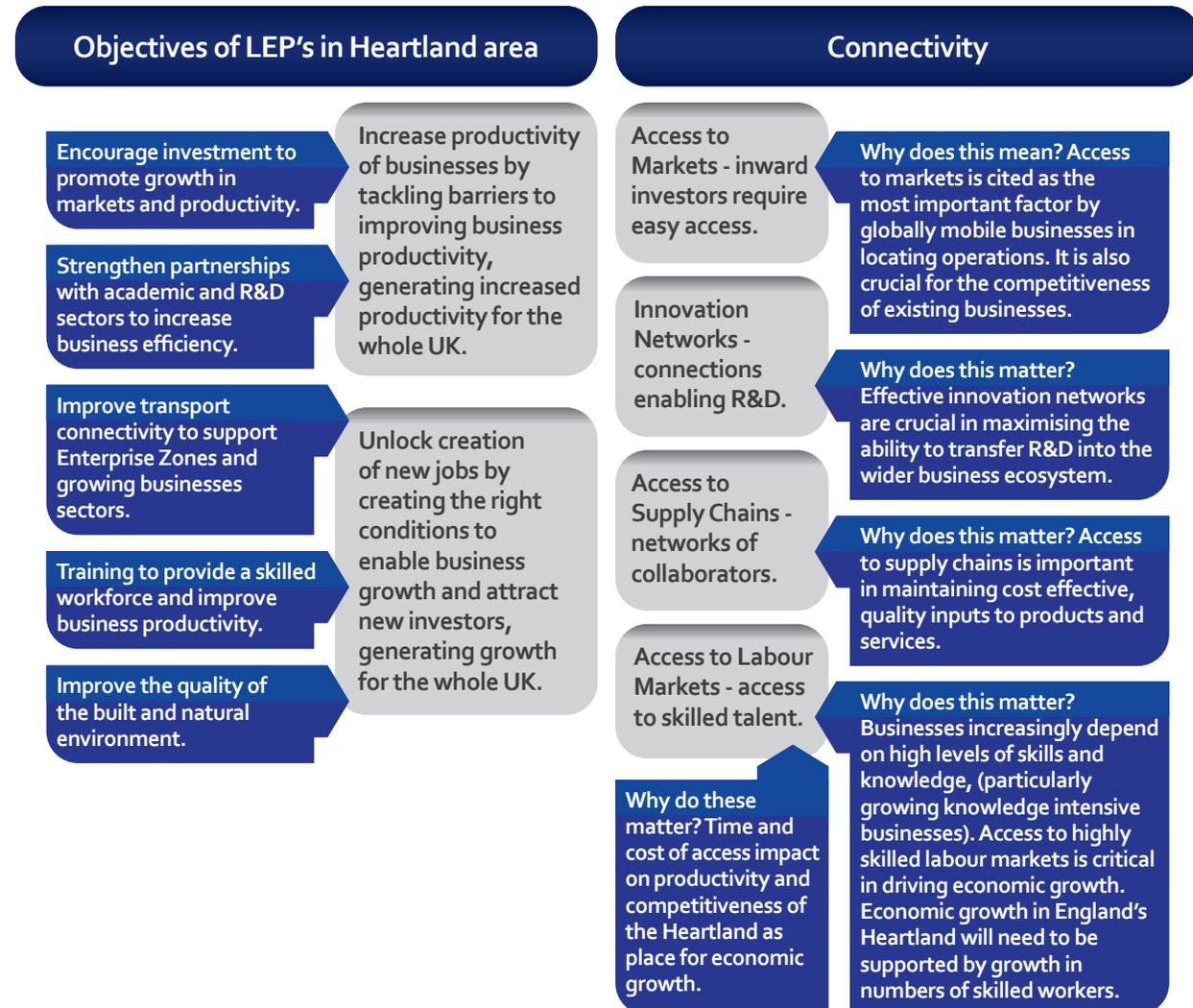


## 2.2 Planned Growth of the Heartland

Between 2016 and 2051 the Heartland's population is forecast to grow to 1,600,000 (25% increase), accelerating the delivery of an additional 1,000,000 homes (37% increase) over the same period on top of some of the highest housing completion rates nationally. We will also deliver in excess of the forecast additional 400,000 jobs (12% increase) to close the gap between increases in population and jobs to build our high productivity, knowledge-intensive clusters and reduce levels of out-commuting and congestion.

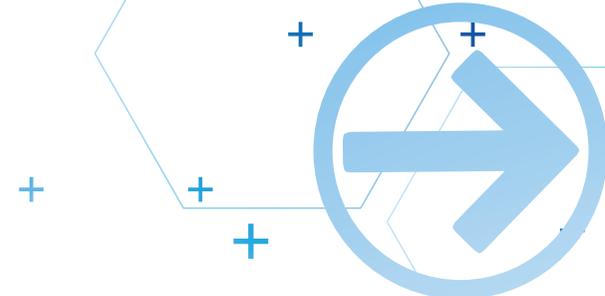
## 2.3 Economic Growth and Connectivity

The attached flowchart illustrates the relationship between the key objectives to support economic growth and the importance of connectivity.

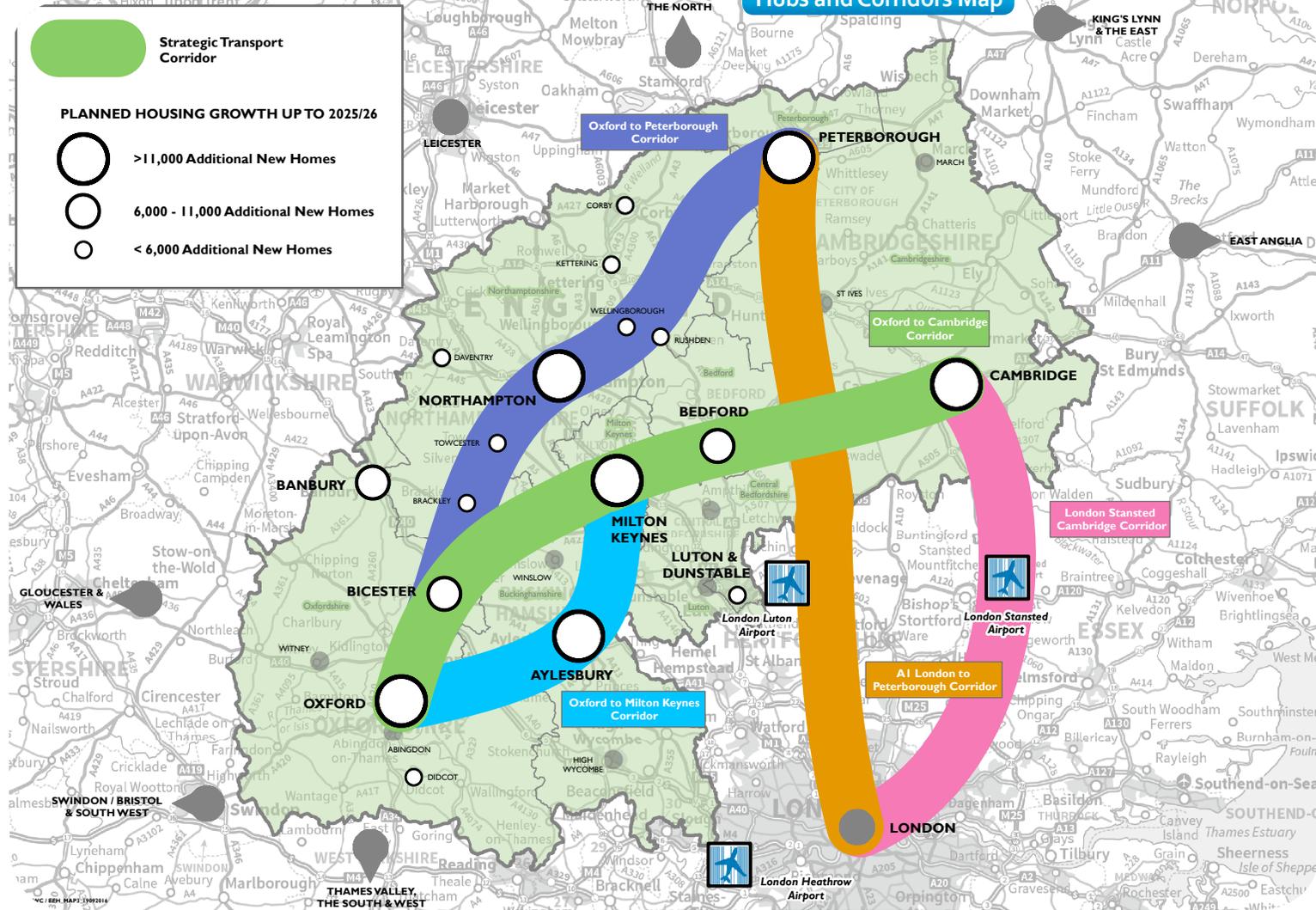


Based on the distribution of the development sites in the Heartland, we have identified a number of key hubs and movement corridors between them,

as well as connections to major cities in the rest of the UK and international Gateways. These are shown in diagrammatic form on the attached map.



**FIGURE 2:**  
**Hubs and Corridors Map**



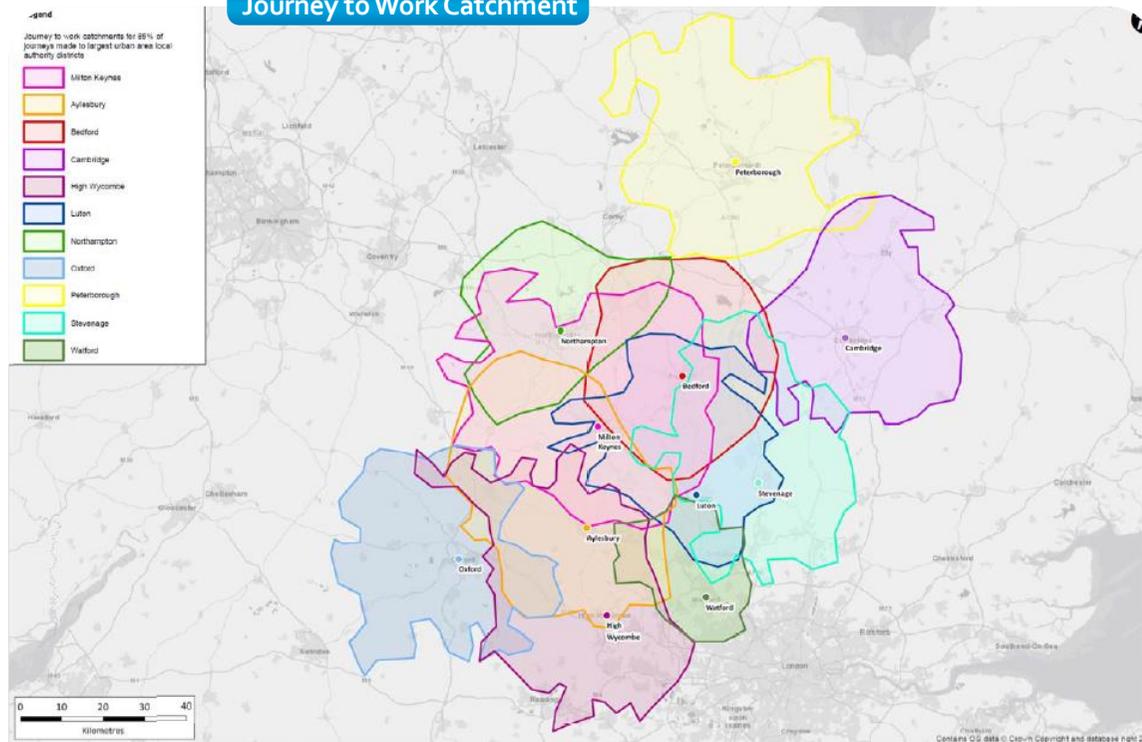
The attached plan shows the Journey to Work catchment of these hubs. The main conclusion that can be drawn from further examination of this data is that the proportion of travel to any hub is greatest from the immediately surrounding areas and beyond that is proportionately, significantly less. Also the proportion of internal trips is greatest in those areas where there is a single dominant town within the area, such as Milton Keynes, Northampton or Bedford, and

lowest in those areas where there are a number of towns with no predominant urban centre, such as East Northants or Central Bedfordshire.

These hubs have four or more direct trains/hour to London (except for Cambridge three trains and Oxford four trains) and journey times typically of an hour or less offering easy access to London's World City functions, such as finance, legal and advertising.

In terms of access to airports/international gateways, within the EEH area lies London Luton Airport which contributes £1.254 billion to the local economy within the Heartland area with flights to Europe, North Africa and the Middle East. It's also the busiest airport in the UK for private business flights. Other international airports just outside the area (e.g. London Heathrow, London Stansted, London City, Birmingham, and East Midlands) are within an hour's drive time. It is essential to develop fast public transport connectivity between more of these hubs in order to realise the full economic potential of the area.

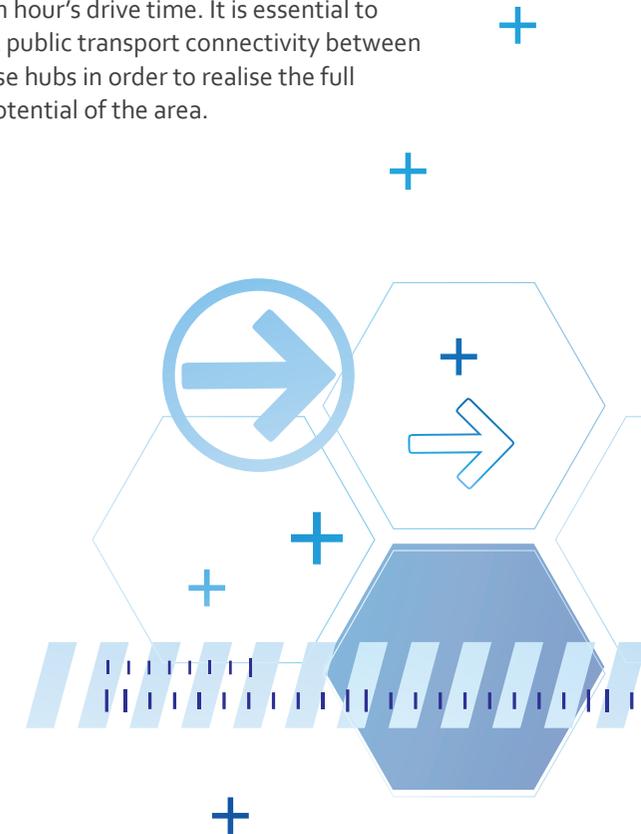
**FIGURE 3:**  
**Journey to Work Catchment**



NIC's Call for Evidence

Journey to work catchments for largest urban area local authority districts

Created by: HV/ckan/ie Last Updated: 01/08/2016 Scale: 680,000



## 2.4 The Strategic Road Network

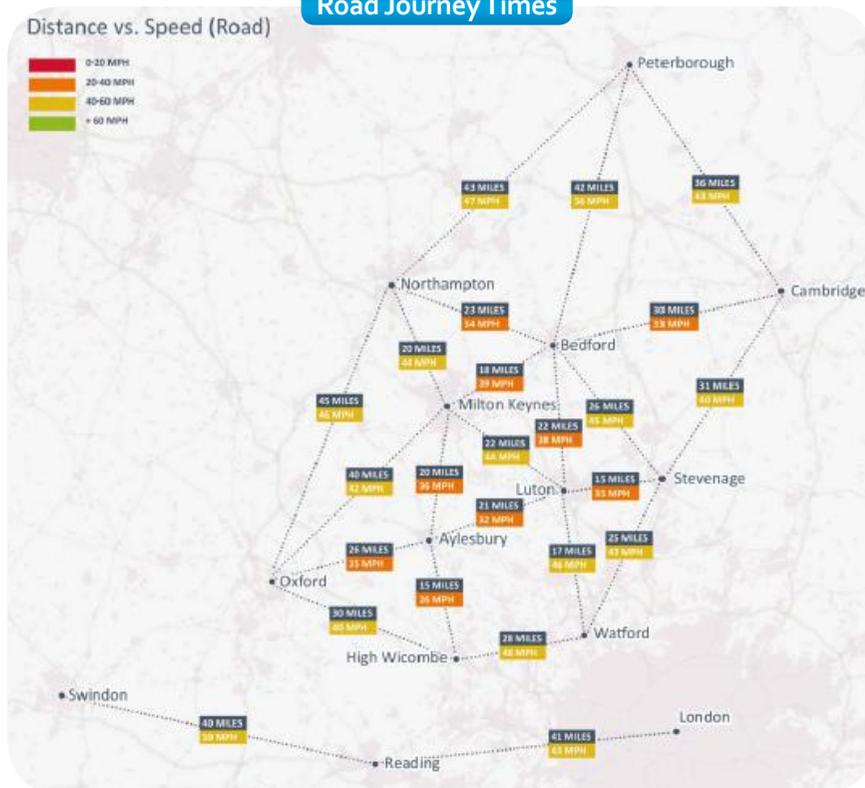
Highways England's (HE) route strategies for the Strategic Road Network (SRN) relevant to the Heartland are Felixstowe to Midlands, Solent to Midlands, London to Leeds, and London to Scotland (both east and west). Many of the main roads serving the Heartland's key transport corridors form part of the SRN.

However, as highlighted in a recent study by the Rees Jeffreys Road Fund, a number of local authority roads also have a strategic significance in terms of supporting both the national and sub-national economies. Within the Heartland area these important local roads include the A355/A413 between Aylesbury and the M4/M40 and the A418/A505 route from Oxford to Cambridge via Luton/Dunstable.

As the attached plan shows, highway travel speeds between pairs of hubs within the Heartland area varies from 40-50mph on some routes but 30-40mph on others, in particular those in the Oxford-Aylesbury-Luton/Dunstable-Cambridge corridor. We will seek to reduce the high variability of highway journey times across the Heartland aiming for an average speed of 55mph across all main routes linking hubs.

Some of the highest value and growth sectors in the Heartland, such as advanced manufacturing and the automotive sector require reliable and fast journey times between their plants and ports in particular routes to Southampton (A34/M3) and Felixstowe (A14).

**FIGURE 4:**  
**Road Journey Times**



## 2.5 The Rail Network

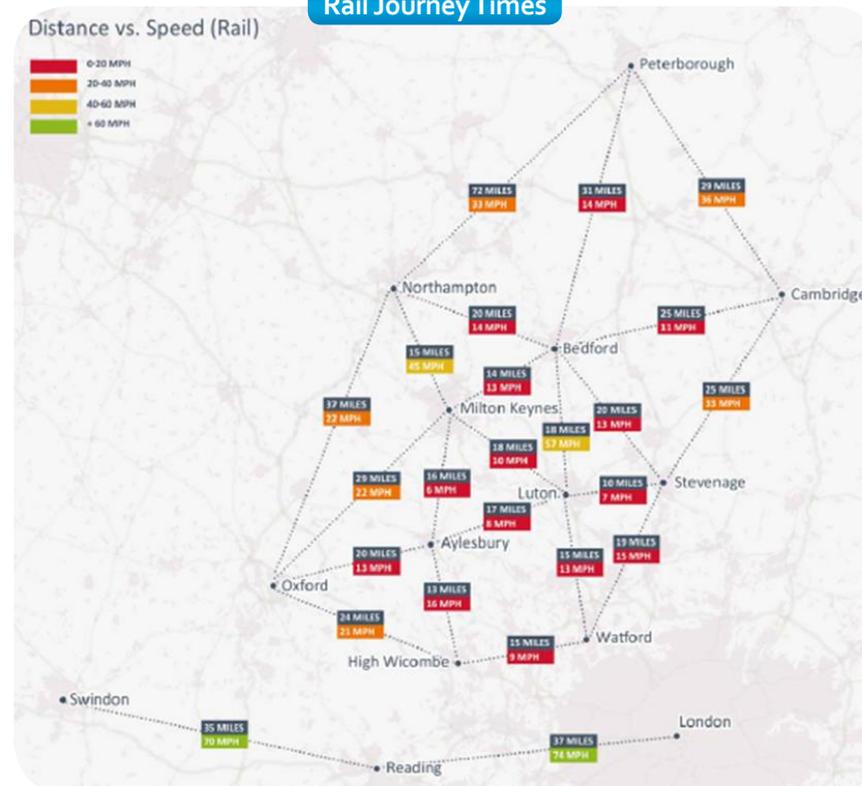
HE are currently examining proposals for an Expressway route between Oxford and Cambridge. This will include proposals to upgrade existing single carriageway links, for example building upon recent improvements and emerging designs to bring the A428/A421 route between M1 Junction 13 and Cambridge up to continuous dual carriageway. Current emerging plans for the Expressway also incorporate the route beyond Oxford to Junction 13 of the M4.

A study of the A1 in the east of England between the M25 and Peterborough is also being undertaken by HE. An interim report has identified that parts of the A1 are characterised by poor journey quality and reliability. The route is currently underperforming in traffic terms and does not provide the required degree of connectivity to support economic growth. Potential options are being looked at to improve performance, but there are constraints as a result of residential properties that are close to the route and the consequent impact on the quality of life.

There are six main lines passing through the Heartland that radiate from London out to the rest of the UK, including Great Western, Western, Chiltern, West Coast, Midland, East Coast and West Anglia. As the attached plan shows, rail travel speeds between pairs of hubs within the Heartland area varies from 45-55mph

between those located on the same radial route into London but is very slow for many journeys between most pairs of hubs as rail passengers would need to travel via London.

FIGURE 5:  
Rail Journey Times



The East West Rail (EWR) project will provide a route linking the Great Western Main Line, Oxford, Bicester, Milton Keynes, Bedford and Cambridge, Ipswich and Norwich using part of the former Varsity Line. This would provide fast rail linkages that simply do not exist currently between most of these urban areas and is therefore key to the future economic success of the Heartland. Network Rail's London and South East Market Study highlights the opportunities that EWR provides in reducing rail journey times from Oxford to Milton Keynes to around 40 minutes, making the journey comparable to travelling by road in terms of journey time and reliability. EWR and interchanges with other mainlines have the potential to form a public transport grid network significantly improving connectivity to other major centres of growth and ports. The EWR western section, which forms part of the proposed electrified freight spine between the Midlands and the south coast ports, is a key element of the London North Western Route Plan, along with capacity improvements on the Leamington- Coventry and Oxford – Banbury – Leamington sections. A preferred corridor has also been identified for the EWR central section connecting the Midland Main Line in the Bedford area to Cambridge via the Sandy area.

One of the main objectives for the long term rail planning process to achieve is to support economic development, in particular by providing sufficient capacity for people travelling to take part in economically productive activities, by improving business to business connectivity.

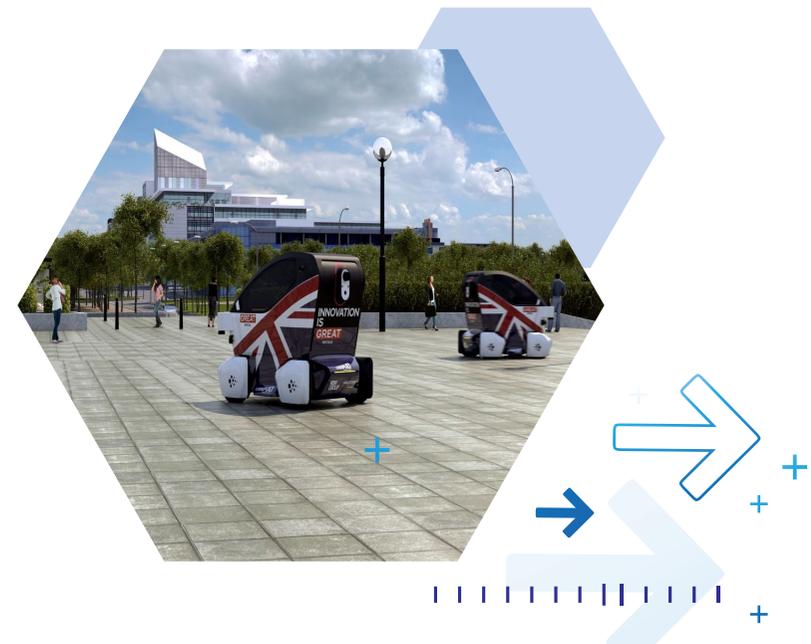
In order to provide these economic benefits Network Rail's various Market and Route studies refer to two main criteria that generate significant economic benefits arising from business activity, namely when rail journey times are under 60 minutes and for journeys which include Greater London. The 'conditional outputs' targeted by Network Rail's studies are therefore to accommodate peak demand and provide a rail journey time of less than 60 minutes. This would be a reasonable starting assumption for this area.

There are a number of opportunities offered by current planned rail improvements. For example, the introduction of Crossrail services in 2018 will result in a step-change in connectivity along the Thames Valley through Buckinghamshire and Oxfordshire. There will be the opportunity of frequent direct services into central London without the need to change, Improved western rail access to Heathrow will facilitate enhanced connectivity from the EEH area via East West Rail and may in addition release capacity on the M4 corridor.

Network Rail are also currently considering the opportunities that the completion of HS2 will provide, in particular for services on the West Coast Main Line after 2026, which will include improved connectivity through more freight, inter-urban and suburban passenger services between Milton Keynes, Northampton and Birmingham.

## 2.6 Sustainable Transport in our Key towns and Cities

The majority of the planned development in housing and jobs is located within or on the periphery of existing urban centres, and a significant number of shorter distance trips could be expected to remain within existing hubs. In addition to the aforementioned investment in east-west connectivity and other improvements to strategic road and rail networks, better transport interchanges and strategic 'first mile/last mile' connectivity will allow our transport systems to work as proper networks, providing improved connectivity to other major centres of growth for all localities throughout the Heartland. Shorter distance journeys are expected to be catered for through a combination of local infrastructure schemes unlocking urban congestion hotspots and the promotion of sustainable transport and smarter choices measures.



## 2.7 Innovation in Transport

Buckinghamshire, Oxfordshire and Northamptonshire are involved in an Innovate UK funded project, which aims to develop an open-source data platform to encourage innovation in the development of solutions to transport problems. We support the Government's programme for Britain's Superfast Broadband Future; continued rapid development of technology and communications will further accelerate the collection and transfer of data in both business and personal contexts. More intelligent, data-driven transport systems that better integrate with personal and business mobility needs are widely expected to emerge.

Furthermore Milton Keynes has established a leadership role as a centre for technology-led innovation actively promoting itself as an 'urban laboratory' for autonomous vehicles and battery powered buses, and has recently introduced the Santander cycle hire scheme. Northamptonshire has also put itself forward as a test bed for autonomous and connected vehicles. The scale of the Heartland area offers the opportunity to engage the innovators in the transport sector – from major manufacturers through to individual entrepreneurs – in ways that are likely to offer attractive commercial opportunities.

## 2.8 Intelligent Mobility

In future new, innovative products and systems will create a very different environment for mobility, with new ways of travelling and more efficient use of time, vehicles and space. The Transport Systems Catapult estimates the international market for Intelligent Mobility services is estimated to be worth £900bn. As a global centre for research and development, the Innovation Hubs that make-up the Oxford-Cambridge arc are perfectly positioned to capture a share of this market.

We are seeking to develop the concept of Intelligent Mobility and apply it to real world transport systems within the Heartland, with particular emphasis on influencing and changing the way people think about mobility. The emerging concept of Intelligent Mobility relies on significantly more responsive and predictive 'data-driven' transport systems that:

- More efficiently and sustainably connect goods, services, events, and people.
- Optimise available infrastructure capacity to maximise the time, energy and resource efficiency of travel and transportation.
- Are more readily connectable and flexible - promoting seamless journeys across all transport modes that can flex according to disruptions, changes in schedule or priority, and competing demands for other seemingly unrelated services.
- Generate lower environmental and social impacts than existing transport systems.

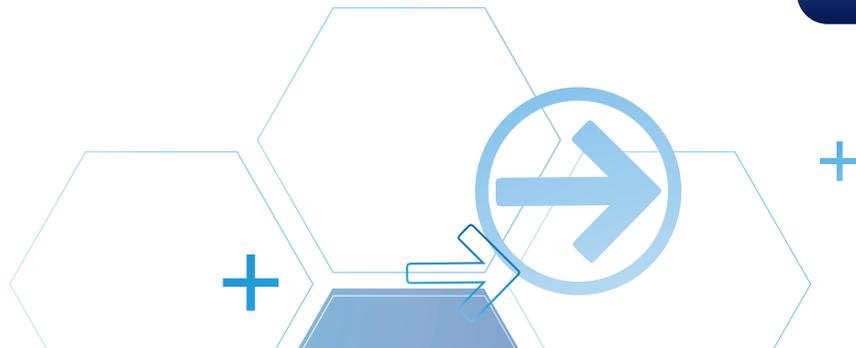


## 2.9 Transport Safety

Recognising the need to reintroduce scale and ambition back into avoidable injury caused by transport, the Transport Forum has created a sub-group that brings relevant professions together, covering all the road and rail networks across the Economic Heartland area.

The key aim of the Group is to reinstate transport safety as a targeted ambition, ensuring that policy and investment decisions are based on clear evidence and that action is coordinated across the area. The Transport Safety Group will work with all stakeholders, existing partnerships and with national organisations to provide a centre of excellence; with leadership, scale and best practice as the cornerstones of its delivery model.

As well as providing a focus for improving road safety, the Group will assist the coordination of actions across local and national road networks, consider the interaction between road and rail, and help embed safety throughout the design, construction, maintenance and use of transport facilities.



# 3 WHERE DO WE NEED TO INVEST?

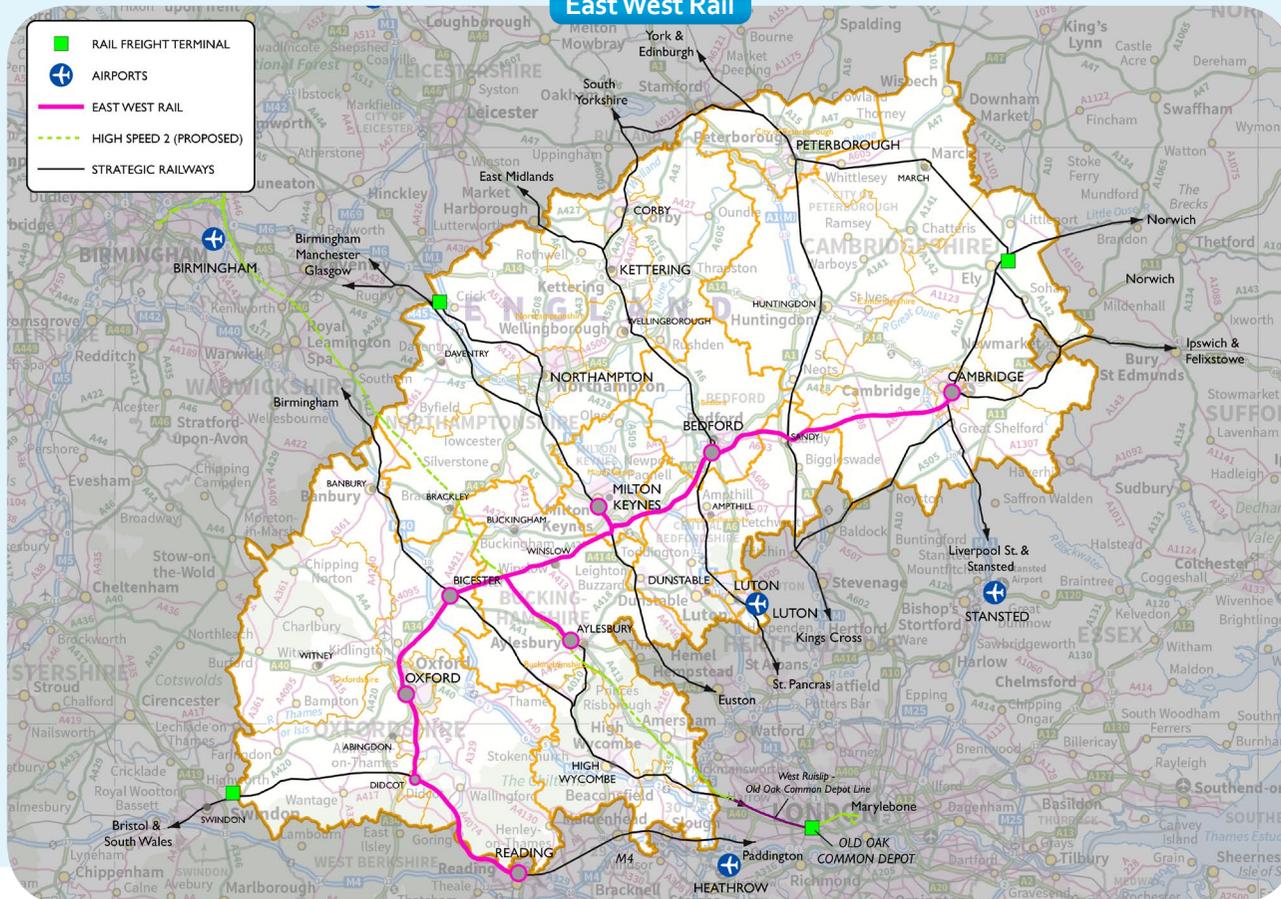
There are a number of areas for investment:

East West Rail: the completion of the East West Rail project, initially linking Oxford via Milton Keynes to Bedford, but then completing the

Bedford to Cambridge section is essential in order to deliver the planned housing developments. Improving connectivity between these towns and cities will deliver significant agglomeration benefits.

Oxford to Cambridge Expressway: Further significant improvements to east west connectivity of the road network will help to open up more strategic sites for housing and will accelerate delivery as well as increasing the connectivity of key employment sites and their attractiveness to investors and businesses.

FIGURE 6:  
East West Rail



**Key Interchanges:** Investment is required in key transport hubs to allow the rail systems to operate as a full public transport network by facilitating interchange where lines meet and to ensure sufficient capacity for increased levels of demand and encourage modal shift. The evidence is that well-connected high quality hubs attract investment and support town and city centre transit oriented development and regeneration. The first and ongoing impressions of our key transport gateways matter. Local authorities are also working in partnership with local transport operators, developers and businesses to improve timetable coordination and service frequencies and existing interchange.

**Major Road Network:** Support for the emerging 'Major Road Network' will help to coordinate investment by Highways England and local partners, which will improve the resilience of the Strategic Road Network and benefit the local economy by improving connectivity and reliability of journey times.

**Strategic Local Connectivity:** Improved 'first mile/last mile' links from key growth locations to transport hubs and network access points would extend potential labour markets and linkages between firms and suppliers, central and support functions of businesses, thereby helping build a knowledge-based ecosystem.

### 3.1 Integrated Ticketing

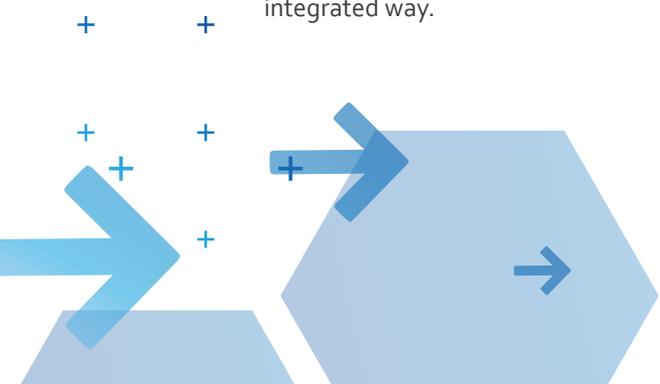
The Government highlighted integrated/smart ticketing and smart payment technology as the sort of issue that is likely to benefit from a sub-national approach to transport. Some bus operators are planning to introduce cashless payment systems. However, we need to develop technical and data interoperability frameworks with transport operators to allow for multi-mode and multi-operator ticketing for cashless payments, together with coordinating real-time information about network conditions and travel costs that will allow users to make informed choices about the way they travel, ensuring all aspects of the door-to-door journey are fast, reliable, seamless and affordable.

### 3.2 Total Transport

A number of partners are already involved in a £4m DfT 2 year pilot study launched in early 2015, with proposals led by Northamptonshire and Cambridgeshire amongst the largest. The aim of the project is to identify synergies which can be achieved by more effectively co-ordinating the current disparate efforts of a large number of organisations in the public, voluntary and even private sectors which currently commission and promote the transport of staff, visitors and the public to serve their own needs and the needs of the wider community. This should result in reductions of expenditure, an improvement in service, better 'value for money' and increased usage, or a combination of these.



The Northamptonshire partnership involves various local authority departments that commission transport, the Universities of Northampton and Hertfordshire, Further Education Colleges, University Technical Colleges and schools, the various NHS Trusts, the voluntary sector and even some major industrial organisations that have to provide transport for staff. The first stage, between June and December 2015, was to identify all organisations that currently commission transport using public money and map the postcodes of journeys procured by each in order to identify the match between existing multi-modal transport options (e.g. bus routes, e-bikes, ride share etc.) against potential demand, and thereby identify the need for future innovative transportation solutions required to match demands. This was a significant task as some organisation's records of services were poor, and has highlighted a lack of active co-operation and co-ordination. This then enabled overlaps and gaps in service provision to be identified, with all the partners reviewing the need for existing arrangements and the opportunities to 'flex' these in order to optimise service provision and to procure transport demands in a collaborative, intelligent and integrated way.



### 3.3 What are the priorities for funding – ‘quick wins’?

It makes sense for our initial priorities to focus on those projects that have been prioritised by LEPs and local authorities in the EEH area. All LEPs have submitted bids for Local Large Major Schemes. Most of these are schemes that have

the potential to deliver significant economic benefits but are not yet fully developed. LEPs have recently submitted bids for Local Growth Fund 3 of which a proportion are transport schemes. These are all listed in the attached table.

SEMLEP	
Local Large Major Schemes	
London Luton Airport Mass Passenger Transit System	Construction of a Mass Passenger Transit (MPT) system between Luton Airport Parkway station and the airport terminal potentially including an intermediate MPT station in the Airport's mid-term car park.
Bicester London Road Level Crossing	Oxfordshire County Council to commission an engineering assessment of possible alternative highway solutions to the London Road Level crossing.
Milton Keynes Strategic Roads – enabling growth to 2050 and beyond	Milton Keynes Council to consider options to improve east west traffic flows at the north east of the city specifically looking at the solution to the increasing demand at J14 on the M1.
Northampton Northern Orbital Road	The Northampton Northern Orbital Route will complete the northern ring road for Northampton connecting the Northampton North West Relief Road (subject to a separate Growth Deal bid) and A5199 between Kingsthorpe and Chapel Brampton with the A43 Northampton - Kettering corridor north of Moulton, including a connection to the major Moulton Park industrial estate.
Local Growth Fund 3 Transport Bids	
A509 Wellingborough Development Link	A509 Isham bypass is a new 4.3km dual carriageway, which will enable developments at Wellingborough and Kettering to proceed.
M1 to A6 Link Road	A 4.4 km road linking the M1 to the A6 to form a northern bypass for Luton
Northampton North West Relief Road	The Northampton North West Relief Road between the A248 Harleston Road and A5199 Welford Road is necessary to enable and unlock further development in Northampton and relieve pressure on existing local highway network.

Bedford Southern Gateway	Developing and improving the Information Technology Systems onto the main artery into Bedford town centre.
Wixams Rail Station	Development of a new railway station on the Wixams housing -led mixed use development to open up access to Luton and Bedford and beyond.
Ridgmont Station Interchange	To create a destination station that will release the full economic potential of the Marston Vale area and connect with E/W rail growth corridor.
A43 Northampton to Kettering Improvements	Phase 3 consisting of the on-line dualling of the existing single carriageway and enlargement of Holcot Lane roundabout. Scheme provides a strategic route between Northampton and Kettering, supports West Northamptonshire Core Spatial Strategy and assists future development of Northampton and Corby.
<b>Bucks Thames Valley LEP</b>	
<b>Local Large Major Schemes</b>	
A418 Corridor (M40 to Milton Keynes/Luton)	Buckinghamshire has been identified through the Oxford to Cambridge Expressway Study as the "missing middle" for an Expressway in the corridor. However, even if the concept is progressed an Expressway would not open until after 2030. With the scale of housing growth proposed over the next 20 years, this key corridor will need improving before 2030. This study would investigate options for improving the corridor.
<b>Local Growth Fund 3 Transport Projects</b>	
Stoke Mandeville Outer Link Road (A413 to B4443)	A further phase of link roads around Aylesbury to facilitate orbital movement. Part funded and required as mitigation to the construction impacts of HS2.
Aylesbury North-East Link Road – Aylesbury	A further phase of link roads around Aylesbury to facilitate orbital movement and link key radial routes (A413 to A418).
Grand Union Triangle "Greenways to Growth"	A scheme to convert two canal towpaths to cycle paths and convert a linking section of bridleway to link Aylesbury with the Woodlands/Arla Enterprise Zone and other nearby towns/villages.
Improving Access to Cressex Business Park	A range of highway improvements to improve access/ egress and relieve congestion around this large business park in High Wycombe.

<b>Oxfordshire LEP</b>	
<b>Local Large Major Schemes</b>	
A40 Witney to Eynsham Dualling	Conversion of the single carriageway section of the A40 between Witney and Eynsham into a 3.3km 2-lane dual carriageway. A major part of the long term strategy for the A40, building on the A40 Science Transit Phase 2 scheme included in the agreed Oxfordshire Growth Deal.
Science Bridge, Didcot & A4130	A4130 widening of the A4130 leading to a new road bridge (Science Bridge) over the Great Western railway in the vicinity of Didcot Power Station, essential infrastructure to accommodate housing and jobs growth within the area.
Access to Culham Phase 1	A new road link between Culham and Didcot which includes a new bridge across the Thames. A new Thames crossing is an element of the package of transport measures to facilitate housing and employment expansion in the Science Vale area around Didcot and the neighbouring towns
London Road, Bicester Rail crossing	New grade separated crossing of Oxford-Marylebone railway line following increase in rail services.
<b>Local Growth Fund 3 Transport Projects</b>	
SMART Oxford: Culham City	Infrastructure to establish "Culham City" as world centre for R&D into intelligent mobility
Oxford Station	Implementation of Masterplan to support Network Rail investment
Didcot Parkway Station	Phases A & B – Station Building and Northern entrance
Science Bridge, Didcot & A4130	As above
Access to Culham Science Centre Phase 1	As above
Oxford Eastern Arc Phase 2	Access to Cowley employment
Seacourt Park & Ride	Car park Expansion
Bicester Charbridge Lane Rail Crossing	Enhanced dual-carriageway rail crossing (core EWR scheme only provides single carriageway)
Connections to Oxford station	Enhanced connectivity and public realm to expanded Oxford city centre
Culham Rail station	Enhanced building and rail capacity to support EWR services and growth at Culham
Didcot Northern Perimeter Road	Implementation of phase 3 to complete scheme

A34 Lodge Hill Junction	Completion of full interchange with addition of south-facing slips, Park & Ride site and Freight park
Bicester South East Perimeter Road	New link between A41 and Charbridge Lane
Oxford Science Transit Shuttle	New high standard frequent express bus services to key business and science innovation hubs.
Bicester Active Travel – Cycle and Walking	Connectivity project – package of schemes
Access to Carterton	B Road upgrade and additional A40 slips
Hanborough station	Car park expansion, new bridge access and station building
Harwell Prime Access Road	Enabling and Infrastructure work to support Phase 1 of Harwell Campus's development
<b>Greater Cambridgeshire Greater Peterborough LEP</b>	
<b>Local Large Major Schemes</b>	
A505 Transport Corridor Study (Duxford to Granta Park)	A strategic transport and growth study which will incorporate an Options Appraisal Report and an Appraisal Specifications Report covering the Large Local Major Transport Scheme, and potentially several further Local Major Transport Schemes; 2) Outline Business Case development for a A505 Duxford to Granta Park scheme and for any other schemes that emerge from the strategic study.
A15 dualling of the Glinton to Northborough bypass	Dualling from J23 (at grade roundabout with A15 Werrington Parkway/ Paston parkway to the north of Peterborough) to J26 (at grade roundabout with A1175/ B1525 to west of Market Deeping)
<b>Local Growth Fund 3 Transport Projects</b>	
Ely area rail improvements	GRIP 1 – 5 study (up to and including detailed design) on improvements to increase the number of train paths through Ely, including through the Ely North bottleneck, in preparation for Network Rail delivery from 2019.
Wisbech reconnection to the rail network	GRIP 3 (Option selection) study and business case development.
Soham station	Further business case development regarding a new rail station to serve Soham and progression beyond the GRIP 3 work due to complete in Feb 2017. This project would be linked with the doubling of the track between Ely and Soham.
Huntingdon Capacity for Growth: Wyton Airfield	Developing a business case for Wyton airfield; a significant area for new development. This study would use the recommendations of a transport strategy for Huntingdon to develop the business case.

Huntingdon capacity for growth: A141 Huntingdon junction improvements	Reconfiguring existing junctions to improve traffic flow and increase capacity and network resilience pending a new A141 alignment
March junctions	Feasibility study work and operational works to improve junctions and roundabouts on the highway network and to deliver phase 2 of the March industrial link road.
Huntingdon capacity for growth: A1123 bus priority in St Ives	Construction of an eastbound bus lane on A1123 and the introduction of bus priority measures.
Royston to Melbourn cycle improvements	Development and delivery of the final section of the Cambridge-Royston cycle "superhighway" including a bridge over the A505 at Royston.
Fenland Sustainable transport improvements	A package of improvements to upgrade the stations at March, Whittlesey and Manea (inter alia platform lengthening, access, passenger facilities), and to implement sustainable transport schemes in the market towns of Chatteris, March and Whittlesey.
Wisbech Access Study Phase 2	Delivery of measures identified in the Access study to support growth and regeneration.
Cambourne to Papworth cycleway	Construction of a new cycle link between Papworth Everard and Cambourne alongside the A1198 to improve connectivity and increase modal choice.
Access Fund capital (Cambridgeshire)	Funding for sustainable transport improvements to complement revenue support bid through DfT Access Fund.
A605 Whittlesey Access Phase 2, Stanground Access	Improvements at the Junction of the A605/B1095, removing the conflict occurring between vehicles heading west on the A605 and those trying to turn right from the A605 onto the B1095.
Eastern Industries Improvements, Peterborough	To increase capacity and improve access to and from the Eastern Industries Industrial area.
Nene Parkway Improvements, Peterborough	A scheme of improvements to Nene Parkway between Junction 33 (Longthorpe Parkway) and Junction 3 (Fletton Parkway).
Peterborough Smart City Network	To utilise Intelligent Transport Systems (ITS) equipment to reduce congestion, improve public transport services, and provide information to allow drivers to make informed travel choices
Access Fund capital (Peterborough)	Delivery of high quality sustainable transport infrastructure and modal shift schemes to reduce vehicle travel demand to enable Peterborough's Core Strategy growth

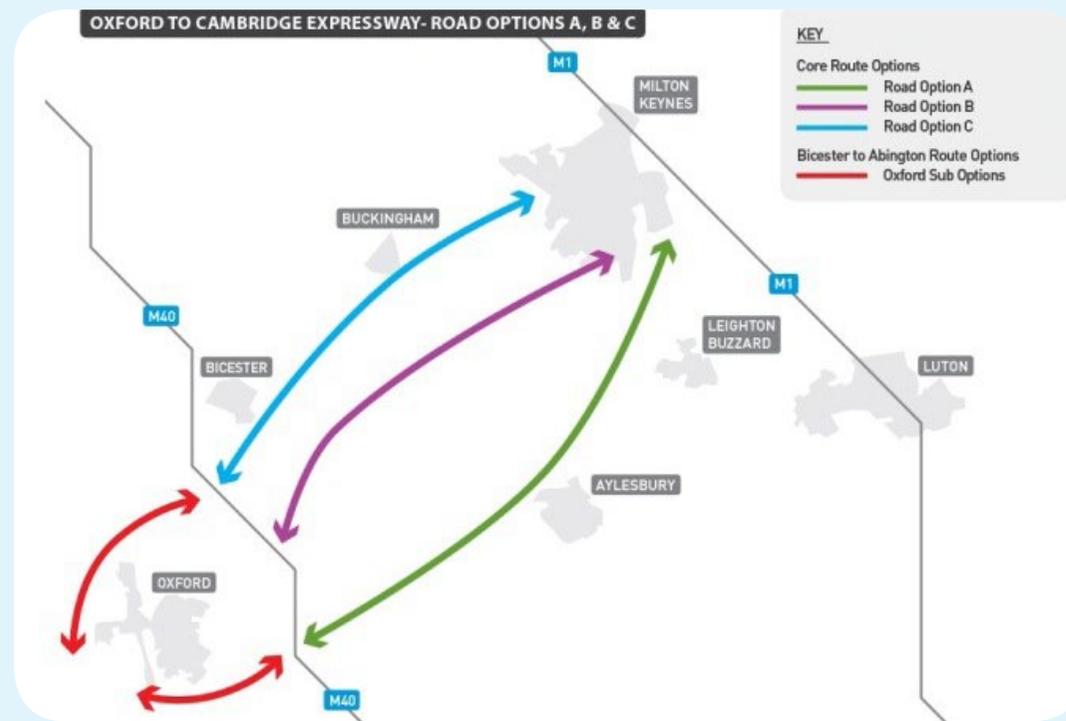
# 4 HOW CAN WE DO BETTER?

We aim to work in partnership, avoiding the artificial limitations of local authority boundaries, to improve the whole network. Improving east west routes, such as East West Rail and the Oxford to Cambridge Expressway is a key priority. However, improving resilience for north south corridors such as the M1 and A1 is also important for businesses. The delivery of HS2 will free up capacity on the West Coast Mainline, which will facilitate improved frequency and speed of journeys between London and Milton Keynes and Northampton and also on the East Coast Mainline, which will benefit Peterborough.

We intend to use technology to provide information to enable smarter more sustainable travel choices. Safety for travellers, both personal safety on public transport and for road users is a key priority.

All of these improvements can be delivered more efficiently and effectively by taking advantage of opportunities for joint procurement.

FIGURE 7:  
Oxford to Cambridge Expressway



# 5 NEXT STEPS

- + The aim is to put in place the necessary Governance structures with an underpinning Implementation Plan, based on developing this broad Position Statement. This would enable the establishment of a Sub National Transport Body by April 2018.



# APPENDIX

## England's Economic Heartland Strategic Alliance Strategic Transport Forum

The Strategic Alliance came about through recognition of the fact that:

- In terms of strategic infrastructure the issues (and solutions) extend beyond any one single upper-tier authority
- Issues that are common to one or more upper-tier authority area may benefit from a co-ordinated response
- There is a need for stronger integration of investment by Government, its agencies, local authorities, as well as infrastructure and service providers

The Strategic Alliance partners share a common aim: to look beyond current success and through collaborative work are committed to the aim of:

- a) Raising productivity to match, and where possible exceed, that of our global competitors
- b) Addressing identified barriers to the delivery of economic growth

To that end the Strategic Transport Forum has been established as a non-statutory partnership with the purpose of:

- Providing the opportunity to share technical expertise and resources across the partners to assist in the development, assessment and implementation of proposals
- Enabling a more efficient and meaningful engagement with the Department for Transport, infrastructure agencies (such as Highways England and Network Rail) and service providers (such as bus and train operating companies)
- Providing the focus for a single conversation on strategic transport related activities.

In this way the Forum provides leadership in:

- Enabling rationalisation of standards, practices and policies in order to improve the efficiency and effectiveness of day-to-day operation of the transport system and response to disruption (accidents, emergencies and extreme weather events)
- Building upon locally identified needs to develop and maintain a single overview of strategic transport priorities in liaison with the Local Transport Authorities/Boards and other stakeholders as appropriate

- Managing the resources available to establish project teams as a means of providing leadership required to develop strategic proposals, including engagement with business and the wider community
- Establishing joint bidding teams to undertake and commission technical work (including the development of business cases) to secure investment funding to enable the delivery of strategic proposals
- Working with Government and its agencies to co-design nationally delivered transport investment programmes.

The Forum brings together representatives of Local Transport Authorities/Local Transport Boards and Local Enterprise Partnerships with representatives from Government, infrastructure agencies and transport service providers in a collaborative partnership that enables a single co-ordinated conversation. As such the Forum provides a single point of contact for Government, its agencies, infrastructure and service providers on strategic transport issues.

## Strategic Transport Forum Membership – October 2016

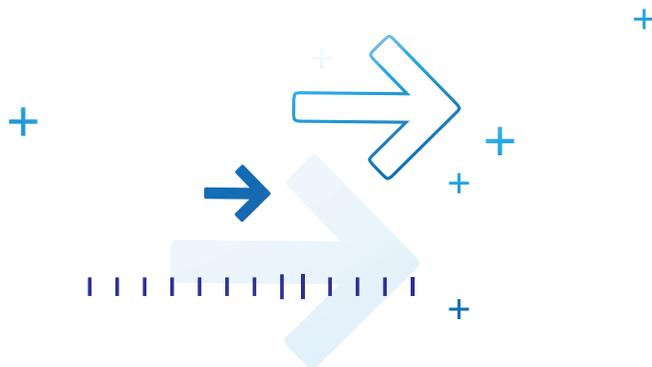
Local Transport Authorities	Bedford Borough Council Buckinghamshire County Council Cambridgeshire County Council Central Bedfordshire Council Luton Borough Council Milton Keynes Council Northamptonshire County Council Oxfordshire County Council Peterborough City Council
Local Enterprise Partnerships	Buckinghamshire Thames Valley LEP Oxfordshire Local Enterprise Partnership South East Midlands Local Enterprise Partnership
Local Transport Boards	Oxfordshire Growth Board
Government and agencies	Department for Transport Highways England Network Rail
Other Organisations	Arriva (The Shires) Go-Ahead (Oxford Bus) Stagecoach Civil Engineering Contractors Association Transport Systems Catapult

**ENGLAND'S  
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