



## EEH Work Programme 2022/2023

Work Stream	Outputs	Proportion
Regional Evidence Base	<ul style="list-style-type: none"> <li>- Development of an upgraded EEH evidence base: to include scoping and design of the most appropriate regional evidence base available</li> <li>- Prepare for the development of the strategic narrative to inform pre-SOBC cases (delivery)</li> <li>- Improve the quality of data available in the EEH evidence base</li> <li>- Explore options to integrate data collected elsewhere, such as by DLUHC, where it supports wider regional priorities</li> <li>- Review of FMLM tools and the scale of granularity of the tool, particularly in the context of improved access to stations and planning for mobility hubs</li> </ul>	20%
Planning for Net Zero	<ul style="list-style-type: none"> <li>- Work with each individual local authority to support planning for net zero transport</li> <li>- Facilitate a community of best practice for EEH local authorities</li> <li>- Support the roll out of LTPs</li> <li>- Scope a monitoring and evaluation plan for a net zero transport system</li> <li>- Work to shape and influence national and regional thinking around behaviour change.</li> <li>- Support the discussion about new business models that can deliver revenue investment into place-based decarbonisation solutions.</li> </ul>	12%
Improving Strategic Connectivity	<ul style="list-style-type: none"> <li>- Completion of two further connectivity studies, the final locations of which will be agreed by the Strategic Transport Leadership Board in May 2022.</li> <li>- Advocate for delivery of East West Rail in full, including the Aylesbury link and electrification from day 1.</li> </ul>	45%

	<ul style="list-style-type: none"> <li>- Ensure that the Government’s Roads Investment Strategy and 30-year plan for rail are capturing and prioritising the region’s priorities.</li> <li>- Develop a long-term plan for regional bus and coach connectivity.</li> <li>- Review the recommendations set out in EEH’s freight topic paper, particularly considering the Government’s national freight strategy.</li> <li>- Ensure investment in digital connectivity continues to be supported as a core part of the region’s transport and connectivity offer (not DfT funded).</li> </ul>	
Connectivity and Integration	<ul style="list-style-type: none"> <li>- Undertake pathfinder work into the development of mobility hubs.</li> <li>- Develop an initial programme of work following publication of the Future of Rural Transport White Paper.</li> <li>- Explore options for improved ticketing and information provision to achieve pan regional integration.</li> <li>- Lead the national and regional commitment to better alignment between spatial planning, physical connectivity and digital connectivity (tri-planning process).</li> <li>- Pressing for investment in bus services, including supporting the roll out of BSIP ambitions</li> </ul>	<p>5%</p> <p>Note – the focus and proportion of funds allocated toward this theme will increase significantly between 2023 and 2025</p>
Innovation	<ul style="list-style-type: none"> <li>- Collaborating on the future of mobility with the region’s innovators in business, academia and local government. This includes a pump prime fund to support collaborative bid development on common challenges and priorities.</li> <li>- Facilitate a community of best practice for EEH local authorities, and enabling a flow of information between them and the region’s private sector innovators and universities.</li> </ul>	5%
Regional Scheme Prioritisation	<ul style="list-style-type: none"> <li>- Investment Pipeline Prioritisation: we will determine how regional strategic transport investment schemes are prioritised, drawing from recommendations across our SPE work from previous years; and develop a prioritised pipeline.</li> <li>- Infrastructure Prospectus: we will form a</li> </ul>	15%

	<p>prospectus aimed at investors and developers within EEH to attract funding for new infrastructure schemes</p> <ul style="list-style-type: none"> <li>- Funding Models: we will identify alternative funding models for transport development and infrastructure within our region.</li> </ul>	
Capacity and Capability	<ul style="list-style-type: none"> <li>- EEH remains committed to our aspiration to create a centre of excellence for major early-stage scheme development in the region, with a particular focus on developing the strategic narrative for transport infrastructure schemes at pre-SOBC stage.</li> <li>- Through the £125,000 in-year funding for client-side capabilities, we will be piloting the centre of excellence. This pilot will undertake a holistic capability gap analysis and lead to the identification of capabilities required at local authority, regional (EEH) and specialist pan-regional levels (for which the use of consultancies may be the most appropriate method). The pilot will also trial different forms of support on specific projects, based on the capability gap analysis completed.</li> <li>- Continuing the work of the centre of excellence is a priority for EEH. It will be subject to securing additional funding outside of this settlement, something EEH business unit continues to discuss with DfT.</li> </ul>	£125,000