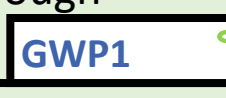





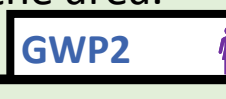

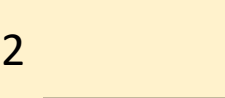






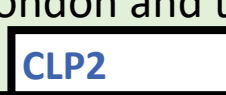
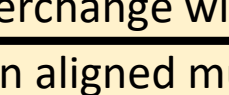


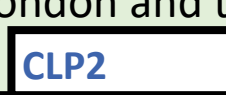
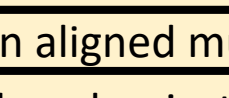
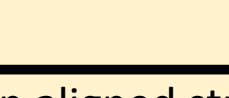

















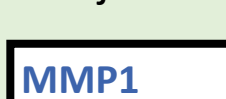













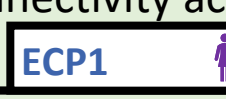

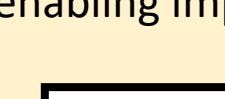











England's Economic Heartland – Rail Strategic Objectives Dashboard

| Routes | Short-Term – 5 Years | | Medium-Term – 5 -20 Years | | Long-Term – 20+ Years | |
|---|---|--|---|--|---|--|
| | Passenger Services | Freight Services | Passenger Services | Freight Services | Passenger Services | Freight Services |
| Great Western Main Line (GWML) | Improve connectivity for local people between Swindon, Didcot Oxford, and Banbury, enabling improved journeys through Oxfordshire and onto Swindon.  | Increase intermodal freight flows from Southampton to the West Midlands (and North), enabling reduced HGV volumes across the strategic road network.  | Improve connectivity for local people between Oxfordshire, the Cotswolds and the South, Southwest, and South Wales, recognising Swindon station as a Gateway to the west enabling improved journeys to and from the region.  | Achieve decarbonisation of rail freight operations from Southampton to the West Midlands (and North) and from the Somerset quarries supporting decarbonisation of the wider rail network.  | Improve connectivity for local people to access the wider Cambridgeshire and eastern areas, enabling improved journey times across the region.  | Support the development of multimodal freight logistics solutions at identified SRFIs in the Swindon area, enabling the efficient movement of goods throughout the region.  |
| | Provide an aligned strategic multi-transport interchange at Oxford and Swindon enabling enhanced connectivity across the area.  | Increase aggregate rail freight flows from the Somerset quarries to enable improved efficiency in the movement of construction materials.  | Provide connectivity for local people to Old Oak Common Station, enabling direct interchange with HS2 services.  | | Provide improved local and strategic connectivity to Heathrow, enabling improved journey times to the airport using public transport.  | |
| | Enhance the public transport offering between Cowley and Oxford, enabling improved access to mainline rail services from Oxford.  | Optimise the transport of packages within the Oxford and Reading areas, utilising multimodal transport options enabling reduced heavy and light goods road traffic.  | Improve connectivity for local people between Swindon, Oxford, Northampton, and Birmingham, enabling improved journeys across the region.  | | | |
| | Provide support for the trialling and deployment of zero emissions rolling stock and infrastructure to achieve decarbonisation of regional passenger services.  | | | | | |
| Chiltern Main Line | Improve connectivity for local people between Aylesbury, High Wycombe, Oxford, and Banbury, enabling improved journeys across Buckinghamshire and Oxfordshire and reducing impacts on the Strategic- and Major-Road Networks.  | Improve service frequency and capacity on services from Buckinghamshire and Hertfordshire to London Marylebone and Birmingham, enabling improved journeys on services from Buckinghamshire, Hertfordshire and Oxfordshire to London and the West Midlands.  | Improve regional connectivity for local people to Oxford, Bicester, Aylesbury, Bletchley and Milton Keynes enabling direct interchange with East West Rail Main Line services.  | Provide connectivity for local people to Old Oak Common Station, enabling direct interchange with HS2 services and services to Heathrow.  | Improve connectivity for local people to access the wider Cambridgeshire and Eastern areas, enabling improved journeys across the regions recognising Cambridge Station as a Gateway to the east.  | |
| | Provide an aligned strategic multi-transport interchange in the Milton Keynes and Northampton areas, enabling enhanced connectivity across the area.  | | Provide an aligned strategic multi-transport offering at Aylesbury enabling enhanced connectivity in this area.  | | | Achieve decarbonisation of rail passenger operations supporting decarbonisation of the wider rail network.  |
| West Coast Main Line (WCML) | Improve capacity on services from Northamptonshire Buckinghamshire, Hertfordshire (including Milton Keynes, Watford and Tring) and Bedfordshire to London, enabling improved journeys from the region into London and Birmingham.  | Increase intermodal freight flows from London to Northampton, the Midlands and the North, enabling improved efficiency in the movement of goods and reducing HGV volumes across the strategic road network.  | Improve regional connectivity to Bletchley and Milton Keynes, enabling direct interchange with East West Rail Main Line services.  | Achieve decarbonisation of rail freight operations from London and Southampton to the Midlands, the North and Scotland contributing to decarbonisation of the wider rail network.  | Optimise Passenger and freight services on the West Coast Mainline to enable efficient movement of people and goods across the region.  | |
| | Provide an aligned strategic multi-transport interchange in the Milton Keynes and Northampton areas, enabling enhanced connectivity across the area.  | Optimise the transport of packages within the Watford and St Albans (in conjunction with MML) area, utilising multimodal transport options enabling reduced heavy and light goods road traffic.  | Provide an aligned strategic multi-transport offering at Bletchley and Milton Keynes, enabling enhanced connectivity across the region.  | | | Support the development and enhancement of multimodal freight logistics solutions at Daventry, enabling the efficient movement of goods throughout the region.  |
| East West Main Line (EWML) | Improve service for local people between Didcot, Oxford, Bicester, Bletchley, and Milton Keynes enabling improved journeys and planned local plan development across Buckinghamshire, Aylesbury and Oxfordshire.  | Optimise the transport of packages using the EWR corridor, enabling the efficient movement of goods and reducing heavy and light goods road traffic.  | Improve regional connectivity to Bedford, enabling direct interchange with Midland Mainline services.  | Improve regional and inter-regional connectivity from Cambridge, enabling direct services and interchange with the Midland Main Line, East Coast Main Line, West Anglian Main Line, and services to Norfolk and Suffolk. This should recognise Cambridge Station as a Gateway to the east.  | Provide the opportunity for decarbonised intermodal rail freight from Felixstowe to the Midlands and South West, enabling reduced HGV volumes across the strategic road network.  | |
| | Improve regional connectivity to Oxford, Bicester, and Bletchley, enabling direct interchange with GWR, Chiltern, and WCML services.  | | Improve connectivity between Bedford, Bletchley and Milton Keynes to the South West and South Wales enabling improved journeys between the regions.  | | | Improve connectivity between Cambridge, the South West and South Wales enabling improved journeys between the regions.  |
| Midland Main Line (MML) | Improve passenger services for local people between Leicester and Bedford, Luton, St Albans and London, enabling improved journeys within the region.  | Optimise the transport of packages within the Watford and St Albans (in conjunction with WCML) area, utilising multimodal transport options enabling reduced heavy and light goods road traffic.  | Improve regional connectivity to Bedford and establish this as a major interchange hub between MML and EWML, enabling direct accessible interchange with East West Rail Main Line services.  | Achieve decarbonisation of rail freight operations from the Peak Quarries supporting decarbonisation of the wider rail network.  | Optimise Passenger and freight services on the Midland Mainline to enable efficient movement of people and goods across the region.  | |
| | Provide an aligned strategic multi-transport interchange at Kettering, Wellingborough, Bedford, Luton, and St Albans, enabling enhanced connectivity across the area.  | Investigate the potential to provide direct rail services between Kettering, Corby, and Peterborough, enabling improved regional connectivity.  | Enhance the rail passenger service offering through efficient use of HS2 released capacity enabling improved regional connectivity between Bedford, Luton, and London.  | | | Enhance the public transport offering between Buckinghamshire and Hertfordshire, connecting Chiltern main line, WCML, MML, ECML, and WAML, enabling improved access across this corridor  |
| East Coast Main Line (ECML) and Felixstowe to Midlands and the North (F2MN) | Enhance the public transport offering between Wisbech and March, enabling improved access to Mainline rail services to Peterborough and Cambridge.  | Optimise the transport of packages within the Luton and Bedford areas, utilising multimodal transport options enabling reduced heavy and light goods road traffic.  | Improve network resilience between Peterborough and London, enabling more reliable journeys for passengers.  | Achieve decarbonisation of rail freight operations from Felixstowe, contributing to decarbonisation of which the wider rail network.  | Improve connectivity for local people to access Oxfordshire and the South West areas, enabling improved journeys across the regions.  | |
| | Provide an aligned strategic multi-transport interchange at Peterborough and Stevenage, enabling enhanced connectivity across the area.  | Increase intermodal freight flow from Felixstowe to the West Midlands (and North) (via Ely), enabling reduced HGV volumes across the strategic road network.  | Improve connectivity for local people between Cambridge, Peterborough, Leicester and Birmingham, enabling improved journeys across the region  | | | Provide improved local and strategic connectivity to East Midlands Airport, enabling improved journey times to the airport using public transport.  |
| West Anglia Main Line (WAML) | Provide an aligned strategic multi-transport interchanges in the Cambridge area, enabling enhanced connectivity across the area.  | Optimise the transport of packages within the Cambridge area, utilising multimodal transport options enabling reduced heavy and light goods road traffic.  | Provide improved local and strategic connectivity to Stansted Airport, enabling improved journey times to the airport using public transport.  | Improve network resilience between Felixstowe, the Midlands and the North (via Ely), enabling more reliable journeys for passengersthe movement of goods.  | Improve regional and inter-regional connectivity to Cambridge, enabling direct interchange with East West Rail Main Line services and recognising Cambridge Station as a Gateway to the east.  | |
| | Preserve and enhance existing suburban routes from Cambridgeshire and Hertfordshire into London, ensuring continued service provision to London.  | | Improve capacity on services from Cambridgeshire and Hertfordshire to London stations, enabling improved journeys from the region into London.  | | | Enhance connectivity from Hertfordshire and Cambridgeshire into Central and South London.  |