

# GWML

## Short-term (up to 5 years)

## Medium-term (10-20 years)

## Long-term (20+ years)

### Passenger

### Passenger

### Passenger

P1 - Improve connectivity for local people between Swindon, Didcot and Banbury, enabling improved journeys through Oxfordshire and onto Swindon

P4 – Improve connectivity for local people between Oxfordshire, the South, Southwest, and South Wales, enabling improved journeys to and from the region

P7 - Improve connectivity for local people to access the wider Cambridgeshire and eastern areas, enabling improved journey times across the region

#### Outcomes

Increased passenger usage and reduced car usage  
Mode shift from car to rail for communities and leisure travel. Especially A420 corridor

#### Projects

Swindon travel choices programme  
Residential business travel plans  
GWR New homes travel incentives  
Local ? Newport Study for Solent?

Establish bus branch link to act as feeder for main rail route  
Oxfordshire community rail partnership  
Trans willts Community Rail Partnership

#### Outcomes

Including strategic leisure travel to work between Gloucestershire and the Cotswolds

#### Projects

Broaden the East West Rail Link. Swindon to act as Western Gateway extension  
Train tripper scheme  
Destination Management

Community Rail network strategic engagement (Speak to John from Swindon)  
FMML connections from stations in bucks (eg recent bourne end station improvements supported by GWR) this should be in short term

#### Outcomes

#### Projects

P2 – Provide an aligned strategic multi-transport interchange at Oxford enabling enhanced connectivity across the area.

P5 – Provide connectivity for local people to Old Oak Common Station, enabling direct interchange with HS2 services.

#### Outcomes

Increased mode shift to rail for west Oxford and Swindon travel  
Better bus and rail interchange

#### Projects

Build a replacement new Swindon Railway Station and integrate bus interchange facilitator both sides of the railway station  
Consideration in Swindon business plan and town plan and frequency of stagecoach services  
Multi modal interchanges to also have potential on the outskirts of Oxford (Oxford Parkway) and Bicester and other rail nodes such as Cowley and Culham

#### Outcomes

Fast journey times from Swindon to OOC  
Need to understand when XC and Chiltern may provide better connectivity or propose scope for an upgrade  
Minimise impacts of WRL&H if this goes ahead

#### Projects

Wide industry workstream on GWR calls at OOC may be in 2030 when station opens... More like long term

P8 - Provide direct connectivity for local people to Heathrow, enabling improved journey times to the airport using public transport

#### Outcomes

Swindon has easy access direct to Heathrow

#### Projects

Western rail link to Heathrow will enable interchange at Reading for Heathrow could be 10 yrs not 20.

P3 – Enhance the public transport offering between Cowley and Oxford, enabling improved access to Mainline rail services from Oxford

P6 – Improve connectivity for local people between Swindon, Oxford, Northampton, and Birmingham, enabling improved journeys across the region.

#### Outcomes

Transfer of local trips (on strategic network) to public transport

#### Projects

Cowley branch line (as extension to EWR)

#### Outcomes

- Direct services Oxf-Birmingham Moor Street with potential to extend to Swindon  
Mode shift to rail for medium length journeys and increase in mode choice for last mile (bus and active travel)  
Transport network decarbonisation  
Need to look at Oxford Birmingham route and service improvements

#### Projects

- Leamington Coventry Capacity enhancements and Solihull 4 tracking  
Capacity between didcot and Swindon  
Coventry Leamington rail capacity

Collaborative working between community rail partnerships  
Electrification of GWR between Didcot and Oxford  
Oxfordshire rail capacity enhancements

## Freight

## Freight

## Freight

F1- Increase intermodal freight flow from Southampton to the West Midlands (and North), enabling reduced HGV volumes across the strategic road network

F4- 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

F5 - Support the development of multimodal freight logistics solutions at Keypoint Rail Terminal, enabling the efficient movement of goods throughout the region.

#### Outcomes

- Additional freight paths through Coventry and on WCML  
Reduced capacity in A34 and M3 routes

#### Projects

- Electrification of DCL lines to Birmingham and Nuneaton  
- Coventry Leamington capacity enhancements and coventry station remodelling (post HS2)  
- HS2 released capacity on Coventry corridor, requires HS2 Euston to Birmingham Longer term than 5 years.  
Enable by major capacity investment in Didcot, Oxford, Reading, Basingstoke and Solihull/Leamington Solent to Midlands is 30 yrs

Look at new freight corridors and routes on the West South corridor

#### Outcomes

Change how freight services operate including maximising tonnages and minimising splitting

#### Projects

Power Supply upgrade  
Future new corridor on route. Electrification and other for local electrification using overheads or 3rd rail  
Mendips electrification of Newbury and Westbury with last mile operation  
Solent to midlands. Electrify: Reading Basingstoke, Didcot Oxford, Oxford Birmingham, Birmingham Derby Sheffield Leeds Sheffield Doncaster along side dual voltage traction.

#### Outcomes

Access feasibility study for three Swindon sites. Public asset feasibility for Key Point etc.  
Expand objective to include other SRFIs in the Swindon area.

#### Projects

Safeguarding freight and logistics options in Swindon. Key point and others. Local plan and LTP4 Safeguarded 2024.

F2 – Increase aggregate rail freight flow from the Somerset quarries to enable improved efficiency in the movement of construction materials

#### Outcomes

#### Projects

Look at possible route improvements to speed and trailing load and give more pathing to freight

F3 – Optimise the transport of packages within the Oxford and Reading areas, utilising multimodal transport options enabling reduced heavy and light goods road traffic.

#### Outcomes

Mode shift  
FMML connectivity

#### Projects

Increase development of local rail metro service

# Chiltern Mainline

## Short-term (up to 5 years)

## Medium-term (10-20 years)

## Long-term (20+ years)

### Passenger

### Passenger

### Passenger

P1 – Improve connectivity for local people between Aylesbury, High Wycombe, Oxford, and Banbury, enabling improved journeys across Buckinghamshire and Oxfordshire.

P4 – Improve regional connectivity for local people to Oxford, Bicester, and Aylesbury, enabling direct interchange with East West Rail services.

P7 - Improve connectivity for local people between Oxfordshire/Buckinghamshire and the South/South West and South Wales enabling improved journeys to and from the region.

#### Outcomes

Extra trains between Aylesbury and High Wycombe

Improved access to West of England

Add connectivity to Bletchley and MK via EWR into the objective

#### Projects

Brackley bus links to Banbury and integration with rail timetable

Electrification of Chiltern Mainline

Double Princess Risborough to Aylesbury service (longer than 5 years)

East West bus connections from Princes Risborough need to be preserved for onward connectivity (Chiltern may be removing their support for this)

Cowley Plus (a Chiltern Project) aka the Cowley branch line

Aylesbury link – make use of existing line with minimal intervention (may be used for depot movement to Aylesbury depot anyway)

Relationship westwards to Swindon with Oxford its limits to Oxford and Didcot. Link to Swindon or a Gateway to the West

Oxford to Aylesbury rail link delivered would relieve high vehicle flows on the A41

#### Outcomes

- Direct services north of Aylesbury on to EWR

Improved passenger volumes for East West Rail

#### Projects

- Upgrade of MES(?) Aylesbury to Claydon

Link to Swindon Westwards to encourage access outward to East West Rail

Chiltern Package of upgrades identified pre-pandemic for Chiltern Mainline

#### Outcomes

Connection from CML via Bicester to Oxford and Swindon

More through services at Oxford and Didcot to reduce interchanges

Better regional links and passenger volumes

#### Projects

Timing of onward journeys to connect with onward Cross Country and tourist services

Oxfordshire council infrastructure

Move this forward to 5-10 years. 20 too long

P2 – Provide an aligned strategic multi-transport interchange in the Oxford and Bicester areas, enabling enhanced connectivity across the area and interchange with HS2 services to the North and Heathrow.

P5 – Provide an aligned multi-transport offering at Aylesbury enabling enhanced connectivity in this area.

P8 - Provide connectivity for local people to Old Oak Common Station, enabling direct interchange with HS2 services and services to Heathrow.

#### Outcomes

- More direct services to Birmingham Moor Street for access to HS2 at Curzon Street

- Provide direct services to Old Oak Common from the Chiltern Mainline

#### Projects

- Solihull corridor 4 tracking

- Chiltern Fleet replacement

- Leamington to Coventry doubling

- Chiltern Electrification

- Chiltern to Old Oak Common Project

Chiltern link to old oak comment 15-25 years

#### Outcomes

Through connection northwards from Aylesbury beyond EWR connection

Timeline for this about right – dependent on successful completion of Aylesbury link roads to facilitate regeneration of town centre

#### Projects

Regeneration of Aylesbury town centre and relocation of bus station nearer to rail current bus station label as the most depressing place on Earth by the BBC

#### Outcomes

Bucks 10-20 years for OOC connection as it has high political priority. To mitigate impact of HS2 construction/provide some benefit

#### Projects

- Aylesbury link and enabling Northampton to MK to Aylesbury to High Wycombe to Old Oak Common

Note from HS2 integration that further development of OOC such as Chiltern link not feasible before Euston Opens (projected 2040)

P3 – Improve capacity on services from Buckinghamshire to London Marylebone and Birmingham, enabling improved journeys on services from Buckinghamshire and Oxfordshire to London

P6 – Achieve decarbonisation of rail passenger operations supporting decarbonisation of the wider rail network.

P9 - Improve connectivity for local people to access the wider Cambridgeshire and Eastern areas, enabling improved journeys across the regions.

#### Outcomes

- Introduce new fleet on Chiltern

Recent Chiltern timetable reduced capacity London to Aylesbury at key times of day this needs to be reversed.

Improved tourist access e.g. Stratford upon Avon industrial heritage near Birmingham

#### Projects

- Chiltern fleet replacement and electrification

Meet Chiltern Franchise commitments for train frequency to London as a minimum (Bucks estimates suggest these aren't being met by recent timetable changes).

#### Outcomes

Improve optics of rail as a low carbon option (should be 5-10 years)

Locally impacts of increased diesel trains are seen as negative

Less road haulage on the road network

#### Projects

Chiltern Railway rolling stock replacement

Electrification implementation of low carbon rail options (Hybrid H2 etc)

Consider new freight routes on corridor East West and East South increase electrification

#### Outcomes

Access for tourism (e.g. seaside resorts AONBs) onward from Cambridge

#### Projects

Appropriate train connections to enable outcomes

## Freight

## Freight

## Freight

Reduced HS2 disruption caused by works trains (severe delays recently due to spoil trains broken down)

Strategic rail freight interchange on Chiltern Mainline proposal at M40 in 10 impacts and benefits to road network

# WCML

## Short-term (up to 5 years)

## Medium-term (10-20 years)

## Long-term (20+ years)

### Passenger

### Passenger

### Passenger

P1 - Improve capacity on services from Northamptonshire and Buckinghamshire (including Milton Keynes) Hertfordshire and Bedfordshire to London, enabling improved journeys from the region into London and Birmingham.

P3 - Improve regional connectivity to Bletchley, enabling direct interchange to the Milton Keynes area with East West Rail services.

PF1 - Optimise Passenger and freight services on the West Coast Mainline to enable efficient movement of people and goods across the region.

Outcomes	Projects
<ul style="list-style-type: none"> <li>Improve long-distance connectivity at Watford Junction</li> <li>Sustainable onward connection to Tring Station (outside bucks but used by several residents)</li> </ul>	<ul style="list-style-type: none"> <li>Improve intercity services at Watford Junction</li> <li>Ridgeway bus route (E-W along top of Chiltern AONB)</li> <li>Encourage sustainable connection to Tring and boost local tourism from rail connections</li> </ul>

Outcomes	Projects

Outcomes	Projects
	<ul style="list-style-type: none"> <li>Bletchley East North Chord (Marston Vale Line to WCML North)</li> </ul>

Outcomes	Projects

Outcomes	Projects
<ul style="list-style-type: none"> <li>Connectivity westwards for Watford South?</li> <li>Enhanced long-distance connectivity for Watford South Station?</li> </ul>	

Outcomes	Projects
	<ul style="list-style-type: none"> <li>HS2 Golbourne Link or viable alternative to provide freight capacity alongside HS2 in to the NW and Scotland</li> <li>Watford Junction to Chiltern mainline link via new Croxley viaduct or old Richmondsworth line</li> <li>Review links to OOC depending on progress with HS2</li> </ul>

P4 - Provide an aligned multi-transport offering at Bletchley, also linking with Milton Keynes enabling enhanced connectivity across the region.

P2 - Provide an aligned strategic multi-transport interchange in the Milton Keynes and Northampton areas, enabling enhanced connectivity across the area.

Outcomes	Projects
<ul style="list-style-type: none"> <li>WCML calling patterns</li> </ul>	<ul style="list-style-type: none"> <li>Capacity Enhancement Bletchley to Milton Keynes</li> </ul>

Outcomes	Projects

P5 - Improve connectivity for local people between Northampton, Milton Keynes, and Bletchley enabling improved journeys across Hertfordshire, Bedfordshire and Northamptonshire.

Outcomes	Projects
<ul style="list-style-type: none"> <li>Provide direct services to MK from EWML</li> <li>Direct connection between MK and Aylesbury</li> </ul>	<ul style="list-style-type: none"> <li>West Coast South Strategic Advice, Milton Keynes Strategic Advice (Both dependent on HS2 released capacity timescales so 5 years might be a push)</li> <li>Bus connectivity outside of MK into a hub station (i.e. MK or Bletchley) from South Northamptonshire</li> </ul>

Outcomes	Projects

Outcomes	Projects
<ul style="list-style-type: none"> <li>Journey times and destination/frequencies between Northampton and elsewhere eg Northampton to Watford</li> <li>Improved integrated connectivity to South London including Gatwick airport</li> <li>Improved connectivity on Watford Junction to St Albans Abbey line</li> </ul>	<ul style="list-style-type: none"> <li>Improved line speeds on the Northampton Loop</li> <li>Rebuild Watford Jn Station and develop it as a super hub</li> <li>Enhancement of Watford to London Line and Brighton Mainline</li> </ul>

Outcomes	Projects

P6 - Enhance the rail passenger service offering through efficient use of HS2 released capacity enabling improved connectivity between Birmingham, Warwickshire, Northamptonshire, Buckinghamshire, Milton Keynes, and London.

Outcomes	Projects
<ul style="list-style-type: none"> <li>Don't forget Hertfordshire!</li> </ul>	<ul style="list-style-type: none"> <li>HS2 in full to London and Manchester</li> </ul>

Outcomes	Projects

### Freight

### Freight

F1 - 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.

P7 - Provide direct connectivity for local people to Birmingham International Airport, enabling improved journey times to the airport using public transport

F5 - Enhance the rail freight offering to the Midlands and the North through efficient use of HS2 additional released capacity enabling improvement in the movement of goods and reducing HGV volumes across the strategic road network.

Outcomes	Projects
<ul style="list-style-type: none"> <li>Move electric freight London to Rugby and Northwards</li> </ul>	<ul style="list-style-type: none"> <li>Infill electrification Birmingham to Nuneaton</li> <li>Power Supply upgrade</li> </ul>

Outcomes	Projects

Outcomes	Projects
<ul style="list-style-type: none"> <li>2 tph XC Reading to Birmingham Services</li> <li>Grow leisure market and increase rail connectivity for airport trips</li> </ul>	<ul style="list-style-type: none"> <li>Coventry to Leamington capacity enhancement enabling diversion of XC via Coventry to Birmingham International</li> <li>Bletchley East North Chord</li> <li>HS2</li> <li>Coventry Leamington capacity and increase XC service</li> </ul>

Outcomes	Projects

Outcomes	Projects
<ul style="list-style-type: none"> <li>Direct freight away from lower-capacity lines (e.g. Chiltern and Oxford-Leamington)</li> </ul>	<ul style="list-style-type: none"> <li>F2MN</li> <li>Leamington Coventry Capacity Enhancement</li> <li>DCL Electrification</li> <li>Power supply upgrades</li> </ul>

Outcomes	Projects

### Freight

F2 - 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.

F3 - 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.

Outcomes	Projects

Outcomes	Projects

Outcomes	Projects
<ul style="list-style-type: none"> <li>More Electric Freight Haulage</li> <li>Freight transfer to rail and overall transport network decarbonisation</li> </ul>	<ul style="list-style-type: none"> <li>DCL electrification and Coventry to Leamington capacity enhancement</li> <li>Infill electrification to allow more electric freight</li> <li>Power supply upgrade</li> <li>Freight upgrade to mainline between didcot and swindon</li> </ul>

Outcomes	Projects

F4 - Support the development and enhancement of multimodal freight logistics solutions at Daventry, enabling the efficient movement of goods throughout the region.

Outcomes	Projects
	<ul style="list-style-type: none"> <li>HS2 released capacity prioritised towards freight outputs</li> </ul>

Outcomes	Projects

Outcomes	Projects

Outcomes	Projects

# MML

## Short-term (up to 5 years)

## Medium-term (10-20 years)

## Long-term (20+ years)

### Passenger

### Passenger

### Passenger

P1 - Improve passenger services for local people between Leicester and Bedford, Luton, and London, enabling improved journeys within the region.

P4 - Improve regional connectivity to Bedford, enabling direct interchange with East West Rail services.

P7 - Enhance the rail passenger service offering through efficient use of HS2 released capacity enabling improved regional connectivity between Bedford, Luton, and London.

#### Outcomes

Needs to include St Albans

#### Projects

- New Station at Wixams
- Optimise platforms to support MML North
- Bedford New Platform EWR
- EMR connect services to call at St Albans
- Leicester station improvements
- Additional track south of Leicester

#### Outcomes

- This should be in short term
- Any opportunity to influence the number of local stopping services at Filtwick and Harlington
- Improve all connectivity at Bedford

#### Projects

- Bedford Midland to be rebuilt as an interchange hub
- Reopen the Bedford to Northampton Line
- Deliver EWR
- ETCS St Pancras to Kettering and Corby
- West London Orbital MML connections

#### Outcomes

- Local connectivity improvements Bedfordshire to Bedford

#### Projects

- Post HS2 Bedford to Leeds service

P2 - Provide an aligned strategic multi-transport interchange at Kettering, Bedford, Luton, and St Albans, enabling enhanced connectivity across the area.

P5 - Investigate the potential to provide direct rail services between Kettering, Corby, and Peterborough, enabling improved regional connectivity.

P8 - Enhance the public transport offering between Buckinghamshire and Hertfordshire, connecting Chiltern main line, WCML, MML and WAML, enabling improved access across this corridor.

#### Outcomes

#### Projects

- Wellingborough Mobility Hub
- Bedford Midland to be rebuilt as an interchange hub
- Filtwick interchange improvements and access for all scheme
- Bedford station redesign as part of EWR

#### Outcomes

- Supported using released capacity

#### Projects

#### Outcomes

#### Projects

- Luton to Stevenage Rail Link
- Possible wider links via West London Duddington route making links further north

P3 - Provide direct connectivity for local people to Luton Airport, enabling improved journey times to the airport using public transport.

P6 - Improve regional connectivity between Bedfordshire and the East Midlands to strengthen economic linkages with the East Midlands and support planned growth.

P9 - Provide direct connectivity for local people to East Midlands Airport, enabling improved journey times to the airport using public transport.

#### Outcomes

#### Projects

#### Outcomes

#### Projects

Full MML E3

#### Outcomes

#### Projects

- Connection (like DART) between Station and Airport

## Freight

## Freight

## Freight

F1 - 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.

F3 - Achieve decarbonisation of rail freight operations from the Peak Quarries supporting decarbonisation of the wider rail network.

PF1 - Optimise Passenger and freight services on the Midland Mainline to enable efficient movement of people and goods across the region.

#### Outcomes

#### Projects

#### Outcomes

Support aggregates growth on MML between London and Peak District

#### Projects

- Swindon Rail Freight Interchange re allocation in CBC local plan
- Swindon RFI supported by evidence in CBC local plan. Role in wider network?
- Power upgrades on MML South to support freight

#### Outcomes

Provide capacity for freight trains to serve SRFI at Radlet area if developed

#### Projects

F2 - Optimise the transport of packages within the Luton and Bedford areas, utilising multimodal transport options enabling reduced heavy and light goods road traffic.

F2 - Optimise the transport of packages within the Luton and Bedford areas, utilising multimodal transport options enabling reduced heavy and light goods road traffic.

#### Outcomes

- Supportive of rail freight vs perceived impact on communities requires managing

#### Projects

- Corby freight line currently inactive capacity to reutilise

#### Outcomes

#### Projects

# ECML and F2MN

## Short-term (up to 5 years)

## Medium-term (10-20 years)

## Long-term (20+ years)

### Passenger

### Passenger

### Passenger

P1 – Enhance the public transport offering between Wisbech and March, enabling improved access to Mainline rail services to Peterborough and Cambridge.

P4 – Improve network resilience between Peterborough and London, enabling more reliable journeys for passengers.

P5 – Improve connectivity for local people to access Oxfordshire and the South West areas, enabling improved journeys across the regions.

#### Outcomes

#### Projects

Fenland Station Improvements including March Station

#### Outcomes

#### Projects

Improved rail and highway safety and operations

Alconbury Weald Station

Haughley Junction Improvements

Reopening rail route for improved connectivity

Ely Peterborough ETCS

Ely Area Capacity Enhancement

EWK ECML Interchange station

Removal of road rail crossings eg Queen Adelaide and Fenland Stations

Wisbech rail – Very light rail station?

#### Outcomes

#### Projects

Deliver EWR

Stevenage Luton Rail link

P2 – Provide an aligned strategic multi-transport interchange at Peterborough and Stevenage, enabling enhanced connectivity across the area.

#### Outcomes

#### Projects

Longer term objective of providing a link between MML and ECML in the south of the region.  
Improve active travel funded by active travel England.  
New North West Entrance and relocated freight maintenance depot and car parking. Link with new University

Peterborough station Quarter LUF funded until 2025

More intercity calls at Stevenage

IRP commitments on ECML – Huntingdon to Woodwalton 4<sup>th</sup> Track

Provide better long-distance service at Stevenage

P6 – Provide an aligned multi-transport offering at the EWK-ECML interchange, enabling enhanced connectivity across all communities.

#### Outcomes

#### Projects

New EWR station on ECML

Walwyn Viaduct capacity enhancement

P3 – Preserve existing suburban routes from Cambridgeshire and Hertfordshire into London and Cambridge, ensuring continued service provision into London and Cambridge.

#### Outcomes

#### Projects

Improved local connectivity with Cambridge Addenbrookes hospital and Astra Zenica

- Biggleswade Interchange and Access for All

Cambridge Ipswich improved service pattern initiated by Lucy Frazer and Matt Hancock Managed by Transport East

Enhanced capacity and connectivity on London Metro services on Great Northern

Cambridge South station planned completion in 2025

Restoration of 15 minute frequencies on GN services

## Freight

## Freight

## Freight

F1 – Optimise the transport of packages within the Luton and Bedford areas, utilising multimodal transport options enabling reduced heavy and light goods road traffic.

F3 – Achieve decarbonisation of rail freight operations from Felixstowe, contributing to decarbonisation of which the wider rail network.

F4 – Optimise freight flows from Felixstowe through the most efficient routing of trains between the CrossCountry route and East-West Mainline, enabling efficient movement of goods and reducing HGV volumes across the strategic road network.

#### Outcomes

#### Projects

#### Outcomes

#### Projects

#### Outcomes

#### Projects

F2 - Increase intermodal freight flow from Felixstowe to the West Midlands (and North), enabling reduced HGV volumes across the strategic road network.

#### Outcomes

#### Projects

# WAML

## Short-term (up to 5 years)

## Medium-term (10-20 years)

## Long-term (20+ years)

### Passenger

### Passenger

### Passenger

P1 – Provide an aligned strategic multi-transport interchange in the Cambridge area, enabling enhanced connectivity across the area.

P3 – Provide direct connectivity for local people to Stansted Airport, enabling improved journey times to the airport using public transport.

P5 – Improve regional and inter-regional connectivity to Cambridge, enabling direct interchange with EWR

#### Outcomes

#### Projects

Multi transport interchange at key rail stations (i.e. Bishops Stortford)  
  
Improved access to Harlow station for new Gilton development?

#### Outcomes

#### Projects

Improved access for Hertfordshire railway stations eg Hertford  
  
Access eastwards from Stanstead Airport into Essex with Westwards connections to Hertfordshire

Need for interventions strategic loops at Broxbourne – optimise turnout speeds

#### Outcomes

#### Projects

East West Rail Eastern extension to Ipswich or Norwich (or both)

P2 – Preserve existing suburban routes from Cambridgeshire and Hertfordshire into London, ensuring continued service provision to London.

P4 – Improve capacity on services from Cambridgeshire and Hertfordshire to London Liverpool Street, enabling improved journeys from the region into London.

#### Outcomes

#### Projects

Should be preserve and enhance

#### Outcomes

#### Projects

Should be Liverpool Street/Stratford

Crossrail 2

## Freight

## Freight

## Freight

F1 – Optimise the transport of packages within the Cambridge area, utilising multimodal transport options enabling reduced heavy and light goods road traffic.

P4 – Optimise freight flows from Felixstowe through the most efficient routing of trains between the East-West Mainline and Crosscountry route enabling efficient movement of goods and reducing HGV volumes across the strategic road network.

#### Outcomes

#### Projects

Optimise freight capability to support existing plans including diversionary capability and the east west railway

East West Rail Optimise Cambridge remodelling to support freight

#### Outcomes

#### Projects

# EWML

## Short-term (up to 5 years)

## Medium-term (10-20 years)

## Long-term (20+ years)

### Passenger

### Passenger

### Passenger

P1 – Improve service for local people between Oxford and Bletchley, enabling improved journeys to and from Buckinghamshire, Aylesbury and Oxfordshire.

P3 – Improve service for local people between Oxford, Bletchley, and Bedford, enabling improved journeys to and from Bedfordshire and Oxfordshire.

P6 - Improve regional and inter-regional connectivity from Cambridge, enabling direct interchange with the East Coast Mainline, West Anglian Mainline, and services to Norfolk and Suffolk.

#### Outcomes

- Continue pressure to resume Marston Vale Services
- Decarbonisation of travel between Aylesbury and Bletchley/MK to support new housing developments at either end
- Mode Shift and Carbon reduction for longer distance journeys

#### Projects

- Cambridge South Station Planned 2025
- Aylesbury link needs more certainty
- Completion of EWR by 2030
- Through services northward from Bucks/Aylesbury/High Wycombe
- Establish Western extension of EWR corridor

#### Outcomes

- Support to enhance EWML/ECML interchange station at St Neots
- New objective about supporting development plans and enabling local growth
- New development driven by rail. 4000 new dwellings around EWR stations at each location – ECML interchange and – Stuartby-Kempston Hardwich
- Fixity of route for central section and East Section

#### Projects

- Various strategic allocations in Marston Vale in CBC Growth
- EWR
- Hertfordshire
- Include Cambridgeshire in objective
- Improved connectivity between radial rail routes in South of region to improve connectivity
- Interchange with EWR services

#### Outcomes

#### Projects

- Improvement of EWR interchange stations

P4 – Improve regional connectivity to Bedford, enabling direct interchange with Midland Mainline services.

P7 – Improve service for local people between Oxford, Bletchley, Bedford, and Cambridge, enabling improved journeys to and from Cambridgeshire and Oxfordshire.

#### Outcomes

- Ensuring local connectivity via existing Marston Vale Line stops
- MML/EMR calling patterns

#### Projects

- Rebuild Bedford Midland as an inter-route hub

#### Outcomes

#### Projects

P2 – Improve regional connectivity to Oxford, Bicester, and Bletchley, enabling direct interchange with GWR, Chiltern, and WCML services.

#### Outcomes

- Running direct services to MK from EWML

#### Projects

- West Coast Strategic Advice
- Milton Keynes Strategic Advice
- Relies on Post HS2 released capacity so 5 yrs might not be achievable

P5 – Improve connectivity between Bedford, the South West and South Wales enabling improved journeys between the regions.

P8 – Improve connectivity between Cambridge, the South West and South Wales enabling improved journeys between the regions.

#### Outcomes

- Overall service proposition on EWR GWML with a single interchange point i.e. direct for Oxford or Didcot
- Same as short term

#### Projects

- Oxford to Nottingham service to be introduced
- Extension of EWR services west of Oxford to Swindon and Bristol

#### Outcomes

- Same as short term

#### Projects

- All needs to be medium

## Freight

## Freight

## Freight

F1 – Optimise the transport of packages using the EWR corridor, enabling the efficient movement of goods and reducing heavy and light goods road traffic.

F2 – 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.

#### Outcomes

#### Projects

- Bletchley North Chord (WCCSA/MKSA as per P2)
- Establish east-west south freight corridor
- Need major freight enhancement on existing network e.g. GWML to provide meaningful capacity

- South to East freight movements from Corby to Felixstowe
- Plan to manage impact of increased freight on local communities

#### Outcomes

- Pressure off HGV network and transport Network Decarbonisation
- Reduce proportion of freight demand on the road network

#### Projects

- Electrify route from Felixstowe to WCML
- Electrify EWR
- Power supply upgrades
- Targeted investment in infrastructure including the provision of dynamic passing loops
- Establish East West South freight corridor on new route should be 5-10 years rather than 20.

F3 – Optimise freight flows from Felixstowe through the most efficient routing of trains between the East-West Mainline and Crosscountry route enabling efficient movement of goods and reducing HGV volumes across the strategic road network.

#### Outcomes

#### Projects

- Ely Improvements
- Power supply upgrades

# Objectives

Short-term (up to 5 years)

Medium-term (10-20 years)

Long-term (20+ years)

Passenger

Passenger

Passenger

Trial/pilot of more low carbon trains

EEH to have clear terms of reference on decision making and funding for transport

Community transport connectivity programme of mode shift

New rail hubs opportunity to interchange and access the rail network e.g at Grove/Wantage in Oxfordshire

EEH needs to answer these questions:

Lots of direct trains at lower frequency?  
High frequency interchange?  
High investment and subsidy for rail?

Freight

Freight

Freight

Local logistics partnership for Swindon in place June 23

Freight travel plans project Swindon

Last mile freight on rail pilot for Swindon – Bicycles/EVs etc.

Development of "lighter freight" opportunities e.g. parcel carriages on passenger trains

Dedicated quality freight terminal for Swindon in line with LTP4 and local plan