ENGLAND'S ECONOMIC HEARTLAND

Annex A: Connectivity Study 6

(Covering the local authority areas of Luton, Central Bedfordshire, Bedford and North Northamptonshire)

[Styled cover image to be provided by EEH]

Final Draft Report (to be presented to EEH Board 5th December 2024)

Prepared in partnership with

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Introduction

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Overview

England's Economic Heartland is the sub-national transport body responsible for bringing together local transport authorities in a strategic partnership for the region extending from Swindon to Cambridgeshire and North Northamptonshire to Hertfordshire. Our 2021 Transport Strategy, ***Connecting People, Transforming Journeys***, set an ambitious policy framework with the vision for our transport system:

> ***"To support sustainable growth and improve quality of life and wellbeing through a world-class, decarbonised transport system which harnesses the region's global expertise in technology and innovation to unlock new opportunities for residents and businesses, in a way that benefits the UK as a whole."***

Our strategy highlights that ours is **one of the world's leading economic regions**, with its success founded on science and technology innovation, powered by a network of world-leading universities and research centres.

We work closely with infrastructure owners and operators to support a smooth transition to a decarbonised regional transport network in line with the science and legal requirements, as well as our ambition to reach net zero by 2040. This is done while maximising economic opportunities, increasing resilience and access, and reducing car dependence and congestion caused by development.

Since 2021, a **programme of six Connectivity Studies** has examined areas of the region in more detail, identifying packages of multimodal infrastructure, service, or policy interventions to help achieve the Transport Strategy's objectives and inform the England's Economic Heartland Investment Prioritisation Framework.

Based on a detailed methodology, the Framework is intended to record, track, and assist in prioritisation of strategic transportation interventions that have been proposed in or may significantly impact the England's Economic Heartland region.

This sixth study in the programme, with its study geography shown in Figure 1, examined the Midland Main Line and A6 corridors between the urban areas of Luton, Bedford, and Corby. The study focused on **improving connections to and from the Midland Main Line and A6, as well as strategic north-south connectivity improvements.** The study also sought to improve east-west connectivity between various urban areas and employment clusters, reducing pressure on the A421 corridor in particular and also reducing the need for journeys across the region to be made via London or M25 for strategic road connectivity.

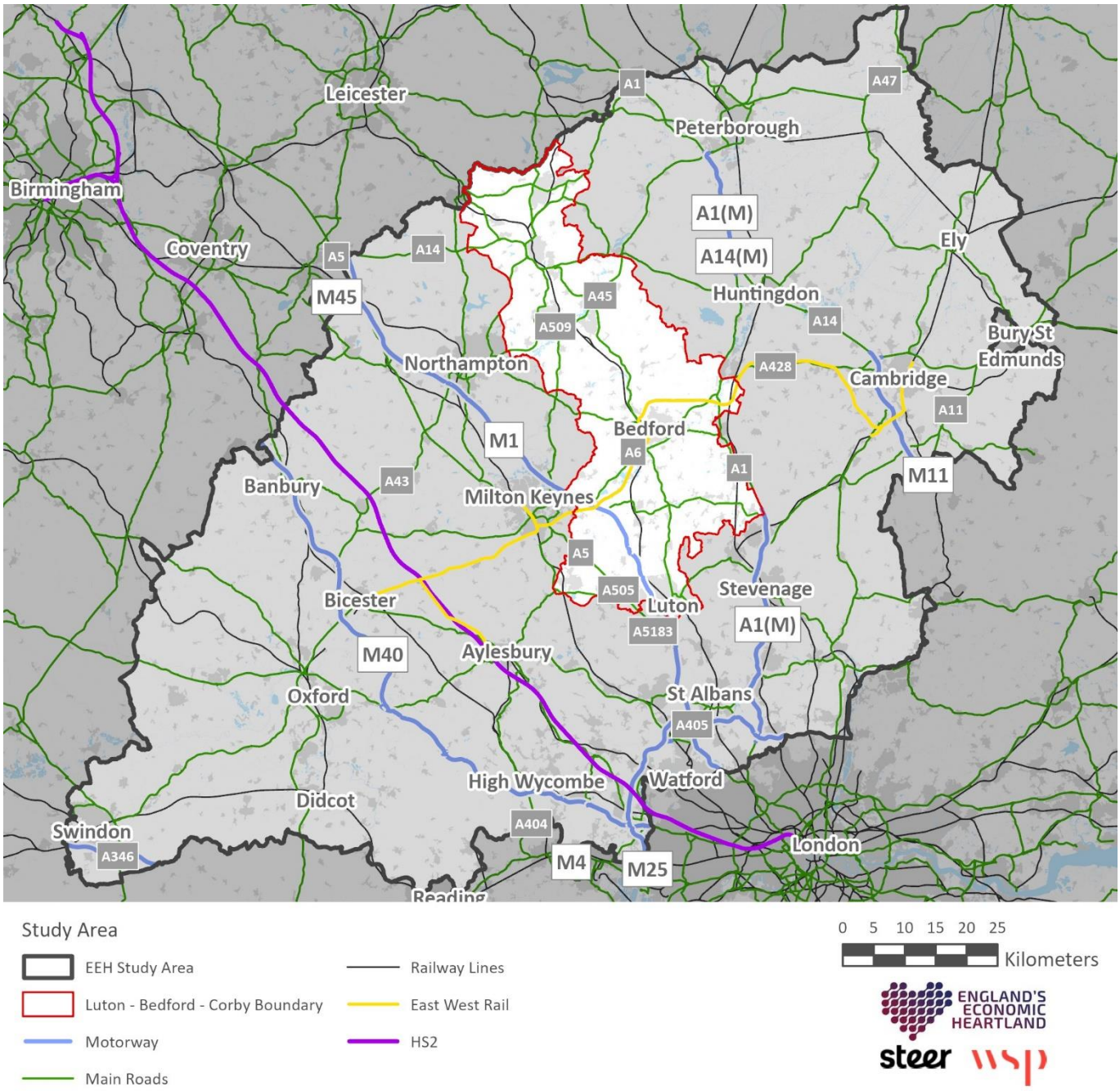
The area has a mix of larger urban settlements and rural communities which have complex needs in respect to travel and accessibility. As such, sustainable mobility solutions which successfully lower car dependency in urban areas may not be as effective in rural settlements. The specific needs of these communities must be considered when assessing the potential feasibility of any future transport interventions.

Several regional and nationally significant road links are also included in the area, including the A6, A14, A421, A5, A507, A4280, A45, A43, A427, A509 and the A6116. A small section of the M1 runs through the southern section of the study area. Key rail lines include the Midland Main Line, the Marston Vale Line (connecting Bedford to Bletchley) that will form part of East West Rail Connection 2, and the East Coast Main Line at Biggleswade.

Across the study area there are significant opportunities and potential for investment in transport that improve accessibility and connectivity across the area, help support better access to opportunities, especially in more deprived areas, while also contributing to improved air quality, safety, health and well-being, and to achieving net zero requirements.

This final summary report provides an overview of this study, with additional detail contained in the supporting evidence base and full technical reports.

Figure 1: Study area



Study aims

This study was developed by England's Economic Heartland with the support of consultants at Steer, WSP, and 5th Studio (collectively the 'project team').

The policy framework set out in the transport strategy is guided by four key principles that form part of how interventions were assessed and packaged as part of this connectivity study:

- **Achieving net zero no later than 2050**, with an ambition to reach this by 2040.
- **Improving quality of life and wellbeing** through a safe and inclusive transport system accessible to all which emphasises sustainable and active travel.
- **Supporting the regional economy** by connecting people and businesses to markets and opportunities.
- **Efficient movement of people and goods** through the region and to international gateways.

This report sets out the rationale for packages of interventions which will address the objectives and critical success factors developed for the study area. Its two key sections combine to form a pre-strategic programme outline case:

1. **Options appraisal process:** This aligns with the strategic and economic dimensions within the Treasury's 'five case model' and Department for Transport's Transport Analysis Guidance. This considered the context, current and future situation, a long list of interventions, and the development of packages aligned with the strategy.
2. **Recommended connectivity plan:** This consists of the combined packages of interventions and initial consideration at a strategic level how they could be implemented in terms of rationale for delivery (via a theory of change framework) and finance.

The overall method is summarised in Figure 2.

Stakeholder engagement

Development of the transport strategy involved comprehensive engagement, including a public call for evidence, stakeholder workshops and the development and progress of the study was led by a Steering Group formed from a wide representation from across the study area.

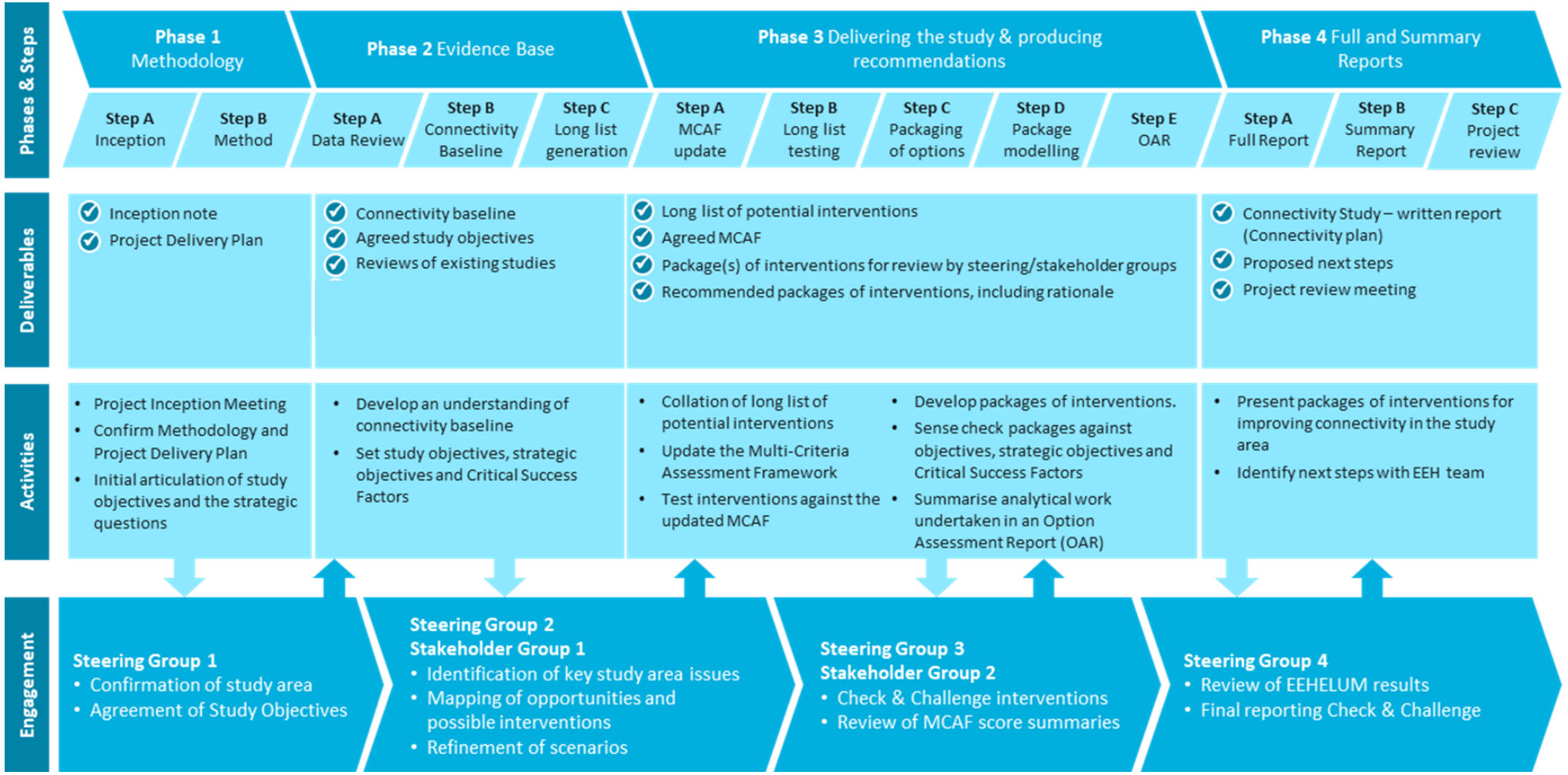
The project team worked collaboratively with stakeholders to develop the evidence base, identify possible interventions, and assess their likely impact and combine them into packages.

Stakeholder engagement and connectivity evidence were gathered through:

- **Steering group:** Virtual workshops with local authority planning, local enterprise partnerships and transport officers, alongside National Highways and Network Rail to gain local insights into connectivity issues and opportunities.
- **Stakeholder group**: Virtual workshops were undertaken with transport, place, and environmental stakeholder groups to gather insights on issues and opportunities and potential solutions. Several topic specific 'one-to-one' discussions were also held.
- **Call for evidence**: Gathering of further insights through an online survey, providing the opportunity for wider participation from members of the public businesses and interest groups in identifying key connectivity issues in the study area and potential interventions.

This was complemented by various subject matter experts from across Steer and WSP who were engaged to advise on identified interventions and assisting in capturing additional connectivity opportunities in the area.

Figure 2: Study method



Evidence Base

[Image caption] ([SOURCE])

Strategic transport issues and opportunities identified across the study area

The study area is an attractive place to live, exhibiting diverse social characteristics, a strong economy and with relatively good transport connectivity compared to other areas of the United Kingdom. However, the nature of the study area results in complex social, economic and connectivity challenges to be addressed and opportunities to be maximised.

As part of this connectivity study a detailed evidence base was developed early in the process, giving a clear snapshot of strategic transport issues and opportunities at the time.

A summary of these can be found in Table 1, presented by theme using a people, place, connectivity framework.

A supporting evidence base and full technical report will accompany this summary report with further insight into the issues and opportunities identified in this study and how they informed our recommended package of interventions.

Table 1: Strategic transport issues and opportunities

Topic	Theme	Issues	Opportunities
People	**Population**	• Sparse rural populations with high levels of car dependency.	• Improve accessibility for all income groups, with focus on those most deprived and socially excluded. • Improve accessibility in rural settlements.
	Community	• Social diversity requiring a wide range of interventions.	• High income commuter groups with higher budgets for travel.
	Employment	• Car dependant commuters due to lack of alternatives.	• Deliver better active travel and public transport connections between people, jobs and services.
	Deprivation	• Pockets of deprivation with limited access to opportunities and the transport network.	• Capitalising on populations who are conscious about living a healthy lifestyle.
	Health and wellbeing	• Health deprivation is a potential barrier to increased active travel.	• Public health benefits of active travel.

Place	**Air quality and the built environment**	• Emissions from through traffic which the England's Economic Heartland have little influence over. • Emissions from London Luton Airport.	• Electrification of the transport system.
	Climate change and environmentally protected /sensitive areas	• Increased flooding risks leading to infrastructure damage. • Protected areas could limit delivery of new/upgraded transport infrastructure. • Manufacturing industry demand leading to more carbon intensive trips.	• Sustainable freight solutions e.g. in first and last mile delivery. • Opportunities to move freight/delivery road-based traffic onto railways. • Supporting uptake of electric and alternative fuelled vehicles. • Opportunity to decarbonise the transport system through new mobility solutions.
Connectivity	**Roads**	• High levels of freight movements through the study area. • Existing highway capacity is limited/constrained.	• Increased electric vehicle charging provision.
	Public transport	• Severance (inability to transfer) between Midland Main Line and the East Coast Main Line. • Limited-service frequencies at some stations e.g. Corby.	• Rail station accessibility improvements. • New rail networks (lines, stations and services).
	Active modes	• Lack of active travel connectivity. • Lack of micro mobility solutions.	• Expansion of a high-quality active travel network. • Active travel greenways in environmentally protected areas. • Realistic opportunity for micro mobility services.
	Travel patterns and behaviours	• Rural populations located far away from goods and services which leads to car dependence.	• Opportunity to reduce longer-distance commuting trips through increased levels of hybrid working. • Increasing the levels of sustainable travel, particularly in urban areas and along inter-urban corridors.

Study objectives

Table 2 details the **eight objectives established with stakeholders for the study area** based on the evidence base and issues and opportunities identified. These are centred around the four key strategic principles set out in England's Economic Heartland's Transport Strategy.

Table 2: Strategy principles and study objectives

Key principles from England's Economic Heartland's Transport Strategy			
Achieving net zero no later than 2050, with ambition to reach this by 2040.	***Improving quality of life and wellbeing through a safe and inclusive transport system which emphasises sustainable and active travel.***	***Supporting the regional economy by connecting people and business to markets and opportunities.***	***Efficient movement of people and goods through the region and to international gateways.***
Objectives for the study area			
1a – Harness innovation to reduce all emissions including carbon and manage transport demand to make more efficient use of existing network capacity. **1b** – Promote and enable the use of more sustainable travel modes and transport technologies.	**2a** – Create a transport network that reduces car dependency and provides comprehensive, equitable, and sustainable access to services and opportunities for all. **2b** – Improve public health and individual wellbeing outcomes by minimising road traffic danger, and transport-related air and noise pollution.	**3a** – Better connect people and businesses through sustainable modes to help create more employment, innovation, and collaboration opportunities. **3b** – Ensure planned development is part of a well-connected, sustainable, and accessible transport network.	**4a** – Enable efficient, safe and sustainable movement of people and goods through the study area and to key international gateways, ensuring impacts on local communities from freight traffic are minimised. **4b** – Facilitate sustainable first mile/last mile connectivity for people and goods in both urban and rural areas.

Critical success factors

To help shape the development of this Connectivity Study and the development of a long list of transport interventions for the study area, **nine critical success factors were identified** to provide an articulation of the need for intervention. They also helped to bring specificity around the outcomes that need to be achieved through the study without defining what specific interventions are required for achieving those outcomes. These Critical Success Factors were:

1. The carbon emissions from transport are reduced to **net zero** with an ambition to reach this by 2040.
2. Improved **digital infrastructure** reduces the need to travel.
3. A **high-quality, sustainable, integrated and accessible transport network** connects all places of strategic importance.
4. Improved transport connectivity **enables sustainable and high-quality planned development** that improve accessibility and links to improved quality of life.
5. **Rural communities** are well connected to services and opportunities by a safe and reliable public transport network.
6. Everyone can **access the benefits of new and improved technologies** (e.g. shared electric vehicle services).
7. The **benefits of new strategic, major infrastructure are maximised** for the whole study geography (e.g. HS2 creates freight capacity on the West Coast Main Line).
8. The transport network **enables safe and sustainable distribution of goods** within and through the area via appropriate routes.
9. There is a substantial **increase in active travel mode share** for local and first mile/last mile journeys, contributing to better connectivity, increased health benefits through increasing physical activity and improved air quality.

Scenario planning

The Department for Transport's Uncertainty Toolkit identifies the need to consider future uncertainty in the transport network during the appraisal process and scenario planning is increasingly viewed as good practice in long-range planning given uncertainty about the future.

To ensure that each Connectivity Study has been developed in such a way that allows for a good level of resilience to potential future changes in travel patterns, a set of "**Alternative Futures**" were developed at an England's Economic Heartland region level, led by technical specialists, and informed by stakeholder input:

- **Radical Change:** high government spend, radical change in policy to support improved health and decarbonisation and a resilient economy.
- **High Tech:** positive public and government attitudes towards technological change, high levels of home working, lower overall and peak travel demand, reduced demand for traditional public transport and private car ownership.
- **Slow Recovery:** slow return to the pre-Covid business-as-usual and an economy vulnerable to economic shocks, fewer journeys for all trip types, across all modes especially peak time.

Completing these are "**Infrastructure Scenarios**" developed with stakeholders to represent different approaches to intervention planning that could contribute to realising our vision and addressing the objectives and critical success factors of this study.

Through a shortlisting process facilitated by a process known as a Multi-Criteria Assessment Framework (MCAF), potential interventions were then assessed in the context of the Alternative Futures and Infrastructure Scenarios with the purpose of considering if any interventions which were assessed as being borderline under a Business-as-Usual state would be more appropriate recommend under an alternative future(s).

They were also assessed to help ensure the packages were resilient to different potential future states.

Options Assessment

[Image caption] ([SOURCE])

Intervention identification and assessment

An initial long list of potential interventions and options was developed **from a wide range of sources**, including input from the project team, Steering Group, Stakeholder Group, Call for Evidence and subject matter experts, with additional desk research also undertaken. This included a review of local transport planning policy documents as well as a review of the challenges and opportunities identified in the evidence base.

In total, **356 'potential' interventions** were included in the long list. From these 356 potential interventions options were then excluded if they:

- Did not primarily address movement within the study area.
- Were not considered to be at sufficient scale to have regional significance (e.g. a specific, small-scale cycle intervention) – note that many small-scale interventions are covered by wider regional interventions.
- Are a committed intervention (schemes where construction had already started or those with identified funding and a clear delivery timescale).
- Did not pass a basic 'common sense' feasibility test (i.e. if they were based on an unproven technology, such as 'hyperloop').

From this initial assessment, a total of 248 potential interventions were excluded.

The remaining 109 potential interventions then progressed for more detailed assessment.

A multi-criteria assessment framework was developed based on the Department for Transport's Early Assessment and Sifting Tool guidance.

The multi-criteria assessment framework was used to inform the sifting out of options that performed poorly, and to organise and compare options to help develop coherent packages of interventions. For each option, they were assessed against three different types of criteria:

- **The Strategic Dimension**: How well each option contributes to achieving the study's principles and objectives and how well it is aligned with national, England's Economic Heartland and local policy.
- **The Sustainable Economic Dimension**: The nature and scale of the economic, environmental, and social impacts of each option.
- **The Deliverability Dimension**: The deliverability of each option, specifically: An options financial case (likely cost and affordability), an options deliverability / management case (timescale, technical complexity and acceptability) and the quality of supporting evidence.

The multi-criteria assessment framework does not contain overall scores or a rank for each option assessed. Instead, professional judgement has been used to sift options.

A **technical review** of the assessment process was undertaken by the project team at several stages of the assessment. This ensured that the assessors were adhering to the principles outlined within the Early Assessment and Sifting Tool guidance.

Stakeholder moderation also helped 'validate' the multi-criteria assessment results. First by EEH, and then shared with the steering and stakeholder groups. Consideration was given to suggested changes and where appropriate results updated.

Packaging of interventions

Following assessment of the 109 potential informed by a multi-criteria assessment framework, the project team worked with key stakeholders and technical advisors to develop a set of coherent packages that together will help realise our vision based on the objectives defined for the study while also reinforcing the region's position as an economic and innovation powerhouse.

These packages have been developed through workshops, discussions, and careful analysis of results of the assessment of the long list of possible interventions described in the preceding section. The inputs informing package development are summarised in Figure 3 below.

Figure 3: Inputs informing package development

The packages combine consideration of the England's Economic Heartland's Transport Strategy, study specific sub-objectives, critical success factors and Infrastructure Scenarios, expert advice, stakeholder and officer feedback.

This 'vision led' approach was then combined with the individual assessment of the long list, with interventions not taken forward at this time 'deferred' for possible consideration in other studies.

A proposed intervention may be deferred for a wide range of reasons, and this should only be seen as England's Economic Heartland not taking it forward as part of this Connectivity Study. An intervention could be supported at a later stage (such as part of a future England's Economic Heartland study or council project) should circumstances or priorities in the area change. Following this assessment, the 109 interventions were further reduced down to a total of 91.

Based on insights from previous Connectivity Studies in the programme, these 91 interventions. were grouped, in order to more accurately reflect the multi-modal nature of transport infrastructure. Groupings were considered in regard to:

1. A **single location** (for example, a coherent urban or conurbation area);
2. An **existing or potential transportation corridor** (for example, along a rail service or motorway route)
3. Based around **common types of locations** (for example, science parks or market towns); and
4. By **mode type or other characteristic** (for example, freight or electrification).

Phasing and indicative timeframes

Based on stakeholder input from the Infrastructure Scenario development, intervention phasing was considered in three key time periods:

- **Short term** schemes were judged to have a construction start date between 2025 and 2032 with benefits beginning to be accrued within this timescale.
- **Medium term** schemes were judged to have a construction start date between 2033 and 2040.
- **Long term** schemes were judged to have a construction start date from 2041 onwards.

The indicative timeframe for each intervention is included as part of the full list in Appendix A.

Recommended Connectivity Plan

[Image caption] ([SOURCE])

Recommended connectivity plan

In summary, this study recommends **91 interventions** which together would achieve a step change in connectivity across the area (the full list is included in Appendix A).

These have been **grouped into five packages** that together will help to realise our Transport Strategy vision:

1. North Northamptonshire conurbation

Interventions: A series of multi-modal transport improvements which transform connectivity within and between Corby, Kettering, Wellingborough, Rushden and Higham Ferrers to nearby settlements and the rest of England.

Outcomes: Improved sustainable travel options to residents living in areas with high car dependency to easily travel to nearby town centres; thus bringing several polycentric centres closer together such that they can perform as one major economic hub for the region.

2. Greater Bedford and East West Rail

Interventions: Improvements to strategic east-west connectivity unlocked by the delivery of Phases 2 and 3 of East West Rail; and improved inter- and intra-urban bus and active travel networks better connecting areas within and around Bedford.

Outcomes: Improved sustainable travel options for residents travelling locally and regionally, and sustainable delivery of new planned development in and around Bedford such that new residents are not dependent on private car use.

3. Greater Luton and airport connections

Interventions: Improved and integrated bus, rail and active travel connections across the Luton area.

Outcomes: More transport choice for residents, businesses and visitors, and sustainable delivery of planned growth ambitions of the town centre, airport, and business and industrial parks.

3.

4. Sustainable rural and freight connectivity

Interventions: Delivery of more frequent or on demand rural bus services, new active travel routes, and e-mobility initiatives. Additionally, delivering improvements which optimise and decarbonise freight movements.

Outcomes: Better connected towns and rural areas with alternative sustainable travel options for areas with high car dependency. Reduced emissions and congestion caused by freight activity, such that freight supports growth and minimises adverse impacts on the local environment.

5. A more integrated North-South transport network

Interventions: With a particular focus on journeys using the Midland Main Line and A6, these interventions better integrate modes, thereby reducing the overall cost of travel for users, and minimising the impact on the environment by encouraging multi-modal journeys that more sustainably meet individual travel needs.

Outcomes: More inclusive, accessible and reliable transport networks, such that everyone can travel where they need to go, when they need to go and how they wish to go.

Figure shows the connectivity study area in 2050 with committed interventions and proposed packages. Note that Packages 4 and 5 are thematic packages and capture interventions which are applicable across the whole study area.

Figure shows the recommended connectivity plan Summary Map in 2050 capturing interventions across all five packages.

All the packages work to **reduce car dependency and encourage a shift to sustainable modes, supporting significantly improved access to employment and education opportunities** across and beyond the study area.

The logic and benefits of each package was confirmed through modelling using England's Economic Heartland's Economy Land Use Model (EEHULUM), a high-level model that simulates transport, people, employers, and land use interaction over time.

Compared to a business-as-usual baseline, the EEHULUM results show that, if implemented in full, the recommended connectivity plan could achieve the following step change each weekday by 2049:

- **31,800 fewer journeys by car and other private vehicles;**
- **7,500 more journeys by bus;**
- **19,400 more trips made by walking, wheeling, or cycling; and**
- **6,100 more journeys by rail.**

The carbon impact from **mode shift to more sustainable modes** is estimated to be 4,400 $KTCO_2e$ less CO_2e emitted per year up to 2050, with greater scale for change in the short-term. This does not account for the emissions reduction from packages which help accelerate the shift to zero-emission vehicles such as the delivery of electric vehicle charging infrastructure.

The direct benefits from **better transport connectivity which attracts new, higher-value businesses to the area**, and the **productivity and economic agglomeration benefits from improved connectivity for residents and businesses** is estimated to be £38 million in Gross Value Added (GVA) per annum up to 2050. This is before accounting for sizable new housing and economic development opportunities which may be unlocked from the delivery of new infrastructure such as East West Rail.

While further detailed work on costs and benefits will be undertaken as schemes are progressed by relevant authorities, the **indicative capital investment required to deliver this plan is £10.8 billion**[1], with estimated annual maintenance and renewal requirements of £440 million, over 30 years.

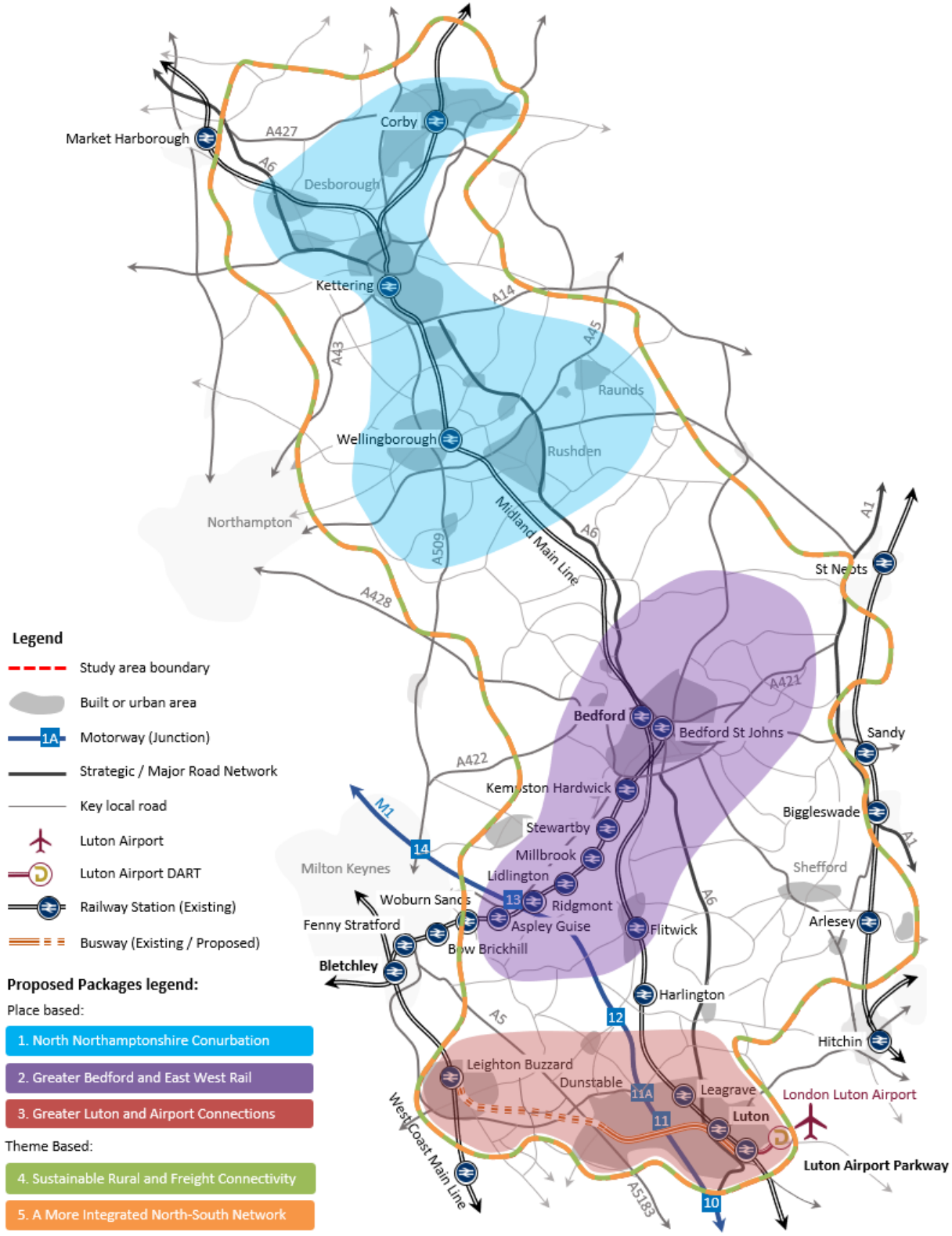
To understand potential heritage impacts, a high-level heritage impact assessment will likely be needed as schemes progress. Opportunities to preserve and enhance heritage assets, especially those which are designated, without harming their significance (including their setting) should be explored as each intervention progresses.

This ambitious plan will help us deliver our Transport Strategy vision. England's Economic Heartland will continue to lead on delivery of the investment pipeline, working with officers and the Strategic Transport Leadership Board to scope its onward development.

[1] It should be noted that a significant element of this cost, approximately £5-6 billion relates to East West Rail. Stations delivered as part of East West Rail have been included in this cost.

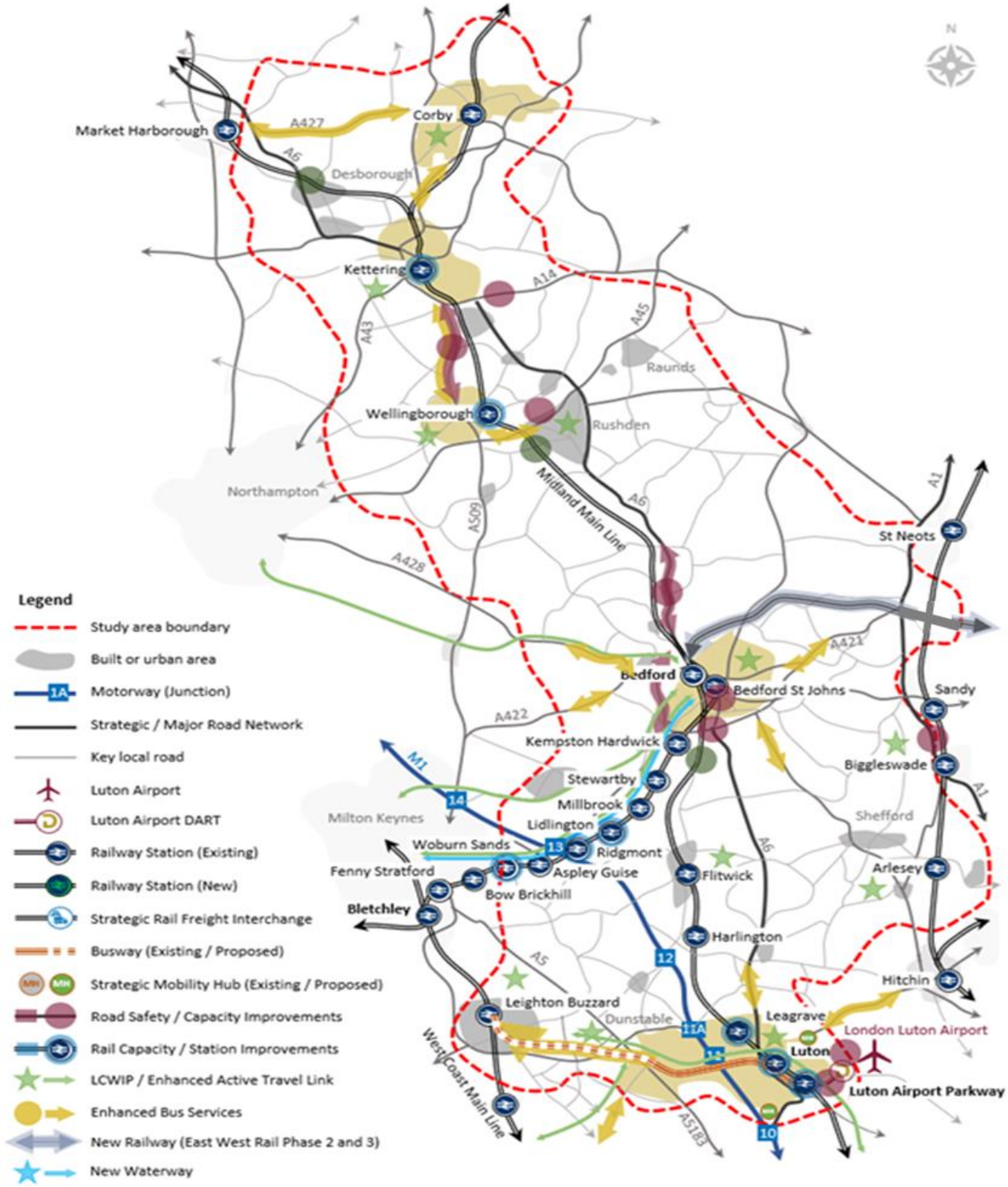
Connectivity Study area – proposed package geographies

Figure 4: Connectivity Study area with committed interventions only and proposed place-based package geographies



Connectivity Study area – recommended interventions by 2050

Figure 5: Recommended Connectivity Study area with recommended interventions by 2050



Package 1: North Northamptonshire conurbation

Transport interventions recommended

This first package focusses on delivering a series of multi-modal transport improvements which enhance connectivity within and between Corby, Kettering, Wellingborough and Rushden to nearby settlements and the rest of England.

This package centres around **improving bus-based connectivity by reducing journey times and improving journey time reliability between key centres** through a series of measures such as **bus priority** and timetable optimisation. Furthermore, where appropriate, there is an ambition for increasing the frequency of service up to four buses per hour on key corridors such that users can rely on a turn up and go service. These measures will transform inter-urban connectivity across North Northamptonshire and reduce dependency on private vehicles to get to work or for leisure purposes. This complements inter-urban bus and active travel enhancements presented in Connectivity Study 2: Peterborough – Northampton – Oxford, which also seek to deliver a step-change in bus-based connectivity between major settlements across the region.

This package also includes interventions to enhance strategic rail connectivity, most notably delivering **two new stations on the Midland Main Line at Desborough and Irchester**, along with measures to improve **first and last mile access** to all stations with the delivery of active travel infrastructure. This will enable better access to the national railway network for residents thus making rail a more viable option for journeys to London and other national centres.

Strategic highway improvements will also help to tackle congestion pinch points and collision hotspots and interventions such as a new junction on A14 between Barton Seagrave and Cranford will **support new and growing developments** – whilst ensuring strategic movements are separated from local movements to better facilitate sustainable and active modes.

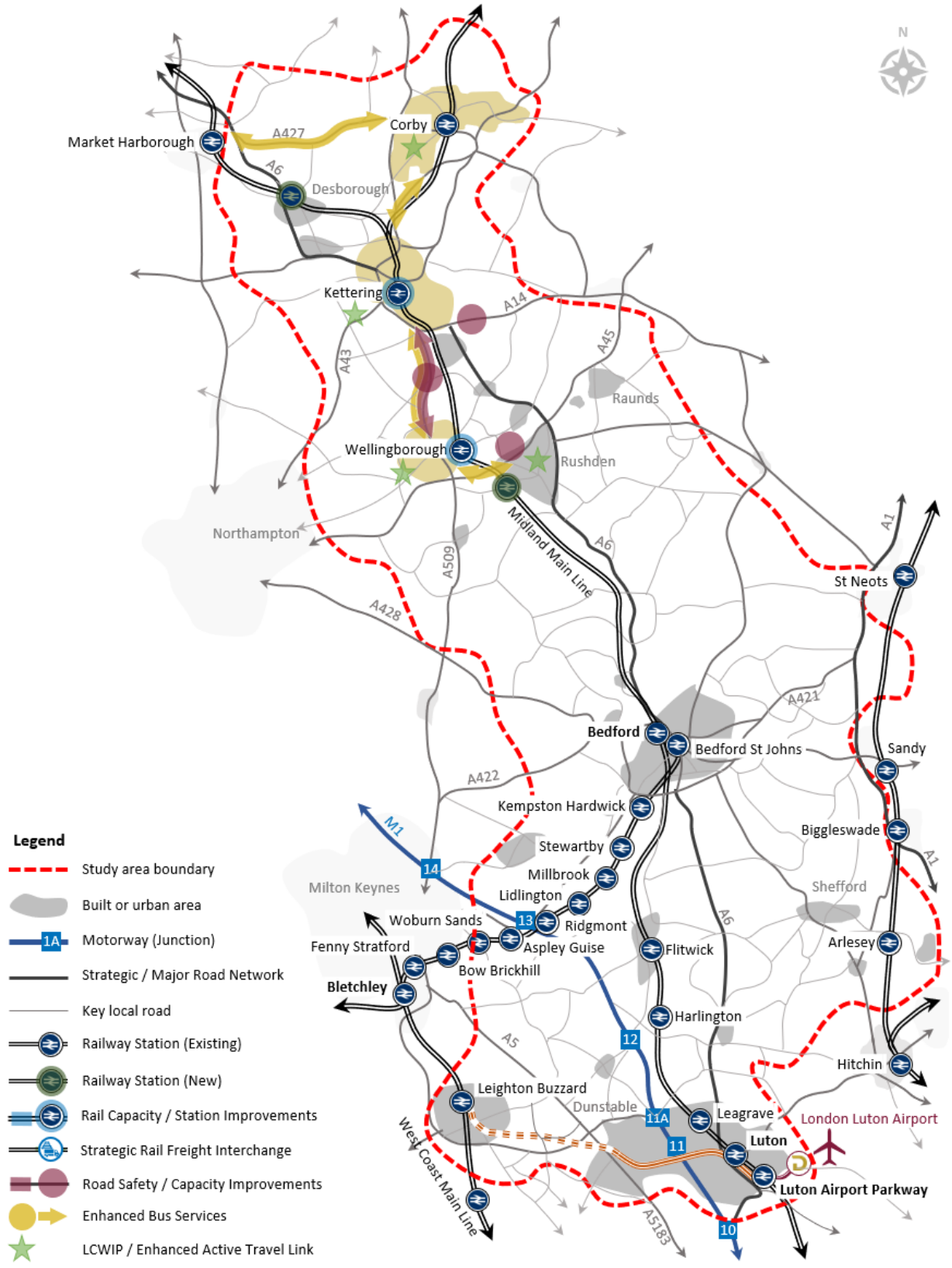
Expected transport and wider societal outcomes

- **Improved inter-urban bus-based connectivity** for residents living in areas with high car dependency to easily travel to nearby town centres by sustainable modes; thus **bringing several polycentric centres closer together in North Northamptonshire such that they can perform as one major economic hub for the region.**
- **Enhanced rail services and improved first and last-mile access to the rail network,** thus making it easier for residents to travel to nearby regional centres including London, **facilitating a shift of longer-distance highway movements to a lower-emitting mode of travel**.
- **Improved accessibility and integration of different services and modes,** enhancing the **user experience of public transport and active modes**, and helping to **reduce car dependency and congestion**, and deliver a safer, more attractive environment to live, work, and visit.

To ensure delivery of interventions aligns with our Transport Strategy vision of net zero carbon by 2050 at the latest, and that this package aligns with other packages presented in this and other connectivity studies, consideration needs to be given to:

- **Ensuring upgrades to key inter-urban bus services are delivered in conjunction with improvements with local services** and local walking and cycling network improvements, such that the end-to-end journeys are a competitive alternative to the car (Package 5).
- **Ensuring proposed new stations and key strategic bus interchanges in these centres are delivered as strategic mobility hubs** with appropriate level of well-managed vehicle parking (cars, bikes, scooters, charging facilities, etc.) for future demand, and ensuring they are well integrated with local active travel networks and public realm (Packages 4 and 5).

Figure 6: Package 1 summary map of recommended interventions in the North Northamptonshire conurbation



Package 2: Greater Bedford and East West Rail

Transport interventions recommended

The focus of this second package is on delivering improvements to strategic east-west connectivity unlocked by the delivery of Phases 2 and 3 of East West Rail; and delivering improved inter- and intra-urban bus and active travel networks which better connect areas within and near Bedford.

This package captures phased improvements to the Marston Vale Line such that it can accommodate forecast passenger freight traffic as East West Rail is delivered and realised in full. It includes **opening new stations to better serve existing and new planned developments** along the route as well as refurbish existing stations. Furthermore, a new station on the Midland Main Line will enable interchange with East West Rail and serve new developments, including the planned Universal Studios Development.

The package acknowledges the **potential for new passenger and freight services to use East West Rail** in the longer term as Phases 2 and 3 are delivered in full. This may include the potential for direct services between Luton and Milton Keynes via the Midland Main Line and East West Rail, subject to the delivery of a new rail chord to enable this new service, as identified as an option for further study in the recently completed England's Economic Heartland Main Line Rail Study (2024). This may also include more freight services as Phase 3 opens a new avenue between Felixstowe and the East of England to the Midlands.

This package also includes a range of interventions to **increase bus and active travel provision** in and around Greater Bedford, including improved cycle parking quality and quantity, improved service frequency and integration between local bus services. Measures will also be supported by highway improvements that tackle local pinch points and serve new and growing developments, whilst ensuring strategic movements are separated from local movements to improve safety and make active travel more accessible and attractive.

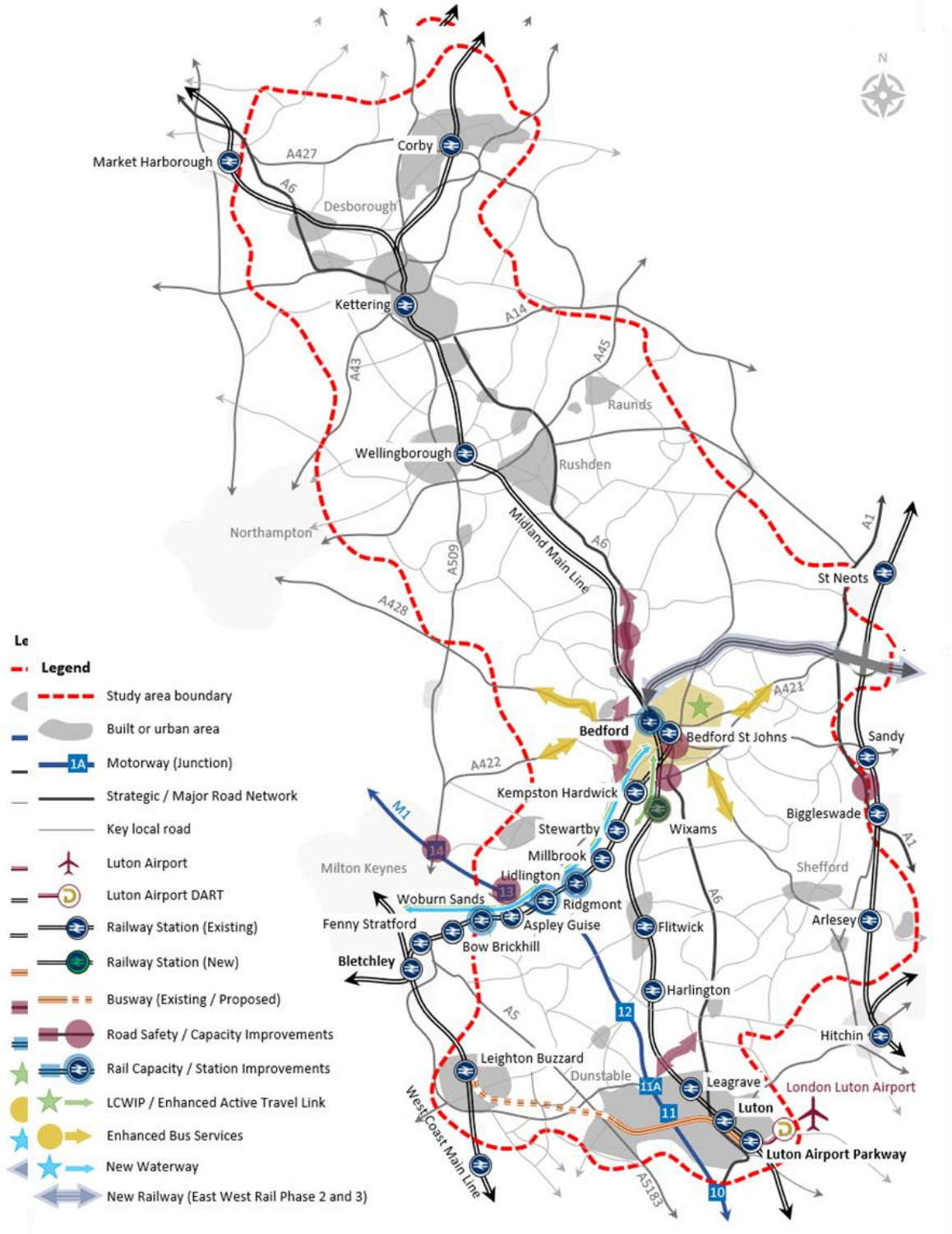
Expected transport and wider societal outcomes

- **Substantially improved strategic east-west connectivity unlocked by the delivery of Phases 2 and 3 of East West Rail** will facilitate faster, more efficient travel across the region. It will mean travelling between Oxford, Bedford, Milton Keynes and Cambridge is as easy as travelling to London or locally, bringing these economic centres closer together, boosting regional productivity, attracting new investment, and enabling talent and resources to move more freely across the area.
- **An upgraded and more accessible public transport and active travel network**, which makes better use of Bedford's existing highway network, will provide reliable, sustainable travel options for residents in areas with high car dependence and better connect them to jobs, key services and leisure opportunities.
- **Improved sustainable travel options will support the delivery of new and growing developments in and around Bedford.** It will help minimise the negative externalities arising from new housing and business development on the local environment, reduce congestion impacts on the local road network, and promote a sustainable thriving community.

To ensure delivery of interventions aligns with our Transport Strategy vision of net zero carbon by 2050 at the latest, and that this package aligns with other packages presented in this and other connectivity studies, consideration needs to be given to:

- **Co-ordinated land use and transport planning** such that there is long term certainty to decision-makers, developers, employers and users, that new development will be accompanied by new transport investment and vice-versa. This will ensure future transport services have the demand to sustain their operation; and future growth can be sustainably accommodated by the transport network.

Figure 7: Package 2 summary map of recommended interventions in Greater Bedford and related to East West Rail



Package 3: Greater Luton and airport connections

Transport interventions recommended

This third package focusses on giving residents, businesses and visitors more choice and reliability of where and how they can travel across the Luton area, with added focus on improving how users and employees can get to and from Luton Airport.

The core of this package is centred around improving **strategic east-west connectivity unlocked by the expansion of bus services and priority measures in Luton** to the west from Dunstable to Leighton Buzzard (and beyond to Milton Keynes); and to the east from London Luton Airport to Hitchin (and beyond to Stevenage).

Supporting interventions to upgrade **the inter-and intra-urban bus and active travel network of Luton** will better connect people and businesses on the outskirts of Luton with the town centre and reduce congestion on the local road network. A range of infrastructure schemes are proposed by Luton to make the most of road-space to accommodate new bus services and more active travel which in turn reduce journey times, improve journey time reliability and improve the overall experience of using public transport and active modes.

Delivering a series of strategic and local mobility hubs, as well as railway station improvements will further support journeys to be made in whole or part by active travel and public transport. These will be complemented by introducing **shared micromobility initiatives** in Luton, such as e-bikes to encourage shorter journeys to be undertaken by non-car modes of transport.

The planned growth ambitions of the airport will be supported by **more frequent, faster rail services to Luton Airport Parkway from London and the East Midlands,** as well as improved and easier ticketing arrangements to ensure people can seamlessly arrive to the airport via the Direct Air-Rail Transit (DART) system. There will also be improvements to the highway network to support more passengers arriving and departing the airport.

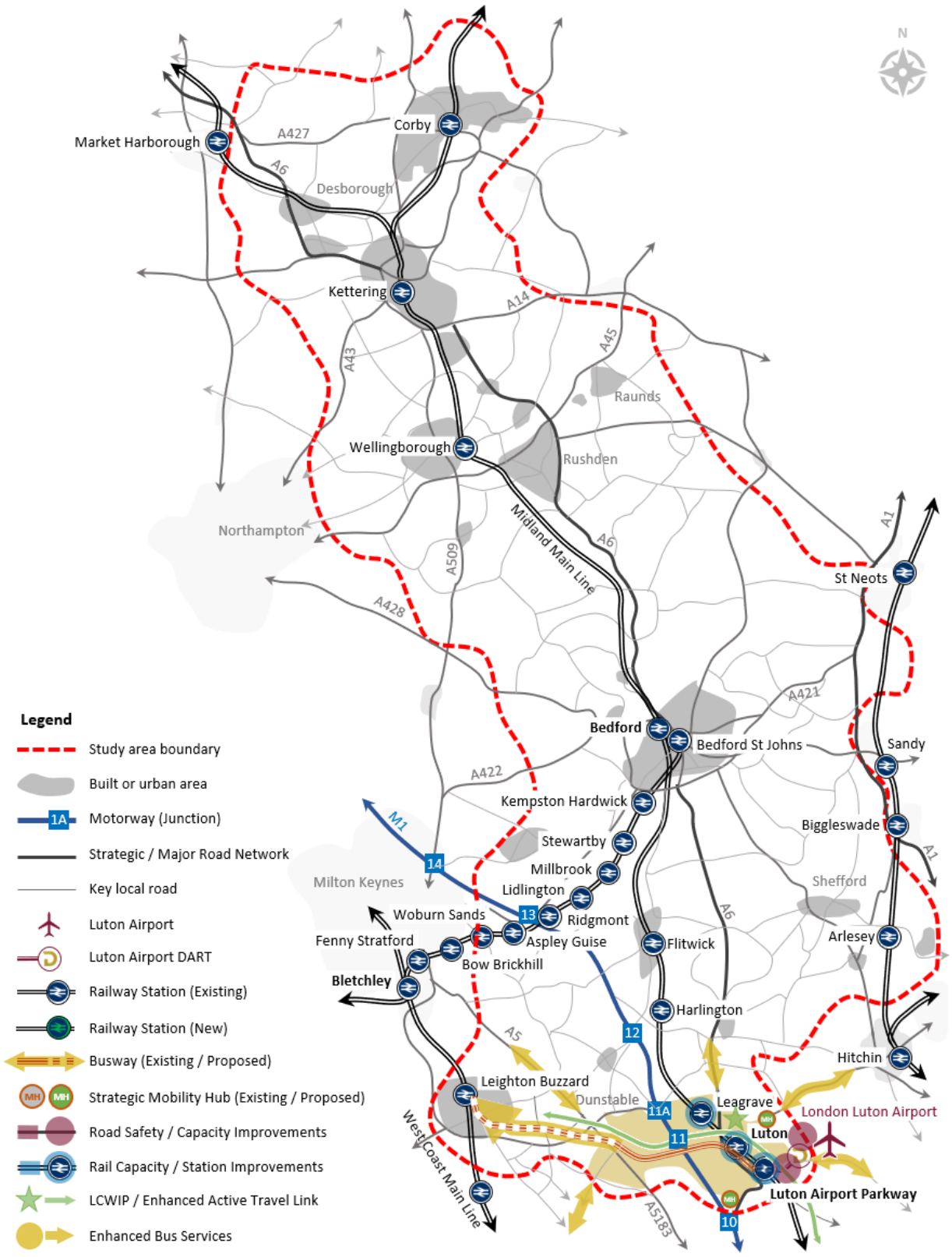
Expected transport and wider societal outcomes

- **Improved strategic east-west connectivity** will reduce travel times and bring several economic centres closer together, boost regional productivity and support the sustainable economic growth of the region.
- **An expanded local bus and active travel network** will provide more choice to users without access to a private vehicle and support the regeneration and growth of Luton town centre and the growing suburbs.
- **A roll-out of strategic mobility hubs** which incorporate electric vehicle charging infrastructure, will enable drivers to switch to more sustainable modes for the first mile and last mile and encourage more efficient use of existing roads.
- **Improved connectivity to the airport** will support the planned expansion of the airport itself and nearby industrial parks, making Luton an attractive place for businesses across a range of industries to co-locate, supporting the sustainable growth of the region.

To ensure delivery of interventions aligns with our Transport Strategy vision of net zero carbon by 2050 at the latest, and that this package aligns with other packages presented in this and other connectivity studies, consideration needs to be given to:

- **How to best align bus and rail services and roll-out integrated ticketing** to help build additional demand for enhanced bus services and strengthen business case and funding applications for expansion (in Package 5); and
- **Co-ordinated land use and transport planning** to ensure new transport supports new development and vice-versa. At the heart of this package will be improvements to Luton railway station, bus station and the nearby public realm, which also form a core of Luton Town's Masterplan and Local Plan. The scale for transport investment is reliant on the scale of anticipated growth.

Figure 8: Package 3 summary map of recommended interventions within Greater Luton and related to Luton Airport



Package 4: Sustainable rural and freight connectivity

Transport interventions recommended

The focus of this fourth package is on better connecting towns and rural areas through providing greater choice of travel, and optimising freight movements to minimise adverse impacts.

The package focusses on providing **alternative sustainable travel options for areas with high car dependency** through delivery of more frequent or on demand **rural bus services**; **ride sharing**, new active travel routes, and **e-mobility** initiatives.

At the core of this package is a roll-out of **inter-urban active travel** interventions which **utilise existing rights of way** where appropriate, such as former rail alignments to encourage mode shift. For example, this includes a new active travel route between Bedford and Olney.

This will be supported by a roll-out of **e-mobility initiatives**, including e-bikes and scooters to enable users to easily travel longer distances and make active travel more attractive and inclusive for all.

Furthermore, **strategic freight initiatives**, including a new **rail freight interchange**, strategic freight hubs on the major road network and **freight consolidation centres** will enable more efficient last-mile delivery. Key to this is a new **rail freight interchange** at Sundon on the Midland Main Line close to M1 Junction 11a, which reduce long-distance road freight movements across the region, reducing emissions and making more efficient use of existing highway network capacity.

Lastly, this package promotes initiatives to improve **digital connectivity,** such as the creation of rural digital innovation hubs and roll-out of fast broadband to all homes in the area, to reduce the need to travel.

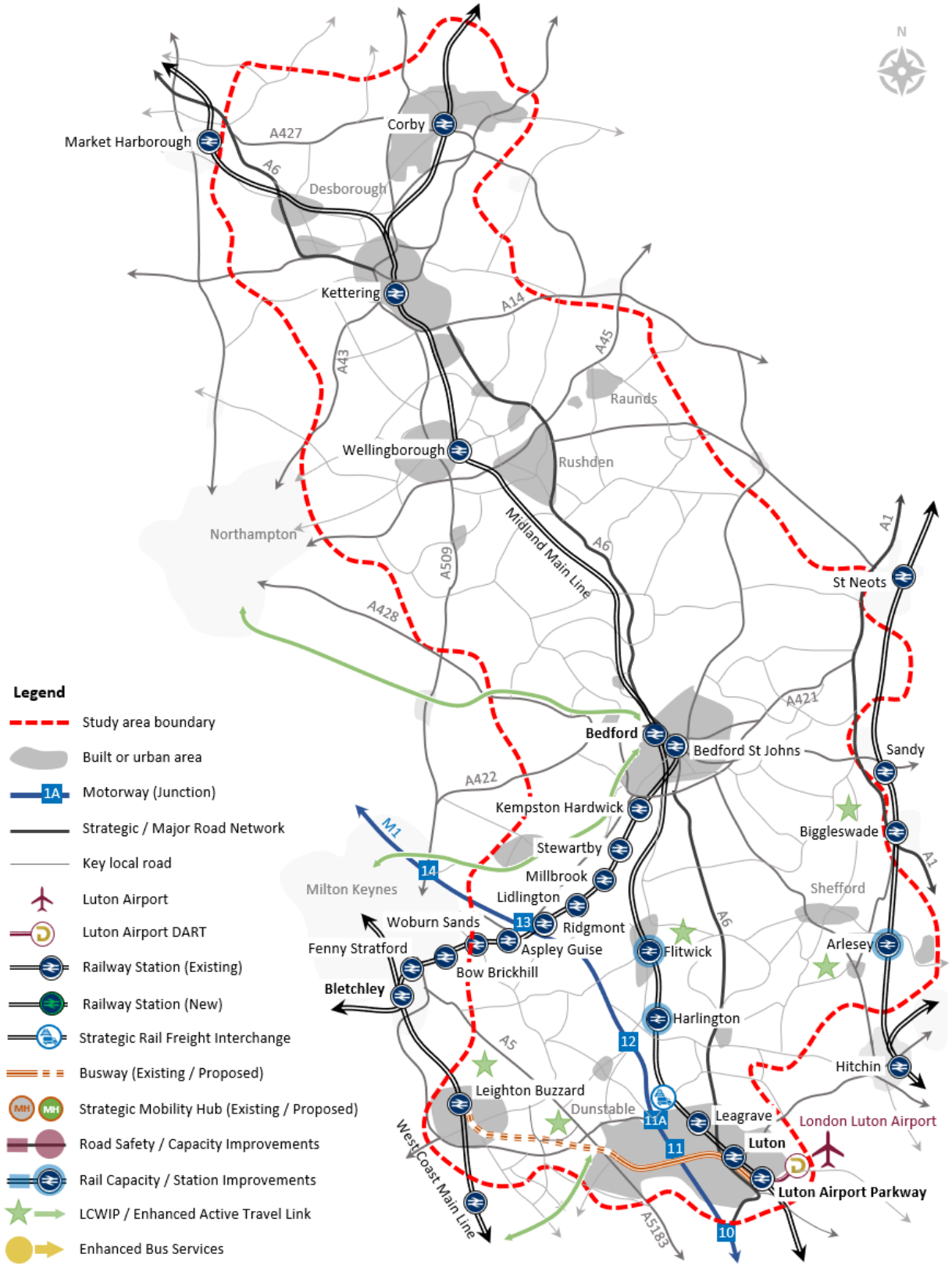
Expected transport and wider societal outcomes

- **Expansion of Demand Responsive Transport Schemes** and new **ride sharing** initiatives will connect rural communities which cannot sustain a fixed route bus service. They will provide more options for users of bus and rail services to make multi-modal journeys without needing to drive, in turn reducing congestion and supporting a transition to lower-emission vehicles.
- **Delivery of a comprehensive, safe and segregated inter-urban active travel network** will support mode shift away from private vehicles and enable residents to have healthier lifestyles.
- **Optimising and consolidating freight movements** through greater use of rail freight and delivering more sustainable first and last mile freight initiatives, will **reduce the number of freight vehicles on roads across the region**, reducing emissions and congestion caused by freight activity, such that it **supports growth** and **minimises adverse impacts** on the local environment.
- **Enhancing rural digital connectivity** will enable residents with access to opportunities virtually, and attract new businesses, and reduce the need to travel reducing peak road congestion.

To ensure delivery of interventions aligns with our Transport Strategy vision of net zero carbon by 2050 at the latest, and that this package aligns with other packages presented in this and other connectivity studies, consideration needs to be given to:

- **Having a consistent approach to delivering strategic, local and rural mobility hubs** such that users can be re-assured amenities such as cycle parking and electric vehicle charging are provided.
- **Safeguarding key freight locations** and working with the freight and logistics sector in **developing end-to-end delivery strategies** which optimise freight and minimise externalities.

Figure 9: Package 4 summary map of recommended sustainable rural and freight interventions across the study area



Package 5: A more integrated North-South transport network

Transport interventions recommended

This final package brings together elements of the first four packages and aims to encourage multi-modal journeys that sustainably meet individual travel, needs through delivering seamless end-to-end journeys for users across all modes, whilst minimising adverse impacts on the environment.

With a particular focus on **enabling multi-modal north-south journeys** along the study area using the **Midland Main Line and A6**, this package recommends a series of schemes and policy measures which aim to **better integrate modes and reduce the overall cost of travel for users.**

Specific policies and initiatives to achieve this include **furthering Enhanced Partnerships or franchise arrangements** between local transport authorities and bus operators. These would set out, in part, how parties will work together to deliver inter-urban and local bus interventions outlined in Packages 1 to 4, as well as local transport authority Bus Service Improvement Plan outcomes, such that services stimulate ridership growth, are operationally sustainable, and provide value for money.

Further initiatives to **improve the user experience** include improved **integration of bus and rail timetables**, improved connections between bus routes and stations, and **integrated ticketing** between modes. Accompanying this include **digital** and **wayfinding** initiatives which improve information sharing on routes and journey options, particularly during disruption.

Furthermore, this package aims to **accelerate the rate of decarbonisation of the transport network** by expanding the electric vehicle charge point network for cars, light goods vehicles, buses and service vehicles, as well as considering hydrogen and alternative fuels for freight vehicles. Leveraging private sector support in delivery, these initiatives align with freight and mobility hub interventions outlined in Package 4.

Expected transport and wider societal outcomes

- **Delivery of a comprehensive, seamless multi-modal transport network** which will ensure costs, journey times, and quality of service are competitive and support mode shift from driving private vehicles. All users, regardless of if they make strategic longer-distance or local journeys across urban and rural areas will benefit from improved transport provision. This will **reduce emissions, alleviate congestion, reduce air and noise pollution, support growth and new development, and enable residents to have healthier lifestyles.**
- **An accelerated adoption of electric vehicles and roll-out of electric vehicle charging infrastructure**, and research into alternative fuels for public and private passenger, freight and service vehicles will further support the Transport Strategy vision of **achieving net zero carbon.**
- **Enhanced partnerships** developed through cross working and better knowledge sharing between local government, private sector, and relevant transport bodies, will **optimise public transport and freight movements**. Passing on operational efficiencies to users through lower fares and a better, reliable service will ensure **our transport networks are inclusive, accessible, reliable and affordable** such that everyone can travel where they need to go, when they need to go and how they wish to go.
- **Fostering a more co-ordinated transport and land-use plan** will give greater long-term certainty to developers, transport providers and users of where and how new development and new transport will be provided. It will ensure future residents, employees and visitors will be provided with a higher frequency, better quality, and more reliable service, which is seamlessly integrated within the public realm and makes existing and new developments across the area more vibrant places to live, work and visit.

Note: There is no map for package 5 given these enabling interventions are not geographic and apply across the area.

Impact assessment

England's Economic Heartland commissioned Steer to develop a model to test the impact of the packages developed within the connectivity studies on transport and socioeconomic outcomes up to the year 2049. This model, known as the England's Economic Heartland Economy and Land Use Model and updated in 2023, is a transport and land use model that simulates the interaction of transport, people, employers, and land use over periods of time.

To model each package, adjustments were primarily made to the generalised journey times within and between each zone by mode to reflect the anticipated impact users will get from the proposed interventions identified. The packages were modelled and presented in comparison to a 'business as usual' scenario based on the National Trip End Model which also projects employment and population growth to 2049.

Investment and expenditure

The construction and maintenance cost estimates have also been prepared to a level of detail commensurate with the maturity of the design of the interventions and the current level of detail available on the proposals. Items have been priced using either published costs, estimated based on similar known schemes or built up based upon industry standard rates. All estimates have a base year of 2022.

To reflect the lack of maturity of the design, risk allowances have been applied to the higher range costs at levels commensurate with estimates for schemes at Strategic Outline Case level of development, informed by the Department for Transport's Transport Analysis Guidance as detailed in the table below. Operations cost estimates have been presented as low, medium and high range of costs. This reflects a level of uncertainty in cost estimating accuracy, due to the lack of maturity of the design and available detail for many schemes. The low costs are based on estimated delivery costs in 2022, medium applies a +10/+15% increase and high accounts for additional risk and optimism bias.

Connectivity plan benefits

Table 3 summarises the key modelled impacts of each package and overall, for all 91 interventions included in the recommended connectivity plan compared to the 'business as usual' scenario for 2049. It also includes the medium estimate of investment in construction and maintained, as well as an indication of relative operational investment requirements. Though a Benefit Cost Ratio and Value for Money assessment is not appropriate at this stage in the business case development process, **overall economic or monetisable benefits are expected**. These are presented in terms of Gross Value Added (GVA – a measure of economic productivity /or output) per year and CO_2e emissions reduction against the investment required for each package.

Demand management

Demand management measures, such as behaviour change initiatives and price signals to make the more efficient use of limited road space and increase the relative appeal of more sustainable modes, were not included in the recommended connectivity plan beyond schemes already being considered by local authorities in the region.

Through the development of this study, the impact of further demand management interventions was considered. This highlighted the benefits that demand management could bring to encouraging additional mode shift to public transport, walking, wheeling, and cycling, provided it was at the right scale. It can also assist in further reducing carbon emissions and improving quality of life, the public realm, and air quality. While not considered in this assessment, funding generated by interventions such as the Workplace Parking Levies can also be utilised to fund other transport improvements, particularly where funding sources are constrained.

Demand management solutions should be considered either nationally, within the geography of individual local authority areas, or both. A region-wide demand management solution is not currently as aspiration of the England's Economic Heartland Strategic Leadership Board.

Table 3: Modelled impacts and estimated investment levels

	Change in Daily Return Trips (Journeys to/from and within study area in comparison to 'Business as Usual' 2049)				Change in Socioeconomic Indicators (In comparison to 'Business as Usual' 2049)		Investment and Expenditure (Mid Cost - £ million 2022 prices)		
	Private vehicles*	Rail	Bus	Active	GVA (£ million per annum)	Carbon ($KTCO_2e$ per annum)	Construction	Maintenance and renewal	Operations
'Business as Usual' 2049	*2,540,000*	*70,000*	*190,000*	*620,000*	*50,000*	*340,000*			
Package 1: North Northamptonshire conurbation	-9,800	1,100	2,400	6,300	9	-300	640	40	Medium
Package 2: Greater Bedford and East West Rail	-5,600	2,500	400	3,000	8	-900	8,420[2]	280	High
Package 3: Greater Luton and airport connections	-8,000	0	3,500	4,200	11	-1,400	430	30	Medium
Package 4: Sustainable rural and freight connectivity	-2,800	400	0	2,900	1	-900	910	50	Medium
Package 5: A more integrated North-South transport network	-5,600	2,100	1,000	3,000	9	-900	490	40	Low
Combined Impact	**-31,800**	**6,100**	**7,300**	**19,400**	**38**	**-4,400**	**£10,890**	**£440**	
% Change vs. 'Business as Usual' 2049	-1%	9%	4%	3%					

[2] It should be noted that a significant element of this cost, approximately £5-6 billion relates to East West Rail. Although separate stations have been identified as separate schemes, the costing for East West Rail encompasses this.

Next Steps

[Image caption] ([SOURCE])

Next steps

All of the interventions recommended in this study will be included as new entries into EEH's dynamic Investment Prioritisation Framework or used to update existing entries such as those from previous studies. Appendix A includes some of the key 'intervention information' that will be transferred across to the Framework tool for ongoing consideration by England's Economic Heartland and its partners. Further details will also be drawn from the Evidence Base and Full Technical Reports that form part of this study.

Using the Framework, England's Economic Heartland will work with partners to update and utilise the investment prioritisation framework. These groups include:

- The **Transport Officer Group** which is composed of Head of Service or Senior Officer level representation from partner authorities and provides technical oversight of England's Economic Heartland's general governance.
- The **Strategic Transport Leadership Board** composed of local authority leaders (or their nominated cabinet member substitute) and senior supporting officers which provides decision making on key England's Economic Heartland actions and/or final outputs including the approval and publishing of reports, strategies and studies.
- Members of the **Steering and Stakeholder Groups** established as part of this and other connectivity studies where they are not part of the above.

Local authorities will be able to draw from this study and the Investment Prioritisation Framework to build their own investment pipelines and strategies to highlight those interventions that are supported and provide strategic benefits, not only at the local authority area, but across the Heartland region.

Funding and financing

It is recognised that funding is challenging nationally. This includes for large capital schemes, but also revenue funding for interventions and programmes for behaviour change and service operating subsidies, as well as early-stage scheme and business case development.

A range of funding models will need to be analysed and considered and there are several funding sources able to support infrastructure investment in the England's Economic Heartland region which may vary in the likely amount of funding they will generate, and the challenges associated with their implementation. Additionally, new funding sources may emerge in response to environmental, economic, and social changes over the life of England's Economic Heartland's Transport Strategy.

Potential funding sources are not limited to but may include:

- **Central Government funding**.
- **National Roads Fund**: e.g. Roads Investment Strategy, Major Road Network.
- **Third party contributions**: e.g. from major private sector investors, land/asset owners, and developer contributions (including Section 106 agreements and Community Infrastructure Levy).
- **Local rates/levies**: e.g. Business Rate Supplement, Council Tax, parking charges, and Integrated Transport Block funding.

While possible funding sources are also noted, specific options for funding are only included in the Framework as an intervention and its details are further progressed in the business case development and approvals processes.

Delivery plan

The current assumptions, in order to identify indicative durations for the different types of interventions, comprising the different packages, are presented below.

Planning timescales have been considered as well as the scale and complexity of the scheme, its current stage (e.g. pre-Strategic Outline Case, Strategic Outline Case, Outline Business Case etc.) and what powers and consents are required, along with major considerations such as securing funding and land assemblage.

The total implementation time assumptions for each of these range from 0 to 2 years for an active travel service improvement to 15 to 20 years for a new offline rail infrastructure scheme.

The assumed scheme promoters and the corresponding funding source were as follows, but noting that there is an important role for the private sector, partnerships, and innovative funding and financing tools:

- Rail network – Network Rail / Great British Railways and Train Operating Companies (TOCs).
- Mass rapid transit – local transport authorities.
- Active travel – local transport authorities (for local cycle networks) and Sustrans (for the National Cycle Network).
- Strategic Road Network – National Highways.
- Major Road Network – local transport authorities.

The full list of interventions in Appendix A provides an overview of what could be delivered based on the indicative timeframes for each intervention:

- **Short term** schemes were judged to have a construction start date between 2025 and 2032 with benefits beginning to be accrued within this timescale.
- **Medium term** schemes were judged to have a construction start date between 2033 and 2040.
- **Long term** schemes were judged to have a construction start date 2041 onwards.

Consideration of risks

England's Economic Heartland will seek to assist in the apportion or sharing of the different responsibilities and risks between parties, with both being allocated to the party best placed to manage them based on the needs of each project. The delivery of any intervention(s) included in the Investment Prioritisation Framework and each element of them should be set out in a way that:

- Allocates risk appropriately across contracts.
- Incentivises the intended outcomes in terms of performance, efficiency, and innovation.
- Facilitates the delivery of the project to time and budget.
- Secures the targeted economic, social, and environmental benefits of the project as discussed with stakeholders and agreed with decision makers.

Role for England's Economic Heartland based on each intervention

As England's Economic Heartland does not have statutory powers to deliver schemes directly, it's role in helping to prioritise, advocate for and or help to coordinate stakeholders to deliver will vary with each of the interventions recommended.

This will also be shaped by a range of other factors, such as availability of resources within local authorities and infrastructure owners, Requirements set by Government in providing funding, and the need or not for cross-boundary coordination.

Local strategy alignment

Connectivity Studies provide a strategic narrative and evidence for local authorities in the development of their work. For example, the Department for Transport is expected to release new guidance on the development of Local Transport Plans which consider the future shape of local transport. The outputs of this study can inform the strategic narrative and development of any new or updated plans, with the studies highlighting interventions that are regionally supported and provide strategic benefits, not only at the local authority area, but across the region.

Appendix A:
Full List of Interventions

[Image caption] ([SOURCE])

Appendix A: Full List of Interventions

Below is a full list of recommended interventions from this connectivity plan for the Luton – Bedford – Corby study area with the package allocation, as well as an indicative timeframe for delivery. Interventions are listed in alphabetical order based on Intervention Name.

Based on stakeholder input from the Infrastructure Scenario development, intervention phasing was considered based on three key time periods:

- **Short term** schemes were judged to have a construction start date between 2025 and 2032 with benefits beginning to be accrued within this timescale.
- **Medium term** schemes were judged to have a construction start date between 2033 and 2040.
- **Long term** schemes were judged to have a construction start date from 2041 onwards.

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000080A	**A1: Sandy Biggleswade**	Location: Sandy, Biggleswade. Identified via the OxCam Roads Connectivity Study. Central Bedfordshire Council are supportive of improvements to the A1 that enable planned growth, improve road safety and improve air quality along the section of the A1 within Central Bedfordshire. NH are currently undertaking a study looking at what improvements could be made to the A1 Sandy to Biggleswade, to manage existing capacity issues, but also plan for future growth, such as anticipated growth around Tempsford driven by East West Rail. It is recommended that issues like severance are integrated into future scheme development. Issues relating to A1 cause regular correspondence at all levels, and high levels of stakeholder interest (including MPs).	**2**	Medium term
CS6000001A	**A14 New Junction 10a**	New junction on A14 between Barton Seagrave and Cranford to provide access to planned Hanwood Park (Kettering East) development of 5,500-homes. It should be noted that Department for Transport Circular 01/2022 makes the presumption against new connections to the Strategic Road Network unless there is a "national" economic case (and is included in the local plan). This location has featured in the Department for Transport Road Investment Strategy 2.	**1**	Long term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000009A	**A505 Vauxhall Way Improvements**	The Vauxhall Way corridor is one of Luton's most important arterial roads and an essential part of Luton's strategic highway network and the Government's major road network. With major developments proposed in the east of Luton area, coupled with future growth, the road will face overcapacity in the future, resulting in increased traffic, longer queue lengths and slower journey times to London Luton Airport. To address this, Luton Borough Council, with partners, is exploring the optimal highway solution to meet future demand sustainably, increasing opportunities for active travel and public transport. The council, working with consultants and the Department for Transport is developing designs that will future proof the link against future demand. These schemes include options for widening the road and enhancing capacity along the junctions that serve it. The scheme will deliver a connectivity solution that considers the needs of all transport users. Realisation of highway improvements along Vauxhall Way will transform local and regional connectivity. Luton Council awaits a positive decision from the Department for Transport to grant programme entry (approval to outline business case stage). Following this agreement, the council will work with consultants and partners over the next year to refine the options include in the business case and agree the preferred scheme.	**3**	Long term
EEH000099A	**A509 Isham Bypass and Village Traffic Calming**	The A509 Isham Bypass has been proposed to enhance the capacity and operation of the A509 between Kettering and Wellingborough providing improved links to the A14. This is part of the Major Road Network. The scheme is essential to supporting the significant growth planned in Wellingborough and Kettering and is linked to a third-party development. The scheme is also essential for the delivery of jobs in the area. The scheme is a dual carriageway which will bypass the existing A509 through the village of Isham. It will commence at the A14 Pytchley roundabout and run in a southerly direction, to the west of the village of Isham and rejoin the A509 Kettering Road between Hill Top and Great Harrowden. Isham village includes Isham Conservation Area and the Grade II* listed St Peter's Church together with other heritage assets. Priorities for new infrastructure should be strategically tied into allocations for new employment/logistics sites, and careful advance consideration of heritage impacts to heritage assets and their settings should be carried out.	**1**	Medium term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000010A	**A6 Highway improvements for Luton, Barton-le-Clay, Clophill to Bedford**	Highways capacity improvements identified through studies/further investigation to tackle the issue of existing congestion on the A6 from Luton to Bedford through Central Bedfordshire. It is noted that recent changes have been made to the Clophill roundabout and a separate intervention covers 'Local Road Improvements in Bedford to include the A6 south of Bedford (Package 2)". It is not intended that these works are to promote future development.	**5**	Long term
EEH000507A	**A6 Milton Ernest Bypass and Village Traffic Calming**	Proposal forms part of review of infrastructure feasibility to include improvements to reduce traffic impact in local settlements and provide improved access to locally significant locations. It is noted that there are a cluster of listed buildings in Milton Ernest and several scheduled monuments around village.	**2**	Long term
EEH000083A	**A6/A421 Road Improvements**	Identified via the OxCam Roads Connectivity Study with options primarily to resolve issues on local roads connecting to the A421 (Strategic Road Network), enabling provision of cycleway route between Wixams and Bedford which is a priority for Bedford Borough Council, and accommodating surface access impacts of Wixams Railway Station. It is noted that there are clusters of listed buildings in Duck End and Wilstead. Junction and slip road capacity to be assessed as part of scheme development including access to Wixam station. It should be noted that the potential for a Bedford-Wixams active travel link on the A6 into and through Central Bedfordshire (EEH000522A) would create a Bedford-Luton route that would support active travel.	**2**	Medium term
CS6000013A	**Bedford - Milton Keynes Waterway Active Travel Route**	Proposed active travel route associated with the intended waterway will facilitate sustainable access to/from developments in locations including Marston Vale and around Junction 13 through to Milton Keynes. Delivered in advance of the waterway itself to help to further secure the route for eventual delivery of the new canal. This would give a more sustainable alternative travel route to the A421/M1 between Milton Keynes, local settlements, and employment site allocations around Junction 13, particularly with the use of e-bikes to mitigate distances.	**2**	Short term
CS6000014A	**Bedfordshire – Milton Keynes Waterway**	A new waterway to link the river Great Ouse at Bedford and the Grand Union Canal at Milton Keynes: https://bmkwaterway.maps.arcgis.com/apps/Cascade/index.html?appid=be7c728b10b14a9fa9a78a668b284634	**2**	Long term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000040A	**Bedford Railway Station Improvements including new platform(s)**	Improved access to existing and additional rail services for existing Bedford Railway Station on Midland Main Line with schemes including transport hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and electric vehicle charging provision for any parking. Network Rail have also recommended the construction of a fast line platform to allow for more long-distance services to stop at the station on journeys between London and the north of England. Improved interchanged facilities at Bedford Railway Station. The regeneration of the station and the area surrounding it are a vital part of the masterplan for the wider development of the area. The station also has the potential to act as a major interchange hub between East West Rail and the Midland Main Line, but also as a gateway to the town, supporting the growth and economy of the town centre. However, further work is being undertaken on how East West Rail infrastructure and services will integrate with the station.	**2**	Medium term
CS6000020A	**Bedford To Olney Active Travel Corridor**	New active travel route along the Bedford to Olney line (disused rail line). This should include new surface treatment to make it easier for people to cycle between the two settlements. At locations where the corridor crosses existing roads, new crossing facilities designed in accordance with LTN 1/20 crossing facilities should be provided. The new active travel route should connect the disused rail corridor with the A4280 that provides onward access into the centre of Bedford by cycle.	**4**	Medium term
CS6000021A	**Bedford Western Bypass Improvements**	Dualling of the existing Bedford Western Bypass which is currently made up of three separate sections of single carriageway. Options are currently being tested ahead of submission of pre SOBC to the Department for Transport. Biddenham Conservation Area and various listed buildings nearby should be noted.	**2**	Medium term
CS6000199A	**Bedford's Bus Strategy - Delivery of Bus Service Improvement Plan**	Delivery of Bedford's Bus Service Improvement Plan which includes measures associated with promotion and publicity, operational benefits, network development, fares and ticketing and standards.	**2**	Short term
CS6000022A	**Bus Service Improvements between Corby and Market Harborough**	Bus service improvements between Corby and Market Harborough based on an identified need.	**1**	Short term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000511A	**Butterfield Travel Hub / Strategic Mobility Hub at Butterfield Business Park**	Luton Borough Council (LBC) propose to implement a new Park and Ride facility at the Butterfield Business Park site to the north-east of the town, to seek to intercept and reduce vehicular traffic travelling along the adjacent Hitchin Road corridor, destined for locations in the town centre. This key corridor into Luton town centre serves the towns of Hitchin, Letchworth, Stevenage and Cambridge as well as many smaller settlements in Hertfordshire and Bedfordshire. Currently, this corridor experiences significant periods of congestion at peak times, resulting in poor journey times, air pollution and economic inefficiency. A park and ride site is proposed by the council in order to manage these issues by encouraging modal shift of drivers from cars into dedicated park and ride buses. Planning consent for the Butterfield Park and Ride side was given in March 2024 with site clearance due to take place by the end of November 2024 with site hand over in 2025. Construction of the parking surface is likely to take up to six months with other ancillary works to enable the site operation due to be completed in 2025. Funding for the project is coming from the Bus Service Improvement Plan funding that awarded Luton £19.1m in 2022. A demand responsive transit backed bus service will transport users to the town centre, airport and station.	**3**	Long term
CS6000299A	**Central Bedfordshire Delivery of Bus Service Improvement Plan**	Delivery of Central Bedfordshire's Bus Service Improvement Plan which includes measures associated with improving Standards, fares, ticketing and network, town centre, congestion, parking and planning and marketing and infrastructure.	**2**	Short term
CS6000024A	**Community Transport Optimisation**	Focus on ways to maximise the efficiency of these community transport operators as 'family' of services, avoiding duplication of journeys and maximising connectivity to bus/mobility hubs and rail stations. It also explores the role of community transport operations and fleet in serving new development ahead of conventional services to capture customers at the outset. The workstream examines the role of community transport in enabling access to key services by younger people, and also provides accessibility for new developments catering for elderly users and others with access needs.	**5**	Medium term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000025A	**Corby Station Link Road (Oakley Road)**	Plan to improve the public realm and provide an attractive and safe pedestrian/cycle connections between the town centre, Tresham College and the train station along the southern route of Oakley Road. It will connect the station directly with the Chisholm House (serving new sixth form college) and the multi-use building projects and make a significant contribution to the active healthy travel agenda and help to reduce congestion and emissions across Corby. Look for opportunities to enhance access to heritage assets including Corby Old Village Conservation Area to the west and heritage assets within, especially those which are designated, without harming their significance (including their setting)	**1**	Short term
CS6000027A	**Corby Urban Bus Improvements**	Improvements to frequency, journey times and network coverage for urban bus services in Corby.	**1**	Short term
EEH000598A	**Creation and Updating of Enhanced Partnerships or Franchising Arrangements**	Local transport authorities to build on enhanced partnerships or franchising arrangements. An enhanced partnership is a statutory partnership between one or more local transport authority and their local bus operators that sets out how they will work together to deliver Bus Service Improvement Plan outcomes in the defined geographical area. This intervention also covers the potential for local transport authorities to explore franchising arrangements.	**5**	Short term
CS6000029A	**Developing Local Logistic Partnerships to help better manage road and rail freight**	Setting up partnership arrangements working with small and medium sized, as well as large logistics operators to work together in the areas of freight travel planning, carbon reduction, 'last mile' delivery and collaborating on ways to reduce freight carbon miles strategically and locally. Also, to provide a mechanism to address local issues on routing, delivery patterns and 'neighbour' impact of freight transport. England's Economic Heartland is setting up a Freight Officer Group, which will help bring together partners and industry to better co-ordinate freight movements. Work in partnership with National Highways and Network Rail. It is noted that National Highways are undertaking a Heavy Goods Vehicle parking study.	**5**	Medium term
CS6000030A	**Digital Frameworks for Improving Coordination and Delivery of Freight**	This intervention is the creation of digital frameworks for how and where freight is moved. In is anticipated that these would be developed through cross working between local government and the freight haulage sector. England's Economic Heartland is setting up a Freight Officer Group, which will help bring together partners and industry to better co-ordinate freight movements.	**5**	Medium term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000031A	**Ditchford Lane to Rushden Lakes Link Road**	Link road connecting Ditchford Lane to western side of the Rushden Lakes retail development. Infrastructure required to service this additional development should be delivered by way of Section 106 developer contributions, independently of the nearby Rushden East Sustainable Urban Extension. To improve access to Rushden Lakes, ease congestion on surrounding road network and provide connections to further development west of Rushden Lakes west, such as the "Rushden Living" commercial development (approved 2020).	**1**	Medium term
EEH000013A	**East West Rail Digital Infrastructure**	Expansion of digital infrastructure along East West Rail Phase 2 and 3, building on the existing England's Connected Heartland East West Rail 5G project between Bicester and Bletchley that seeks to demonstrate how enhanced digital connectivity for track operations and passengers can be met with a pilot 5G network. This will also provide trackside communities and businesses with improved digital connectivity as part of work by Oxfordshire, Buckinghamshire, Central Bedfordshire, Peterborough and Cambridgeshire councils to develop an '5G Innovation Region'. Physical infrastructure should consider impact on below ground archaeology and impact on heritage assets and their settings. Careful placement of infrastructure is needed to avoid harm to heritage assets and their settings.	**2**	Long term
EEH000696A	**East West Rail Phase 2 - Bletchley to Bedford**	Refurbishment of existing Marston Vale Line between Bletchley to Bedford, including major upgrades to Bedford and Bedford St Johns Railway Stations in coordination with the local council will allow for East West Main Line rail services between Oxford and Bedford. If the Bletchley (Northeast) chord is developed, services will also be able to run between Milton Keynes/Northampton and Bedford, with future extensions also possible to Cambridge through East West Rail Phase 3. May also include provision of freight passing loops. Access arrangements will require consideration where close to the Strategic Road Network e.g. Ridgmont and Kempston Hardwick.	**2**	Long term
EEH000116A	**East West Rail Phase 3 - Bedford to Cambridge**	New rail route between Bedford and Cambridge, extending East West Main Line rail services to between Oxford to Cambridge. While subject to further consultation, current proposed route will see development of a new intermediate two platform station at Cambourne as well as an interchange station at Tempsford to connect with East Coast Main Line services. May also include provision of freight passing loops. Access arrangements will require consideration where close to the Strategic Road Network e.g. Cambourne and Tempsford.	**2**	Long term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000036A	**East West Rail: Electrification (Phase 2 and Phase 3)**	Electrification of planned rail links to reduce or remove use of diesel rolling stock for passenger and freight services using the East West Main Line, improve air quality for nearby communities, and reduce carbon equivalent emissions. Heritage impact to also consider overhead gantry etc.	**2**	Long term
CS6000039A	**Electric Charging Upgrades at Mobility Hubs**	New electrical vehicle charging hubs / superhubs at existing park and rides sites / mobility hubs.	**5**	Medium term
EEH000227A	**Electric vehicle charge points/hydrogen fuelling stations for zero emission buses**	Increased provision of electric charge points/hydrogen fuelling stations throughout the region to support the rollout of zero emission buses. This will include new bus depot infrastructure.	**5**	Medium term
CS6000048A	**Enhanced First Mile / Last Mile Sustainable Freight Delivery**	This intervention is the creation of freight consolidation centres on the outskirts of towns / cities with first mile / last mile sustainable freight delivery. England's Economic Heartland is setting up a Freight Officer Group, which will help bring together partners and industry to better co-ordinate freight movements. Consideration of localised congestion/access requirements when the facility is adjacent to the Strategic Road Network required.	**4**	Medium term
CS6000042A	**Expansion of Demand Responsive Transport Schemes (incl. maintaining funding for existing schemes)**	Expand service area for DRT schemes in rural areas, including expansion of services in the North Northamptonshire area.	**4**	Short term
CS6000043A	**Expansion of Rural Car Clubs**	Creation of car clubs in rural areas. This will reduce the need for ownership of a private car / multiple private cars.	**4**	Short term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000044A	**Expansion of Rural Ride Sharing**	Creation or supporting the expansion of a digital platform(s) to make it easier for people living in rural areas to share journeys by private car.	**4**	Short term
CS6000045A	**Expansion of the Electric Vehicle Charge Point Network**	Electricity and other infrastructure upgrades to deliver significant increase in the electric charging capacity (rapid charging hubs, for example) available to all vehicle types using the strategic and major road networks through the region, with a particular focus on supporting increased uptake of electric Heavy Goods Vehicles, greater sharing of best practice and electric vehicle locations (via zap-map.com) to reduce emissions and air pollution from freight. Historic England has noted that for some specific interventions to achieve this a high-level assessment may be needed as part of later project stages to understand potential heritage impacts.	**5**	Medium term
CS6000046A	**Expansion of the Hydrogen Vehicle Charge Point Network**	Fuel supply, storage and other infrastructure upgrades to deliver significant increase in the hydrogen charging capacity available to all vehicle types using the strategic and major road networks through the region, with a particular focus on supporting increased uptake of electric Heavy Goods Vehicles to reduce emissions and air pollution from freight. Historic England has noted that for some specific interventions to achieve this a high-level assessment may be needed as part of later project stages to understand potential heritage impacts.	**5**	Medium term
EEH000189A	**Extension of bus operating hours**	Extension of bus operating hours along key bus corridors in Luton, Bedford and Corby to make travel by bus a more attractive option for journeys to/from work.	**5**	Short term
EEH000241A	**Freight hubs on Strategic Road Network**	Provision of freight hubs along the Strategic Road Network across the England's Economic Heartland region. This could help to consolidate more freight into fewer Heavy Goods Vehicle trips on Strategic Road Network, which would make more efficient use of Strategic Road Network and road space, with implications for key strategic freight routes, and environmental benefits. Also has potential positive impact on air quality, noise, etc., and could be effective on key strategic freight routes (A14, M1, etc). Consideration of localised congestion/access requirements when the facility is adjacent to the Strategic Road Network required.	**4**	Medium term
CS6000049A	**Freight/Goods Delivery Management Plans and Freight Quality Partnership**	Share knowledge with freight haulage on delivery management plans and put in best practice. England's Economic Heartland is setting up a Freight Officer Group, which will help bring together partners and industry to better co-ordinate freight movements.	**5**	Short term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000029A	**Green Horizon Park Access Road**	Green Horizons Science and Innovation Park will be a leading European centre for innovation in mobility related industries. Promoted by Luton Rising, the site has been granted full planning permission and the proposed access road is a key enabler of unlocking the full potential of the science and innovation park, development of which has now commenced. The access road will be a grade separated dual carriageway that will connect to the A1081 and join-up with Eaton Green Road through new junctions respectively. The final design of the road will be influenced by a decision on the DCO.	**3**	Long term
EEH000601A	**Improved Connectivity Between Rail and Bus Services**	Increased attractiveness and use of public transport journeys using multiple modes through improved integration of bus and rail timetables, improved connections between bus routes and station, and integrated ticketing between modes. Provide information sharing on routes and journey options.	**5**	Short term
CS6000053A	**Improved Digital Connectivity in Urban and Rural Areas**	Reduce demand for travel from those making journeys due to poor or unreliable digital connectivity and improve connection reliability for public transport users, with schemes including continued rollout of 5G technology.	**5**	Medium term
CS6000054A	**Improved Heavy Goods Vehicle Parking and Welfare Facilities**	Enhanced Heavy Goods Vehicle parking and welfare facilities within 5km of the strategic road network. The intervention is a regional consideration and Heavy Goods Vehicle parking opportunities may be private sector led.	**4**	Medium term
EEH000603A	**Improved Wayfinding Information for all modes**	Improved wayfinding information in urban areas and along inter-urban active travel routes. Historic England have noted need to look for opportunities to enhance access to heritage assets, especially those which are designated, without harming their significance (including their setting).	**5**	Short term
EEH000188A	**Intra-urban bus service frequency improvements**	Increased frequency of intra-urban bus services (<15 minutes) throughout Luton, Bedford and Corby.	**5**	Short term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000057A	**Kettering Urban Bus Improvements**	Improvements to frequency, journey times and network coverage for urban bus services in Kettering.	**1**	Short term
EEH000697A	**Local Walking and Cycling Improvement Plan in Bedford Borough**	The delivery of Local Walking and Cycling Improvement Plan and active travel infrastructure and connectivity improvement schemes in Bedford. The purpose of the plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.	**2**	Short term
CS6000060A	**Local Cycling and Walking Infrastructure Plan interventions in Central Bedfordshire**	The delivery of Local Cycling and Walking Infrastructure Plan and active travel infrastructure and connectivity improvement schemes in Central Beds (comprising five area based Local Cycling and Walking Infrastructure Plans plus a rural plan). The purpose of the plans is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.	**4**	Short term
CS6000061A	**Local Cycling and Walking Infrastructure Plan interventions in Corby**	The delivery of a Local Cycling and Walking Infrastructure Plan and active travel infrastructure and connectivity improvement schemes in Corby. The purpose of this plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.	**1**	Short term
CS6000058A	**Local Cycling and Walking Infrastructure Plan interventions in Kettering**	The delivery of a Local Cycling and Walking Infrastructure Plan and active travel infrastructure and connectivity improvement schemes in Kettering. The purpose of this plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.	**1**	Short term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000062A	**Local Cycling and Walking Infrastructure Plan interventions in Luton**	The delivery of active travel infrastructure and connectivity improvement schemes in Luton as per the Local Cycling and Walking Infrastructure Plans adopted in 2022. The aim of this plan is for half of local journeys in Luton to be cycled or walked by 2033.	**3**	Short term
CS6000059A	**Local Cycling and Walking Infrastructure Plans interventions in Rushden and Higham Ferrers**	The delivery of a Local Cycling and Walking Infrastructure Plans and active travel infrastructure and connectivity improvement schemes in Rushden and Higham Ferrers. The purpose of this plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.	**1**	Short term
CS6000063A	**Local Cycling and Walking Infrastructure Plans interventions in Wellingborough**	The delivery of a Local Cycling and Walking Infrastructure Plans and active travel infrastructure and connectivity improvement schemes in Wellingborough. The purpose of this plan is to identify and prioritise key active travel routes for improvement, including relevant supporting traffic management measures.	**1**	Short term
EEH000510A	**Local Road Improvements in Bedford**	Review of infrastructure feasibility to include local pinch point locations. Locations include 1) A6 south of Bedford 2) A421 Norse Road link 3) Wixams Northern link 4) Wootton northbound off slip.	**2**	Medium term
CS6000066A	**London Luton Airport Parkway Rail Service Enhancements**	Improved access to Luton Airport by rail. This includes longer trains on the Midland Main Line and more frequent, faster services to London Luton Airport Parkway, as well as improved and easier ticketing arrangements.	**3**	Long term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000515A	**London Luton Airport Surface Access Improvements**	London Luton Airport has submitted a Development Consent Order application to government to expand passenger capacity from 19mppa to 32mppa by 2043. This will be achieved by building a second terminal and making better use of the existing runway. During the examination, a range of surface access improvements and modal shift targets have been identified and agreed by Luton Rising, Luton Council and neighbouring authorities. Should the development be consented, an Airport Transport Forum will manage the programme of mitigation schemes. A high-level heritage impact assessment will be needed to understand any potential heritage impacts on the Grade II listed Wigmore Hall Farmhouse.	**3**	Long term
EEH000326A	**Luton - Dunstable - Houghton Regis - Leighton Buzzard sustainable travel extension**	This has been highlighted as a key corridor as part of the Local Transport Plan / Local Cycling and Walking Infrastructure Plans work. To comprise of the busway extension to the east and a segregated cycleway.	**3**	Short term
EEH000327A	**Luton - Harpenden active travel link**	Route Identified in St Albans Local Cycling and Walking Infrastructure Plans.	**3**	Short term
EEH000519A	**Luton Railway Station Improvements**	Accessibility improvements at rail stations: The scope of works at Luton railway station includes replacing the station canopies on platforms 1 and 2, the installation of a new accessible footbridge (retaining the existing footbridge) and the installation of three lifts to make the station accessible. The canopies have now been installed and construction of the footbridge and lifts is due to start in 2025. Leagrave station will also receive funding for lifts to be installed at the station. It should be noted that this is close to Plaiters Lea Conservation Area.	**3**	Medium term
EEH000514A	**Luton Townwide bus service improvement schemes**	Luton Council is delivering an ambitious programme of interventions to improve local bus services. A range of infrastructure schemes are proposed that are focused on improving bus journey reliability, experience and journey times.	**3**	Short term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000288A	**M1 Improvements: Reliability and Safety improvements at Junctions 13 and 14**	Reliability and safety improvements at M1 Junctions 13 and 14. High priority for National Highways based on M1 being under pressure, anticipated to get worse with forecast growth in area. Is also a key regional and national corridor that needs a joined-up approach to planning for future improvement. Regular minor incidents at peak times on this section of M1 result in congestion and poor journey time reliability.	**2**	Long term
EEH000500A	**National Cycle Network link between Dunstable and Berkhamsted**	Key leisure route connecting with NCN574 at Dunstable Downs Gateway Centre and routed via Ashridge Estate to Berkhamsted.	**4**	Short term
CS6000073A	**New link Road Connecting M1 and A6**	A major infrastructure project linking the M1 J11A to the A6. This would improve access and open up employment and housing land north of Luton.	**3**	Medium term
CS6000028A	**New Railway Station at Desborough for MML**	New two-platform rail station at Desborough on the Midland Main Line with further detailed work to determine how services can be accommodated while not compromising existing and expected demand on the route. This may involve the use of sidings, three or four tracking, signalling or other upgrades.	**1**	Medium term
CS6000056A	**New Railway Station at Irchester on MML**	Proposed rail station at Irchester to serve Rushden and Higham Ferrers on the Midland Main Line with further detailed work to determine how services can be accommodated while not compromising existing and expected demand on the route. This may involve the use of sidings, signalling or other upgrades.	**1**	Medium term
CS6000128A	**New Railway Station at Lidlington**	New fully accessible station delivered as part of East West Rail Phase 2 upgrade of the Marston Vale Line to serve the existing communities and new developments.	**2**	Medium term
CS6000129A	**New Railway Station at Ridgmont**	New fully accessible station delivered as part of East West Rail Phase 2 upgrade of the Marston Vale Line to serve the existing communities and any potential new developments. It is noted that Ridgmont Station is grade II listed.	**2**	Medium term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000081A	**New Railway Station at Stewartby**	New fully accessible station delivered as part of East West Rail Phase 2 upgrade of the Marston Vale Line to serve the existing communities and new developments (including the Land at the former Stewartby Brickworks housing allocation in the Bedford Local Plan 2030). Stewartby Conservation Area should be noted, and a grade II listed building is close to the railway in this area. It is noted that Stewartby railway station is important for access to both Kimberley College and to the Marston Vale Forest Centre and Millenium Country Park.	**2**	Medium term
EEH000118A	**New Railway Station at Tempsford**	New railway station as part of East West Rail Phase 3 providing interchange between East West Main Line and East Coast Main Line services. Surface access strategy will encourage sustainable access to and from the station, reducing the need for private car journeys and supporting more effective integration of modes with adequate options for 'first mile, last mile' trips to and from surrounding local areas. Tempsford Conservation Area should be noted and in addition to listed buildings and Second World War heritage in this area.	**2**	Medium term
EEH000035A	**New Railway Station at Wixams (including for Universal Studios)**	Situated on the Midland Main Line between Bedford and Flitwick Stations, it will offer access to the local and national rail network for the new settlement of Wixams being constructed and supports the Universal Studios proposals. Network Rail have commenced construction of the station, with expected delivery in 2026. Heritage impacts to note Kempston Hardwick Scheduled monument and a Deserted Medieval Village. Access arrangements will require consideration where close to the Strategic Road Network.	**2**	Medium term
CS6000130A	**New Railway Station at Woburn Sands**	New fully accessible station delivered as part of East West Rail Phase 2 upgrade of the Marston Vale Line to serve the existing communities and new developments. To note, Railway Station House is listed at Grade II.	**2**	Medium term
EEH000170A	**Optimised roadside infrastructure for Connected Autonomous Vehicles (CAVs)**	Delivery of new roadside infrastructure to optimise the performance and safety of Connected Autonomous Vehicles (CAVs) on the highway network throughout the region. It is recommended that this be seen as a long-term development towards high level goals, due to the significant potential implications in reaching zero killed or seriously injured (KSI) casualties and improving journey quality/user experience.	**5**	Long term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000504A	**Prebend Street Relief Road**	This relief road enables traffic to bypass the congested junction of Midland Road and Prebend Street, providing release for substantial housing development on Ford End Road and south of the river. This will provide significant environmental benefits (air quality) for local residents through reducing the total amount of queueing vehicles on Prebend Road and Midland Road. and the site acquired for the link road will also have provision for further land for development.	**2**	Medium term
CS6000095A	**Railway Station Access and Accessibility Improvements at Arlesey**	Improved access to existing and additional rail services for existing Arlesey station on East Coast Main Line with schemes including improvements that provide step-free access to all platforms, and transport hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and electric vehicle charging provision for any parking.	**4**	Medium term
CS6000100A	**Railway Station Access and Accessibility Improvements at Flitwick**	Improved access to existing and additional rail services for existing Flitwick station on Midland Main Line with schemes including improvements that provide step-free access to all platforms, and transport hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and electric vehicle charging provision for any parking.	**4**	Medium term
CS6000101A	**Railway Station Access and Accessibility Improvements at Harlington**	Improved access to existing and additional rail services for existing Harlington station on Midland Main Line with schemes including improvements that provide step-free access to all platforms, and transport hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and electric vehicle charging provision for any parking. It is noted that Harlington Station is close to Harlington Conservation Area.	**4**	Medium term
CS6000105A	**Railway Station Access and Accessibility Improvements at Leagrave**	Improved access to existing and additional rail services for existing Leagrave station on Midland Main Line with schemes including improvements that provide step-free access to all platforms, and transport hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and electric vehicle charging provision for any parking.	**3**	Medium term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
CS6000104A	**Railway Station Access Improvements at Kettering**	Improved access to existing and additional rail services for existing Kettering station on Midland Main Line with schemes including improvements to platforms, and transport hub elements including improved cycle parking quality and quantity, improved integration with local bus services, and electric vehicle charging provision for any parking.	**1**	Medium term
CS6000109A	**Railway Station Access Improvements at Wellingborough**	Improved access to existing and additional rail services for existing Wellingborough station on Midland Main Line with schemes including improvements to platforms, and transport hub elements including improved cycle parking quality and quantity, improved integration with local bus services, and electric vehicle charging provision for any parking.	**1**	Medium term
EEH000479A	**Real Time Passenger Information Online and at Stations and Bus Stops**	Working with operators and authorities, EEH will ensure that examples of best practice are identified, and lessons learned applied across the area, including improved online accessible information provision.	**5**	Short term
EEH000605A	**Reduced Public Transport Fares**	Reduction in the cost to use public transport across the region and or for specific users on targeted routes. Could include continuation of £2 fare caps, subsidising / pump priming bus services near expanding employment centres, and other measures to encourage travel by public transport.	**5**	Short term
EEH000222A	**Rural Digital Innovation Hubs**	The creation of rural digital innovation hubs in rural areas. These are one-stop-shops that help companies to become more competitive with regard to their business/production processes, products or services using digital technologies. They are based upon technology infrastructure and provide access to the latest knowledge, expertise and technology to support their customers with piloting, testing and experimenting with digital innovations. This in turn will help reduce the need to travel, particularly at peak times.	**4**	Long term
CS6000113A	**Shared Mobility Roll Out Luton**	Promoting the introduction of shared mobility schemes, such as a town-wide car club in Luton to encourage more sustainable journeys. The council's e-cycle hire scheme and cycle training in schools is giving residents the confidence to feel safe using a bike.	**3**	Short term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000206A	**Sharing of good practice between small and medium size enterprises**	Sharing of good practice/learning about hybrid working amongst Small and Medium Enterprises (SME)s.	**5**	Short term
EEH000695A	**Strategic Mobility Hub at Newlands Park and Ride (Luton)**	Following a feasibility study commissioned in 2024, the Council is considering the benefits of an additional Park and Ride site on land south of Stockwood Park.	**3**	Long term
CS6000128A	**St Mary's Road**	To remove one carriageway of an under-utilised urban dual carriageway, improve the public realm and provide safe expedient routes for pedestrians and cycles. The space will link the proposed Luton Town Football Club stadium and associated residential development with the town centre, the Stage development, the expanding Plaiters Lea district and also provide an improved setting for the historic St. Mary's Church. It is a key part of delivering the Luton Town Centre Masterplan.	**3**	Short term
EEH000217A	**Sub-regional E-bike scheme**	Geographical expansion of an e-bike scheme e.g. expanding beyond the existing scheme in Luton to targeted at facilitating inter-urban travel.	**5**	Short term
CS6000118A	**Sundon Rail Freight Interchange (M1 J11a / Midland Main Line)**	New rail freight interchange at Sundon on the Midland Main Line close to M1 Junction 11a to enable removal of long-distance freight from roads throughout the study area, reducing emissions and managing transport demand to make more efficient use of existing network capacity. The facility would help ensure the planned development at the adjacent employment site allocation is well connected to the sustainable transport network, enable the sustainable movement of goods and minimise the impact of freight traffic on local communities. Consideration of localised congestion/access requirements when the facility is adjacent to the Strategic Road Network required.	**4**	Long term

Framework ID	Intervention Name	Intervention Description	Package	Indicative timeframe
EEH000501A	**Sustainable transport corridor between Cranfield University, Milton Keynes and Bedford**	Initial discussions have taken place between Central Bedfordshire Council (CBC) and Cranfield University because of the proposal for a new campus in Milton Keynes. Cranfield University are keen to explore innovative ways to sustainably travel between the two campuses. CBC will be looking at improving sustainable connectivity both westwards and eastwards from Cranfield, also to link with Bedford.	**4**	Medium term
CS6000123A	**Wellingborough Urban Bus Improvements**	Improvements to frequency, journey times and network coverage for urban bus services in Wellingborough.	**1**	Short term
EEH000522A	**Wixams / Universal - Bedford Active Travel Link**	New active travel link between Wixams and Bedford to support residents, workers, and proposed Universal Studios site. This would also link to new active travel infrastructure running in Central Bedfordshire such as the Bedfordshire – Milton Keynes waterway.	**2**	Medium term
CS6000127A	**Zero Emissions Buses**	Reduce local air pollution, noise and emissions through introduction of zero emissions vehicles across all routes in study area	**5**	Short term

Get in touch.

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