

Annual Report 2022/23

Adding Value



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FOREWORD



Welcome to England's Economic Heartland's annual report for 2022/23.

EEH has made considerable progress over the last 12 months as it works to realise a net zero transport system which meets the needs of its residents, businesses and environment across the region.

I would like to thank our former chair, Cllr Richard Wenham, for his leadership which has played an important role in EEH's success over the last two years, during which I have been pleased to serve as vice-chair.

During the latter half of 2022 an independent review of EEH confirmed the significant contribution the organisation makes to local authorities, the region and beyond.

The review highlighted the value which Board members place on EEH in supporting local authorities at a time when councils are having to do more for less.

This annual report demonstrates the huge range of support offered by EEH to its local authorities, from providing tools to identify locations for electric vehicle charging infrastructure, through to guidance on producing business cases for mobility hubs.

In the annex we have included a table of all the tools and support available to our partners, alongside how our work benefits specific areas of the region.

EEH's role and provision of support will only increase in 2023/24. A priority for EEH will be supporting partners update their local transport plans, including helping them quantify their contribution to reducing carbon emissions.

The annual report also details the work of England's Economic Heartland in identifying and prioritising the transport improvements which will cut carbon emissions and boost economic growth in a region renowned for its strengths in science and technology innovation.

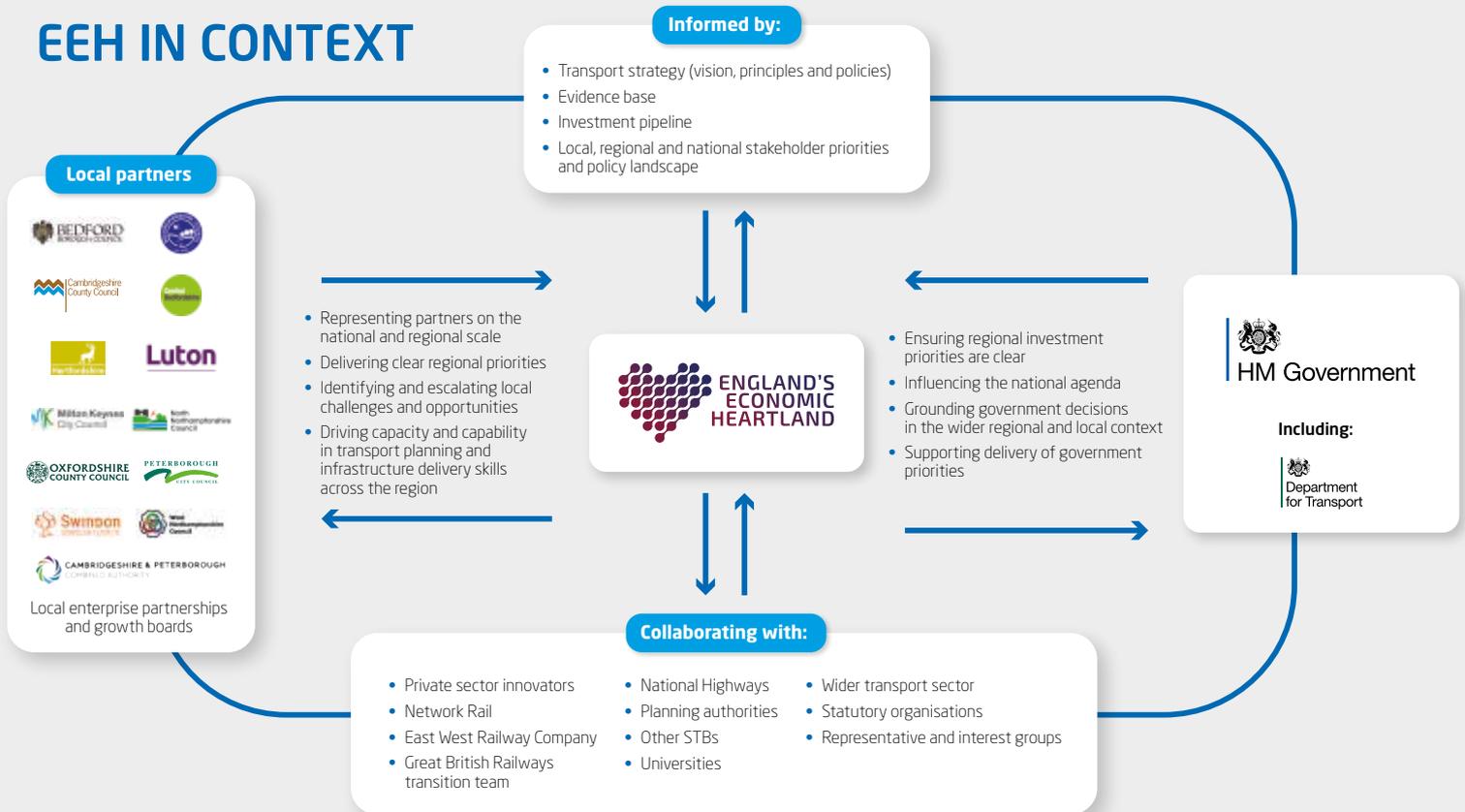
The forthcoming financial year will be one of the most important in EEH's history. It will see the publication of EEH's revised investment pipeline; the completion of our programme of connectivity studies; and the launch of our centre of excellence offering additional capacity to our local authorities, initially on producing the updated local transport plans.

It is also worth considering that by this time next year, East West Rail between Oxford and Milton Keynes will be just months away from opening. As we look towards greater certainty that delivery of East West Rail in full (including the link to Aylesbury) can be achieved, a priority for EEH will be to ensure that investment in schemes like East West Rail is designed in a way that creates a positive and lasting legacy not only for the places they serve but for the region as a whole.

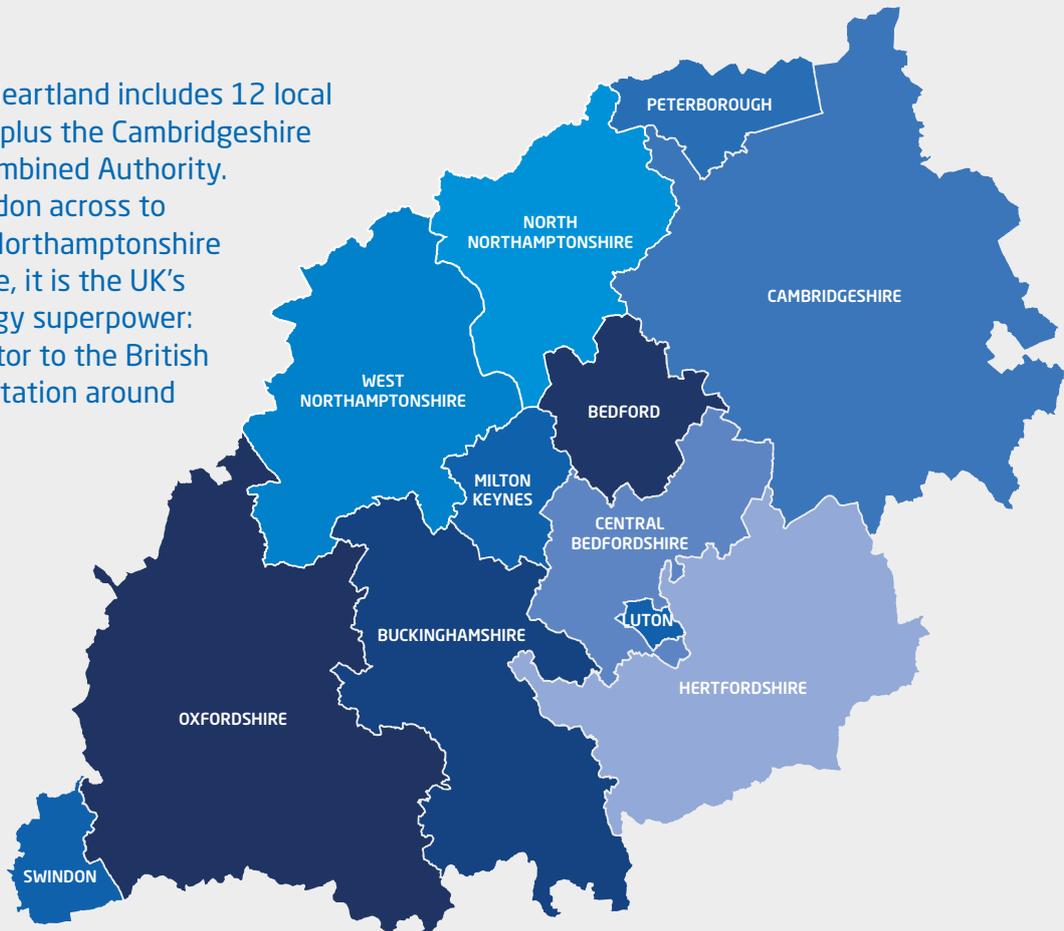
I would like to thank our local authority partners and the Department for Transport for their continued financial support for EEH. I look forward to working with colleagues on the Strategic Transport Leadership Board as we steer EEH through another successful year.

Cllr Liz Leffman
Interim Chair
England's Economic Heartland
July 2023

EEH IN CONTEXT



England's Economic Heartland includes 12 local transport authorities plus the Cambridgeshire and Peterborough Combined Authority. Stretching from Swindon across to Cambridgeshire and Northamptonshire down to Hertfordshire, it is the UK's science and technology superpower: a significant contributor to the British economy and its reputation around the world.



INTRODUCTION

England's Economic Heartland is at the forefront of planning and progressing the transport infrastructure and policy framework required to realise our region's economic potential while reducing the transport system's impact on the environment.

We advise the government on the priorities for investment in the region, alongside supporting our local authority partners in planning Transport and connectivity for their places. As one of seven sub-national transport bodies covering the entirety of England outside of London, we are jointly funded by the Department for Transport and our local authority partners.

This annual report reviews the progress made on our 2022/23 work programme and looks ahead to our work in the coming year under the following themes:

- Adding value to our partners and the region
- Cutting emissions from transport
- Prioritising investment in strategic connectivity
- Realising an integrated transport system

A commitment to collaboration

Meetings of the Strategic Transport Leadership Board are held in public, its reports and minutes are publicly available on our website. Interested parties have the ability to address the Board on any relevant matter.

Our small core team of dedicated staff – operating as the EEH business unit – continues to provide EEH both a capability and expertise that enables the region's ambitions to be realised.

With a strong focus on collaborative working as a means of 'getting things done', the business unit, led by managing director Naomi Green, focuses on being small, efficient and flexible while maintaining its accountability to our partners.

The business unit's work assisted by the support provided by officers drawn from our partners. Meeting as the transport officer group and corporate director forum, they provide advice and guidance on the EEH work, including participation in steering groups overseeing commissioned work.

The continued commitment of partners to invest in the work of EEH as the sub-national transport body – amounting to £440,000 in contributions in 2022/23 – unlocks funding from the Department for Transport. For 2022/23 the DfT gave an initial funding settlement of £1.35 million. This was supplemented with in-year funding awards totalling £150,000, taking EEH's total budget for 2022/23 to just under £2 million.



INDEPENDENT REVIEW OF EEH

England's Economic Heartland started as a tri-county alliance in 2015. It has grown to become the region's sub-national transport body covering 13 local transport and combined authorities – home to more than five million people, with an economy of over £160bn.

Our evolution over the years has seen EEH have an increasing role in supporting both our local authority and national government partners. To ensure our approach continues to reflect our partners' priorities and extracts maximum benefit, an independent review of EEH, including interviews with Board members, was undertaken at the turn of the year.

Findings

During the review Board members recognised the significant contribution EEH makes to their organisations, the region and beyond.

In particular the review identified that:

- The data sets developed and maintained by EEH are well-used and of value
- The studies and reports produced by EEH are of high quality and used extensively within partner organisations
- The focus, support and analysis of projects such as East West Rail is seen as very valuable
- The opportunity to collaborate across the region on multiple projects is welcomed

- The Board greatly values the face-to-face discussions they have with senior government officials at EEH-arranged meetings.

It is of note that the review identified that our local authority partners have significant resource constraints, and whilst individual needs differ, all look for increased support from EEH, including through an expansion of its 'capacity and capability' offer.

Our Values

Collaborative and transparent: Working with partners across local authorities, government, and private sector to shape and plan the strategic transport infrastructure required to respond to the region's connectivity and economic growth ambitions.

Ambitious and evidence-led: Making the compelling case for investment in the region, and supporting early stage development of interventions which fit strategically with the needs and ambitions of our places.

Operating at scale for the region's benefit: improving the region's effectiveness through building economies of scale; setting the ambition; maximising the opportunity for shared expertise and resources; and creating shared learning and advice platforms.

ADDING VALUE TO OUR PARTNERS AND THE REGION

Whether it be peer reviewing plans, creating tools to give greater understanding of places, or establishing forums to share best practice, delivering added value to our partners and the region was a central part of our work in 2022/23. This will continue and increase in line with our partners' needs. During 2023/24 a key part of this will be supporting our local authorities as they develop revised local transport plans.

REGIONAL EVIDENCE BASE

EEH continues to update and maintain a comprehensive evidence base on behalf of the region. The evidence base both informs EEH's work and is also an invaluable resource for all our local authority partners. In early 2023 EEH procured a significantly improved evidence base platform, which will be ready for use this spring. The platform includes a new geographic information system (GIS) tool which will support local level transport planning. It will also host mobile network travel data down to neighbourhood (LSOA) level, allowing authorities to understand hyper-local movement by time, mode and demographic.

In addition, during the next financial year we will continue to explore options to integrate data collected through other projects such as the Oxford Cambridge area connectivity: roads study, National Highways route strategies and the EEH connectivity studies.

ENHANCING OUR PARTNERS' CAPACITIES AND CAPABILITIES

Over the last year EEH has been working with the Department for Transport to establish a centre of excellence to support transport planning in the region.

The centre of excellence will initially focus on maximising local transport authorities' capability over the next two years in producing updated local transport plans (and quantifying the carbon reductions they will achieve), developing effective business cases and ensuring each authority develops and maintains a pipeline of future schemes.

We have submitted an ambitious proposal to government, which, subject to funding, would see the England's Economic Heartland Centre of Excellence include the creation of a UK wide hub for planning for net zero in transport and development of further tools to support scheme prioritisation.

Scheme development hub

In addition, our plans for a scheme development hub will complement the centre of excellence, creating a small team of experts upon which all partners can draw to support their development of detailed scheme proposals. Such an arrangement will achieve significant economies of scale.

Tools

Through 2022/23 EEH developed more tools and guidance to support local authority decision-making, including for example, a platform which shows the most appropriate locations for electric vehicle charging points, and data on the place-specific pathways to decarbonisation. See annex 2 for a complete list of tools which are available to our partners.

Skills

During the next financial year EEH will develop and pilot interventions as part of addressing the transport planning skills challenge in the region, building on a local transport planning skills roundtable, co-hosted EEH and DfT held in March 2023. To help with immediate recruitment challenges, during 2022 EEH began sharing relevant local authority vacancies through its own channels, including its newsletter, website and social media.

Sharing best practice

During 2022/23 EEH continued to run and create forums and workshops aimed at sharing best practice between our local authorities, for example around innovation, active travel and buses. This includes a major programme of presentations, toolkits, one-to-one sessions and advice notes to support local authorities to plan, deliver and promote an effective bus network.

Intelligence

In response to feedback from our transport officer group, in April 2023 EEH began sending daily policy bulletins to our local authorities which highlight relevant updates from Parliament, government departments and other organisations. We also relaunched our regular newsletters to provide more useful information on national, regional and local transport issues.

COLLABORATION

Collaboration is key to everything EEH does. Following the creation of our Strategic Transport Leadership Board in September 2021, the last financial year has seen us enhance the way we engage with council officers and directors; sub-national transport bodies; and government agencies such as Network Rail and National Highways

Corporate directors meeting

In 2022 a new corporate directors meeting was launched, bringing together the senior managers from our partner authorities on a quarterly basis. The meetings provide a space for discussion of key strategic challenges and opportunities.

Transport officer group

Our transport officer group provides a vital part of EEH's governance: bringing together our partners' transport officers to guide and scrutinise our work, while also providing a means for them to speak directly with Department for Transport officials. Conscious of the time pressures on officers, in autumn 2022 a new, more regular but streamlined format was trialled. This has been successful and made permanent.

East West Main Line Partnership

EEH continues to provide the officer support for the East West Main Line Partnership, which includes local authority, local enterprise partnership and sub-national transport body representation from the west of England right through to Norfolk and Suffolk. In the autumn it gained a new member authority – Cambridge City Council.

Ely Taskforce

During the last financial year EEH took over the running of the Ely Taskforce, a grouping of local authorities, rail companies, sub-national transport bodies and Network Rail which looks to progress the Ely Area Capacity Enhancements scheme.



Pan regional partnerships

The Oxford to Cambridge Pan Regional Partnership received government support in January 2023. As the sub-national transport body covering the entirety of the Oxford to Cambridge region, EEH has a seat on the partnership's shadow board. Swindon Borough Council's membership of the Western Gateway Pan Regional Partnership also provides an important link between the EEH region and wider south west England and Wales.

England's Economic Heartland conference

In November 2022 EEH hosted its most successful conference yet in Milton Keynes. Attended by more than 200 delegates from across local and national government and the private sector, the event received extremely positive feedback. The 2023 iteration will be held in Cambridge later in the autumn.

Future of mobility

This year EEH took on the future mobility work stream previously hosted by the Oxford to Cambridge Arc. Our work during 2023 will include developing a picture of the region's connected and autonomous vehicle ecosystem; working with the private and public sectors and universities to encourage at scale trials and deployment in the region which improves connectivity; and hosting local authority-focused innovation working groups that facilitate regional collaborations.

Sub-national transport bodies

England's seven sub-national transport bodies continue to collaborate on a wide range of issues. May 2022 saw the inaugural STB Conference held in Birmingham, with EEH playing a leading role in its creation. The second conference will be held in June this year.

During 2021/22 we collaborated with other STBs on projects including electric vehicle charging, decarbonisation and buses. Discussions are also ongoing with Transport East and Transport for the South East around the creation of a 'wider south east rail partnership' which would provide input into Great British Railways decision-making.

REPRESENTING THE REGION

During 2022/23 EEH continued to represent the region's priorities on the national stage, providing thought leadership at events and conferences throughout the year. Our continuous engagement with organisations such as DfT, National Highways, Network Rail, Great British Railways, and Active Travel England ensures our partners' requirements are well understood. In addition, we have responded to more than 10 major consultations throughout 2022/23, including on the roads investment strategy, London ultra low emission zone and Great British Railways proposals.

Parliamentary engagement

During the last year EEH has stepped up its engagement with Parliament and the region's MPs. In March 2023 EEH managing director Naomi Green appeared before the transport select committee on the importance of strategic roads investment. In January 2023 EEH formally joined the East of England All-Party Parliamentary Group, supporting MPs as they advocate for infrastructure investment in the East. In October 2022, we worked with the APPG to organise the very well-attended launch of the East West Main Line Partnership's Building Better Connections report in Parliament. EEH also appeared before members of the All-Party Parliamentary Group for the South East during their inquiry on transport investment in the region.



Making the case for investment

England's Economic Heartland continues to perform a critical role in making the case for investment in major infrastructure in the region. On behalf of the East West Main Line Partnership, EEH produced the Building Better Connections brochure, launched in October 2022, which highlighted the business imperative for East West Rail by showcasing private sector voices such as AstraZeneca and Silverstone Technology Cluster. The document has been credited with helping to secure the government's recommitment to delivering the Oxford-Cambridge section in the Autumn Statement. EEH has also produced a brochure on the importance of upgrading Ely junction in Cambridgeshire, particularly for increasing rail freight volumes from Felixstowe to the Midlands and North. Keeping Trade on Track will be launched in Parliament in June. Over the next year, EEH will produce economic narratives for the corridors covered by our connectivity studies – showcasing the economic opportunities that enhanced connectivity would unlock for each.

CUTTING EMISSIONS FROM TRANSPORT

Supporting the ambitions of the government's transport decarbonisation plan has been a key area of work for EEH during the last financial year. During 2023/23 we be supporting partners quantify the impact of their updated local transport plans on reducing carbon emissions. Our approach champions an understanding of a place – its size, location, geography, existing transport network and demographics – and to develop the pathways best suited for its own unique characteristics.

Decarbonisation pathways

In conjunction with Transport for the South East and Transport East, we are nearing completion on a project which will give each local authority a robust carbon 'baseline' outlining the scale of emissions from transport, where they are occurring and the journeys that are causing them. It will include a bespoke report for each transport authority with a suggested suite of high-level interventions to meet chosen decarbonisation pathways for each authority area and enable each local authority to understand the effect of their future policies on emissions.

Electric vehicle charging infrastructure

During the last year EEH – working with Transport East – has developed a tool to help local authorities plan electric vehicle charging infrastructure. It includes robust baseline data, electric vehicle uptake scenarios and a forecast of likely charge point requirements. Based on traffic flow and power grid capacity it points to the likely sites where private sector providers will invest, further quantifying the likely areas of focus of public sector support. During the next year we will continue to work with Transport East on the next phase of this work which inform a greater understanding of capacity and approach to EV charge point provision.



Alternative fuels

Work to understand alternative fuelling infrastructure for the freight and logistics sector completed this financial year. It provides an understanding of the potential regional and local impacts of the alternative fuelling of freight vehicles on carbon emissions – and consequently, the infrastructure requirements to deliver decarbonisation of freight and logistics. This evidence will be used to support future funding applications to the government as and when new funding streams become available.

Smart junctions

An important aspect of our approach to net zero is using the latest technologies and innovation to extract maximum value from existing infrastructure. Earlier this year we commissioned a study which will look to quantify the possible benefits of smart junction technologies to maximise the use of the existing highway network. The conclusions of the study will provide the next step in an evidence base on which EEH can work with local authorities across the region to develop a proposition for a region-wide pilot of the latest smart junction technologies.



Winslow Station pictured in May 2023

PRIORITISING INVESTMENT IN STRATEGIC CONNECTIVITY

During the next year we will work with local partners, DfT, Network Rail and East West Railway Company to maximise the opportunities from investment in East West Rail to create a lasting legacy for residents and businesses, alongside supporting the case for the link to Aylesbury and the wider East West Main Line between East Anglia and western England/ southern Wales.

East West Rail

East West Rail is the over-riding transformational opportunity for our region. As our transport strategy states, it must be the catalyst for improving the transport system across the whole region. During 2022/23 EEH and the East West Main Line Partnership played a pivotal role in securing the government's recommitment to delivering East West Rail to Cambridge. During the next year we will work with local partners, DfT, Network Rail and East West Railway Company to maximise the opportunities from investment in East West Rail to create a lasting legacy for residents and businesses, alongside supporting the case for the link to Aylesbury and the wider East West Main Line.

Ely

Improvements to capacity at Ely are crucial to enabling more freight to be carried by rail from Felixstowe to the Midlands and North. During 2023 EEH has worked with partners, including private sector logistics companies and infrastructure owners, to make the case for investment in the Ely Area Capacity Enhancement scheme, which would remove 98,000 lorries from our roads every year.

Connectivity studies

Our multimodal studies identify potential interventions to improve the transport system across a number of strategic corridors. In December 2022 EEH's Board agreed its first two connectivity studies: Oxford-Milton Keynes; and Peterborough-Northampton-Oxford. A third study, Swindon-Didcot-Oxford, is nearing completion. Two further studies, Thames Valley-Buckinghamshire-Milton Keynes-Northampton' and the 'southern east-west corridor' (covering Buckinghamshire, Bedfordshire and Hertfordshire) are underway and due to complete late 2023/early 2024. The final study in the current programme, Luton-Bedford-North Northants, will commence later this year.

Oxford to Cambridge connectivity: roads study

Throughout 2022/23 England's Economic Heartland worked with DfT and National Highways to take forward work to identify where investment in the region's road network may be required to support economic growth and to alleviate existing issues and constraints. The study is due to be published shortly.

Investment pipeline

Earlier this year work began on revising the investment pipeline to take account of new evidence and studies. The pipeline will be proportionate to regional scale working and underpinned by a strong evidence-based rationale alongside Board member support for the interventions included. It will not rank schemes but will give an indication of their significance in contributing to a series of outcomes for the region, defined by the ambitions of the transport strategy.

National Highways, Great British Railways and Network Rail

Throughout 2022/23 the EEH team was engaged with National Highways on the production of its roads strategy. Earlier this year we began the process of establishing a 'Wider South East Rail Partnership' with Transport East and Transport for the South East as the forum to influence Great British Railways decision-making. We are also engaging with Network Rail and other partners to identify priorities for the main lines in the region.

Freight

Earlier this year work begun on refreshing EEH's freight strategy and establishing a freight forum with Transport East and Transport for the South East which brings together key players from across the public and private sectors. In spring 2023 EEH launched a freight officer group which will guide the development of the new freight strategy and action plan. The previous financial year saw us work with the sector to understand their requirements for alternative fuels infrastructure (see page 10).

Future of roads

Last year 2023 EEH commissioned a short policy review on the strategic importance of the region's road network. This includes the factors – including the commitment to net zero and supporting economic growth – which should be reflected when considering the appropriateness of future investment in roads. The policy review is due to be presented to EEH's Board in the second half of 2023.



REALISING AN INTEGRATED TRANSPORT SYSTEM

During 2022/23 EEH made significant progress in its work to realise an integrated and joined-up transport system, which maximises opportunities to increase sustainable travel uptake.

Bus

A key area of focus for EEH over the last year – and continuing into 2023/24 – is helping our authorities stem the decline in patronage for bus travel, particularly in less populated areas. Earlier this year, in partnership with Transport for the South East and Transport East, we organised workshops led by industry experts for transport officers to gain invaluable learning into subjects including funding mechanisms, marketing and data analysis. We also surveyed more than 7,000 people in the region to understand their attitudes to bus travel. Our upcoming work includes the potential for better provision, infrastructure enhancement and new service models, understanding passenger viewpoints and opportunities for integrated ticketing, while also supporting funding bids from our partners.

Mobility Hubs

In March 2023 we published the most in-depth guidance yet for local authorities producing business cases for mobility hubs – particularly in rural areas. The work has been received very positively by our partners and EEH was even invited to speak about the guidance to the United Nations Economic Commission for Europe's Sustainable Transport Division. During this year a tool identifying potential locations for mobility hubs in the region will be developed.



Active Travel

The first phase of EEH's active travel strategy was published in March 2022 and sets out the ambition for active travel in the region. Later this year we will publish the second phase of our active travel strategy, which recommends locations where improvements to active travel should be investigated. In October 2022 we also launched Introducing the Varsity Way, which makes the case for an improved cycleway between Oxford and Cambridge. During 2023 we will explore opportunities for the Varsity Way in the Marston Vale area.

ANNEX 1: 2022/23 END OF YEAR FINANCIAL STATEMENT

	2022/23 Income	Commitments Carried Forward	
INCOME			
Brought Forward	£1,203,447	-	Includes £400,000 reserve carried forward and committed programme spend 21/22.
Local Contributions	£440,490	-	Local contributions are used to pay towards the majority of staffing costs, communications functions including stakeholder engagement; and the EEH conference.
DfT Grants	£2,000,000	-	Includes additional £150,000 in-year for centre of excellence ambitions, which has been carried forward in full.
Additional contributions	£42,000	-	Contribution from East West Main Line Partnership towards EWR narrative project and secretariat costs.
TOTAL	£3,685,937	-	
	2022/23 Spend	Commitments Carried Forward	
NON - PROGRAMME EXPENDITURE			
Staffing	£646,131	-	Includes pension, NI and other staff costs such as training.
Operational Expenditure	£62,434	-	Includes office costs, service charges, conferences, meetings, document production and website.
Sub-Total	£708,564	-	

DfT PROGRAMME EXPENDITURE in 2022/23 (Spend plus Committed)

Adding value to our partners and the region	£360,113	Projects include: regional evidence base refresh; regional client-side capability; places of strategic importance; GIS mapping of active travel routes; skills sprint; transport strategy monitoring; value proposition; and EWML Partnership secretariat and support.
Cutting emissions from transport	£710,708	Projects include: decarbonisation pathways; decarbonisation playbook; alternative fuels; programme staff; national travel survey study; smart corridors and an £18,000 pump-prime for collaborative bid submission (carried forward as no suitable bids identified in-year 22/23).
Prioritising investment in strategic connectivity	£1,094,590	Projects include: East West Rail narrative; rail strategic objectives; investment pipeline; exploration of land value capture opportunities; connectivity studies; freight action plan; rail freight growth target; and consideration for the purpose and function of roads.
Realising an integrated transport system	£166,361	Projects include: regional bus study; ticketing engagement – public opinion survey; setting the strategic case for mobility hubs; pathfinder mobility hubs; regional active travel study; and exploring the strategic case for the Varsity Way.
TOTAL PROGRAMME EXPENDITURE	£2,315,273	
		Total Expenditure: £3,040,335
		Reserve: £400,000
		Balance to carry into 2023/24: £245,603

ANNEX 2: SUPPORT AVAILABLE FOR PARTNERS

This table showcases the significant body of work, evidence and tools EEH has developed for use by its partners.

Area of support	Product (tool/work)	Details
Evidence	GIS visualisation and transport planning tool (Cadence)	New geographic information system (GIS) tool hosted by EEH that can support local level transport planning. It includes local transport models, energy demand & mobility data (CREDS) and public transport data.
	Mobile network data (Cadence)	Mobile network data to LSOA level, allowing Local Transport Authorities (LTA) to understand hyper-local movement by time, mode and demographic.
	Places of Strategic Importance	Data compendium related to places in the EEH region. Data is presented at an LSOA level such as GVA, population etc.
	Persona data (First Mile Last Mile tool)	Tool to identify market potential of first mile last mile options based on place, persona and accessibility data.
	Region-wide land use model	Ready built land use/transport model. Current outputs available for specific regional corridors but further model runs could be delivered for LTAs (expected c£3,000 per run).
	Annual data bank refresh	Circa 50 national datasets put into a regional context for LTAs, including annual collection of housing and employment sites in Local Plans in the EEH region.
	Rail Action Plan	Targeted advice on priorities for each rail line passing through EEH, providing a focus for LTAs.
	Freight Action Plan	A plan to support LTAs to enable safe and efficient movement of freight, including mode shift and ultra-low emission modes.
	Connectivity studies	Multi-modal corridor based on a suite of evidence, identifying priority interventions in different locations.
	Propensity/ability to Work from Home (WFH)	Understanding the impacts of WFH patterns in the region on network capacity release (based on hyper local employment types).
Active Travel Strategy	Baselining of active travel data across the EEH region.	

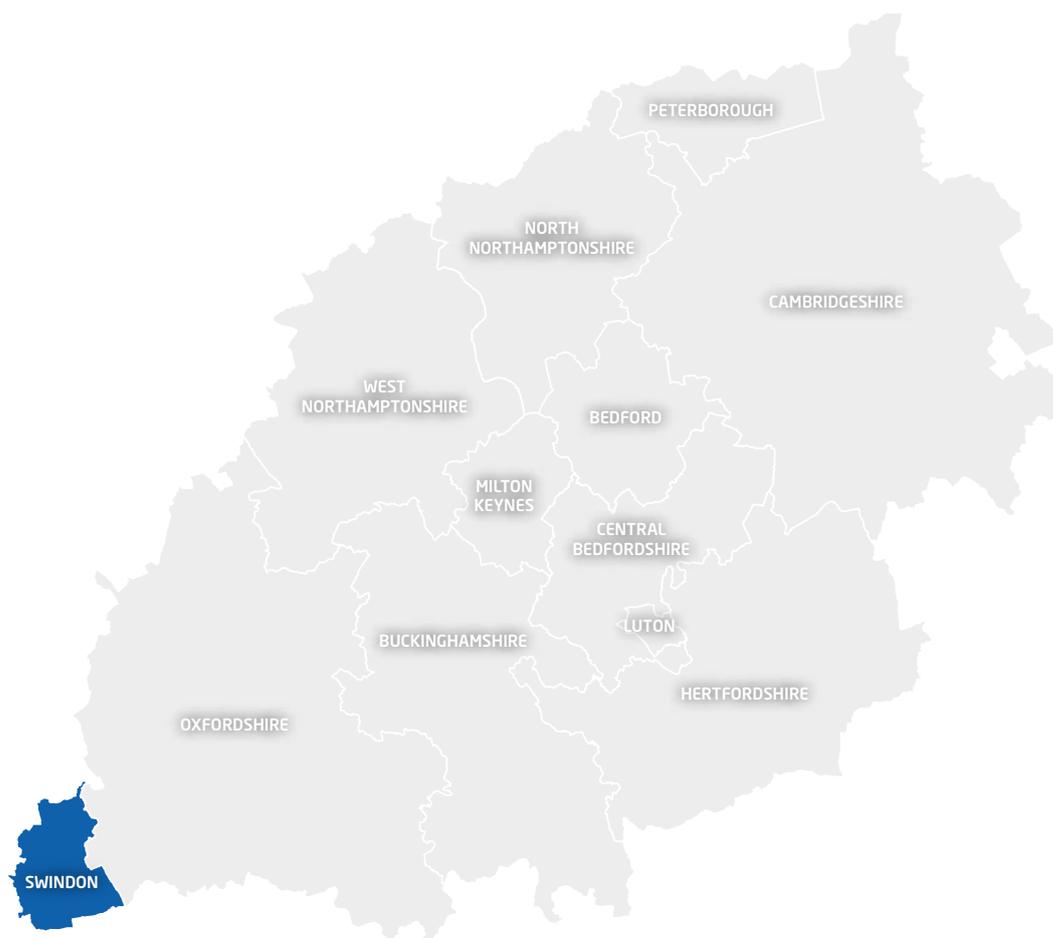
Area of support	Product (tool/work)	Details
Planning for net zero	EEH LA Carbon Baseline (1)	National data sets of tailpipe emissions broken down to regional and LTA level – by journey purpose/mode/trip length.
	EEH LA Carbon Baseline (2)	A “bottom up” tool developed for EEH/TE/TfSE to respond to QCR LTA baseline requirement.
	LTP policy scenario testing tool	Bringing together the carbon baseline tools, the decarbonisation policy playbook and TfN’s clean mobility visions into an online tool to test the impact of potential LTP interventions on LTA carbon trajectories and the transport network.
	Electric Vehicle Charge Point Tool	Tool to help local authorities plan electric vehicle charging infrastructure, including baseline data, electric vehicle uptake scenarios and a forecast of likely charge point requirements.
	Freight Alternative Fuel Planning Tool	Supporting LTAs to identify future demand for alternative fuelling locations for HGVs.
	Mobility Hubs Business Case Guidance	Practical guidance and advice in developing business cases for mobility hubs (consistent with ‘Green Book’ and DfT TAG)
	Mobility Hubs – tool	Data based tool to help LTAs to identify potential mobility hubs locations.
	Bus Back Better Support Packages	11 packages (webinars, advice notes, evidence support) to support the delivery of BSIPs and Enhanced Partnerships. Topics include: fares and ticketing, data analysis, monitoring and evaluation, low cost and quick wins, building a strong case for bus investment, bus infrastructure guidance, DRT, rural hubs and integration, funding mechanisms, marketing, alternative/low emission fuels and collaborative working and bus forums.
	Future of mobility report	Understanding the future of mobility ecosystem in the EEH region and how innovation can be harnessed to improve the region’s transport system.
	NISMOD: Pathways to Decarbonisation	Quantifying the potential impacts of a number of possible future scenarios on the region’s transport and energy system
Smart Junction enabled corridor work	Outlining the benefits of connected smart junctions at a strategic scale.	
Peer review	Capacity and Capability	Peer Review Peer review of major scheme proposals, supporting improved business case development from the earliest stages.
	Capacity and capability Forum	Sharing of best practice in the development of major schemes. Identifying opportunity for streamlined and shared working.
	Skills	A regional action plan for transport planning skills, providing an approach to addressing recruitment and retention in LTA transport teams.
	Regional Bus Forum	Sharing of bus best practice and ideas.
	Active Travel Forum	Sharing of active travel best practice and data.
	Innovation Hub	Supporting innovation projects across the region and sharing transferable advice and best practice. Revolving funding pot to support innovation bids (UKRI bid development).

Area of support	Product (tool/work)	Details
Strategic narrative	LTP Forum	Sharing of best practice and support – regional voice to DfT.
	Connectivity studies	Strategic narrative developed at corridor level – based on key economic and movement corridors across the region.
	Policy intelligence	Briefing LTA partners to ensure decision making, strategic narratives and business cases reflect government priorities.
	Economic narratives	Using the EEH evidence base to develop complementary economic narratives to support key corridors, including East West Rail, Felixstowe to Nuneaton and the connectivity studies.
	Heartland in Context	Strategic narrative setting out, economic, demographic and social data for the region.
Investment Pipeline	Pipeline methodology	Development of an investment pipeline methodology for the region including a Multi Criteria Assessment Framework that may be relevant for LTA investment pipeline
	LTA Investment Priorities – evidence base	EEH now has the evidence base to support LTAs to identify strategic investment priorities for every mode of transport, captured through: connectivity studies, Oxford to Cambridge Road Study, rail investment priorities (and passenger rail study), active travel strategy, regional bus study and freight action plan.
	Alternative futures	Alternative futures developed for the region to help understand resilience of future interventions and support ‘uncertainty planning’
	Business Case Development	Supporting business case development for regional priorities, and LTA priorities through the Capacity and Capability project.
	Land Value Capture	Advice on Land Value Capture funding models, including opportunities for its application.
Delivery planning	Project planning and delivery	Tools to improve project planning and delivery, particularly focused on LTP sequencing of tasks and delivery.

ANNEX 3: OUR WORK ACROSS THE REGION

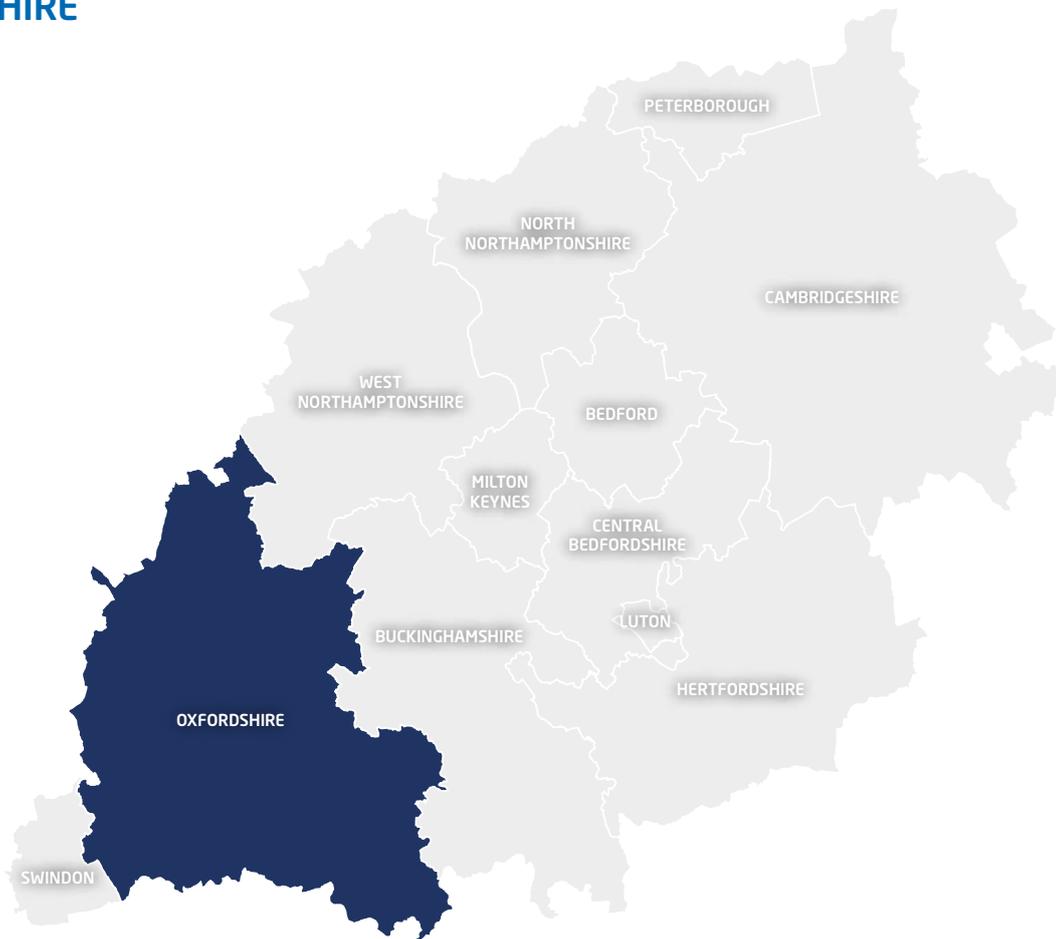
Alongside region-wide work, our team has also carried out work which, while being strategically important for the whole region, has a more defined geographic focus. The following pages showcase some of the work done in 2022/23 and what's planned in 2023/24.

SWINDON



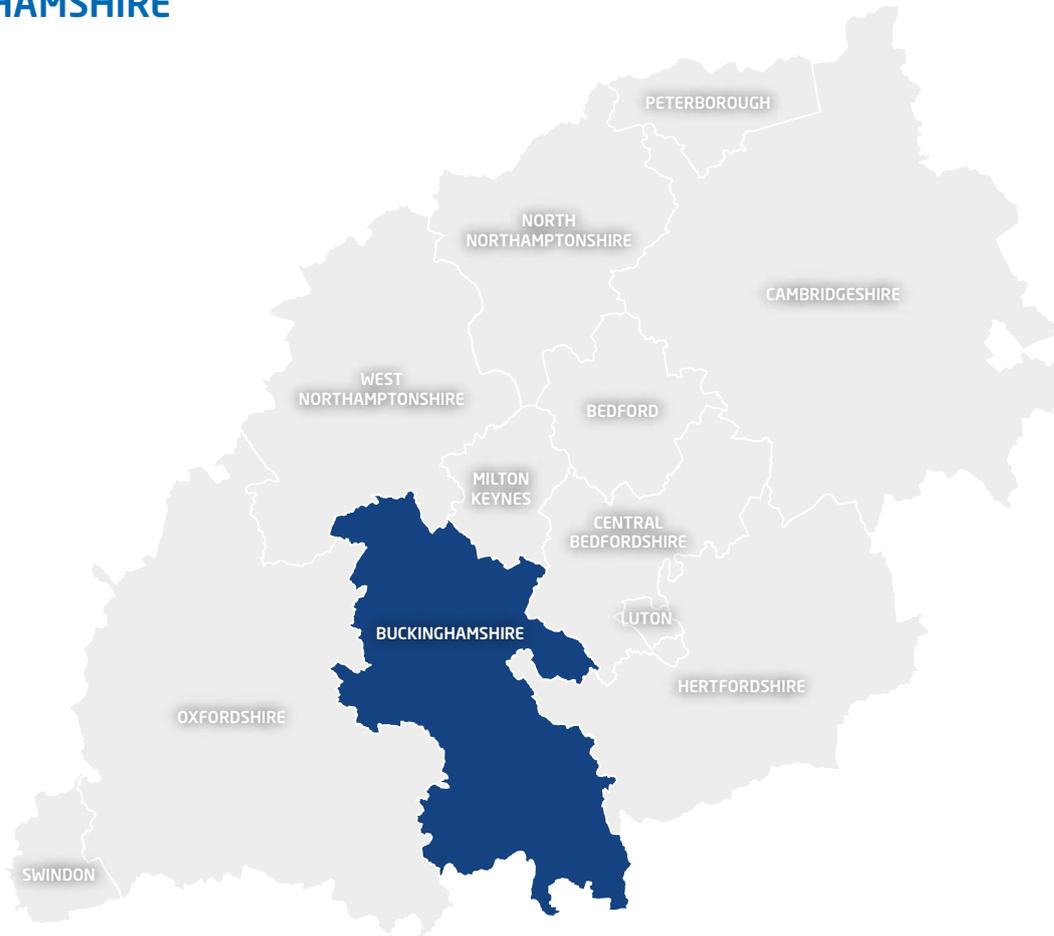
EEH's Swindon-Didcot-Oxford connectivity study is nearing completion and will be presented to EEH's Board for approval later this year. The EEH team worked with Swindon Borough Council on supporting its bid for local electric vehicle infrastructure (LEVI) funding. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the Great Western Main Line. Through both EEH and the East West Main Line Partnership we continue to make the case for extending East West Rail from Oxford to South Wales and Bristol via Swindon.

OXFORDSHIRE



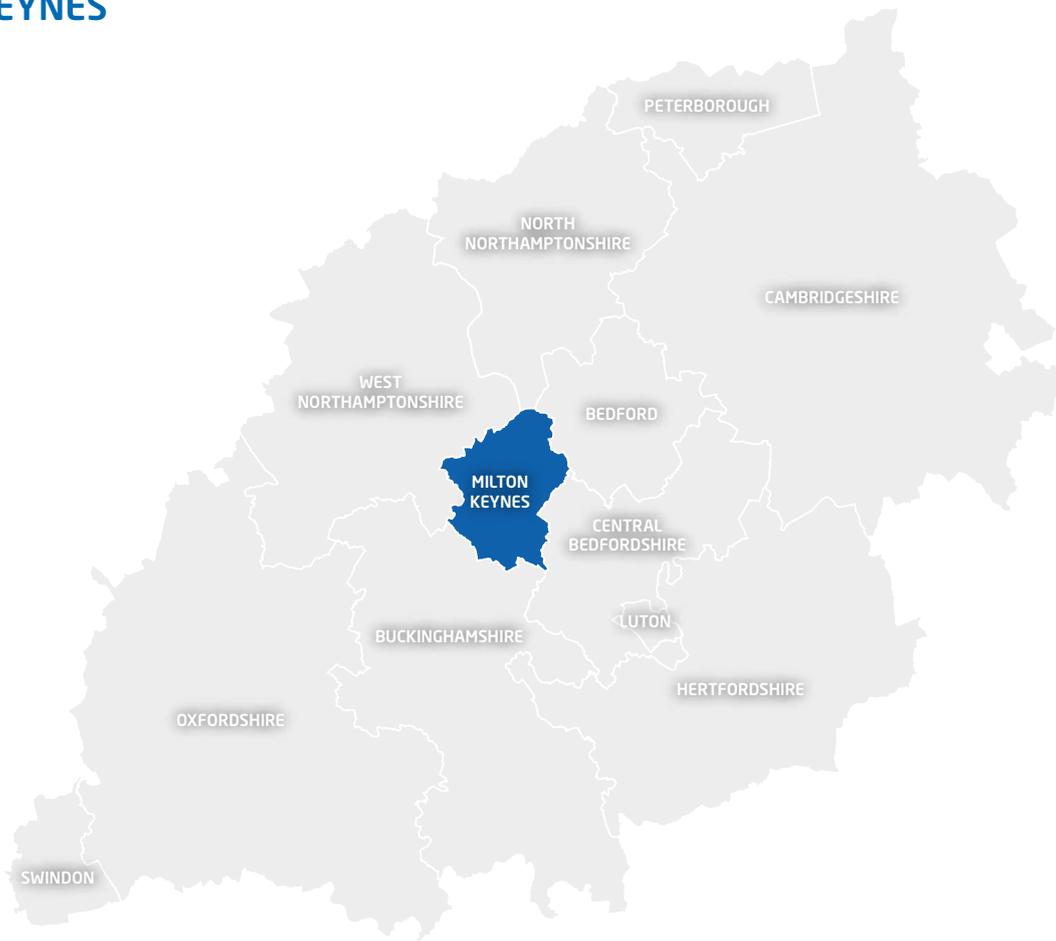
In December 2022 EEH's Board approved its first two multimodal connectivity studies, Oxford-Milton Keynes and Peterborough-Northampton-Oxford, while a third study, Swindon-Didcot-Oxford, is due to go before our Board later this year. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, also due to be published shortly. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the Great Western and Chiltern main lines. Through both EEH and East West Main Line Partnership, we have successfully made the case for the Oxford-Cambridge sections being completed as soon as possible, with the government recommitting to its delivery in the Autumn Statement, and committing capacity funding for measures that maximise associated economic opportunities in the Spring budget. Throughout this year we will focus on maximising the legacy of East West Rail for the communities and businesses it serves. We will also continue highlighting the potential of extending the line to the west. Our report looking at the potential of the Varsity Way cycleway between Oxford and Cambridge was published in November 2022.

BUCKINGHAMSHIRE



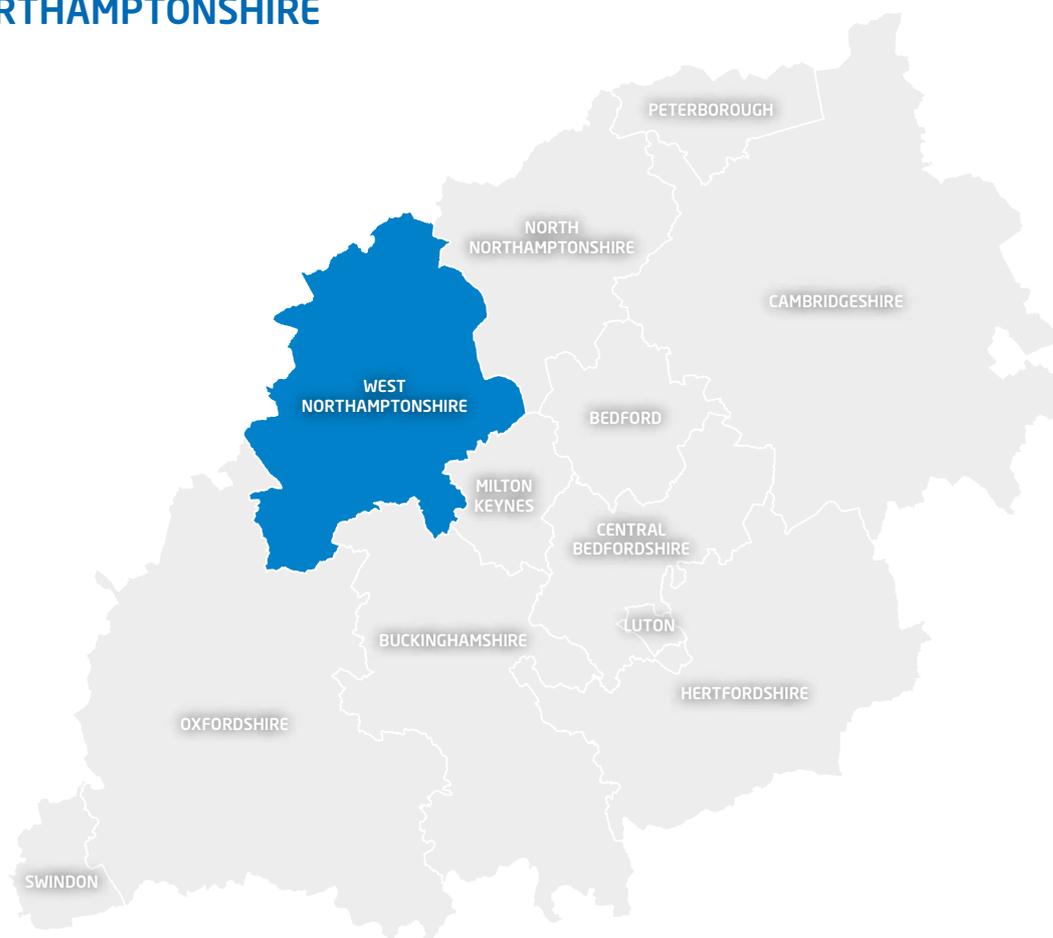
In December 2022 EEH's Board approved its first two multimodal connectivity studies, Oxford-Milton Keynes and Peterborough-Northampton-Oxford (which covered north Bucks). Two further connectivity studies, Thames Valley-Bucks-MK-Northampton and 'Southern east-west' (covering central and southern Bucks across to east Herts) are underway and due to complete later this year. EEH is providing peer review support to Buckinghamshire for its eastern link major road network (MRN) scheme. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, also due to be published shortly. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the Chiltern route. Throughout the year EEH officers have supported and engaged with Bucks' Aylesbury Garden Town project, with EEH part funding the Aylesbury Town Centre Regeneration report. Through both EEH and East West Main Line Partnership, we have successfully made the case for the Oxford-Cambridge sections being completed as soon as possible, with the government recommitting to its delivery in the Autumn Statement, and committing capacity funding for measures that maximise associated economic opportunities in the Spring budget. Throughout this year we will focus on maximising the legacy of East West Rail for the communities and businesses it serves. This year a report on the economic case for strategic rail connectivity enabled through the Aylesbury link will be produced. Our report looking at the potential of the Varsity Way cycleway between Oxford and Cambridge, which would run through north Bucks, was published in November 2022. In 2022 EEH wrote formally to Transport for London setting out its concerns over the impact of the ultra low emission zone on the areas that border the capital.

MILTON KEYNES



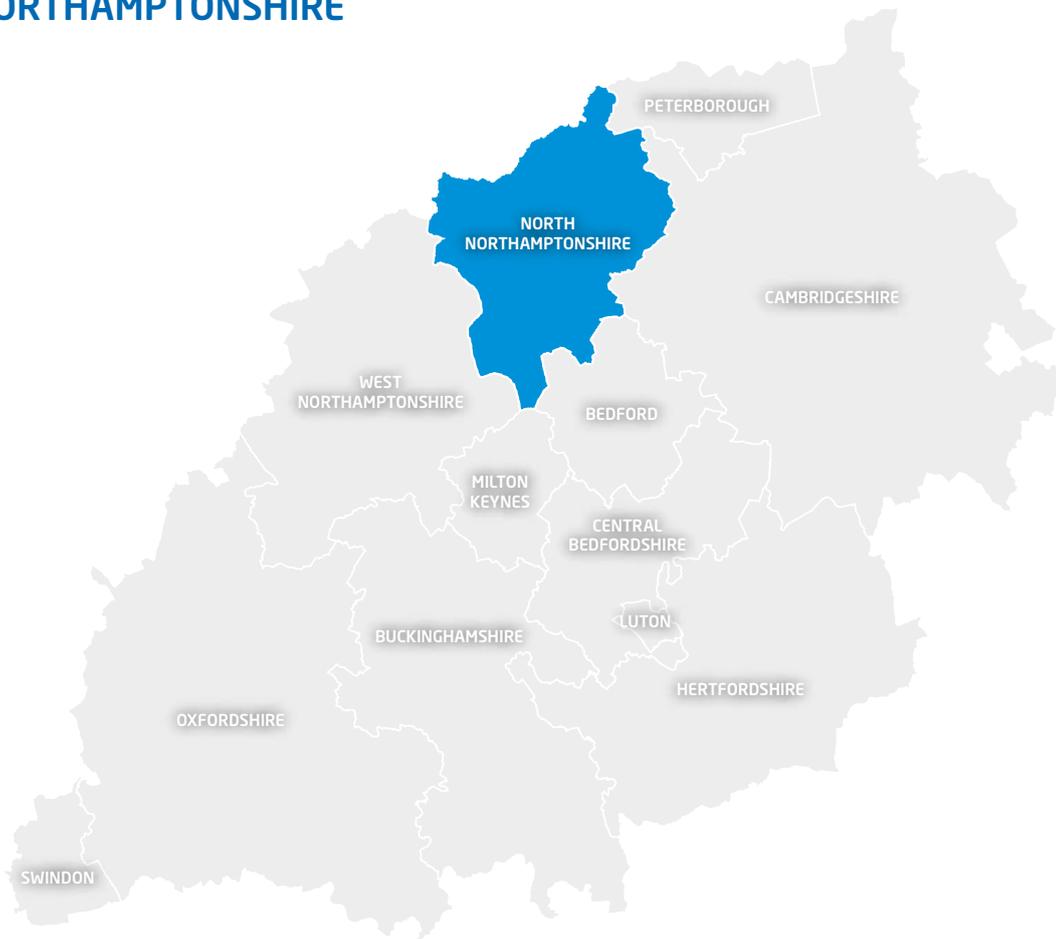
In December 2022 EEH's Board approved the Oxford-Milton Keynes multimodal connectivity study. The Thames Valley-Bucks-MK-Northampton study is underway and due to complete later this year. EEH is providing peer review support to Milton Keynes as it develops its mass rapid transit proposals and mobility hub plans. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, due to be published shortly. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the West Coast Main Line. Through both EEH and East West Main Line Partnership, we have successfully made the case for the Oxford-Cambridge sections being completed as soon as possible, with the government recommitting to its delivery in the Autumn Statement, and committing capacity funding for measures that maximise associated economic opportunities in the Spring budget. Throughout this year we will focus on maximising the legacy of East West Rail for the communities and businesses it serves. This year will produce a report on the economic case for strategic rail connectivity enabled through the Aylesbury link, unlocking the potential for a new Northampton-MK-Bucks-Old Oak Common strategic rail corridor. Our report looking at the potential of the Varsity Way cycleway between Oxford and Cambridge, which would run through Milton Keynes, was published in November 2022 at EEH's conference, which was held at the MK Dons Stadium. During 2023/24 we will focus on opportunities for the Varsity Way in the Marston Vale.

WEST NORTHAMPTONSHIRE



In December 2022 EEH's Board approved the Peterborough-Northampton-Oxford multimodal connectivity study. The Thames Valley-Bucks-MK-Northampton study is underway and due to complete later this year. EEH is providing peer review support to West Northamptonshire as it develops its A43 Northampton to Kettering MRN proposal. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, due to be published shortly. Our officers are supporting discussions over the Northampton to Market Harborough rail link. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the West Coast Main Line. Through both EEH and East West Main Line Partnership, we are making the case for extending East West Rail to include services to Northampton and this year will produce a report on the economic case for the Aylesbury link, unlocking the potential for a new Northampton-MK-Bucks-Old Oak Common strategic rail corridor.

NORTH NORTHAMPTONSHIRE



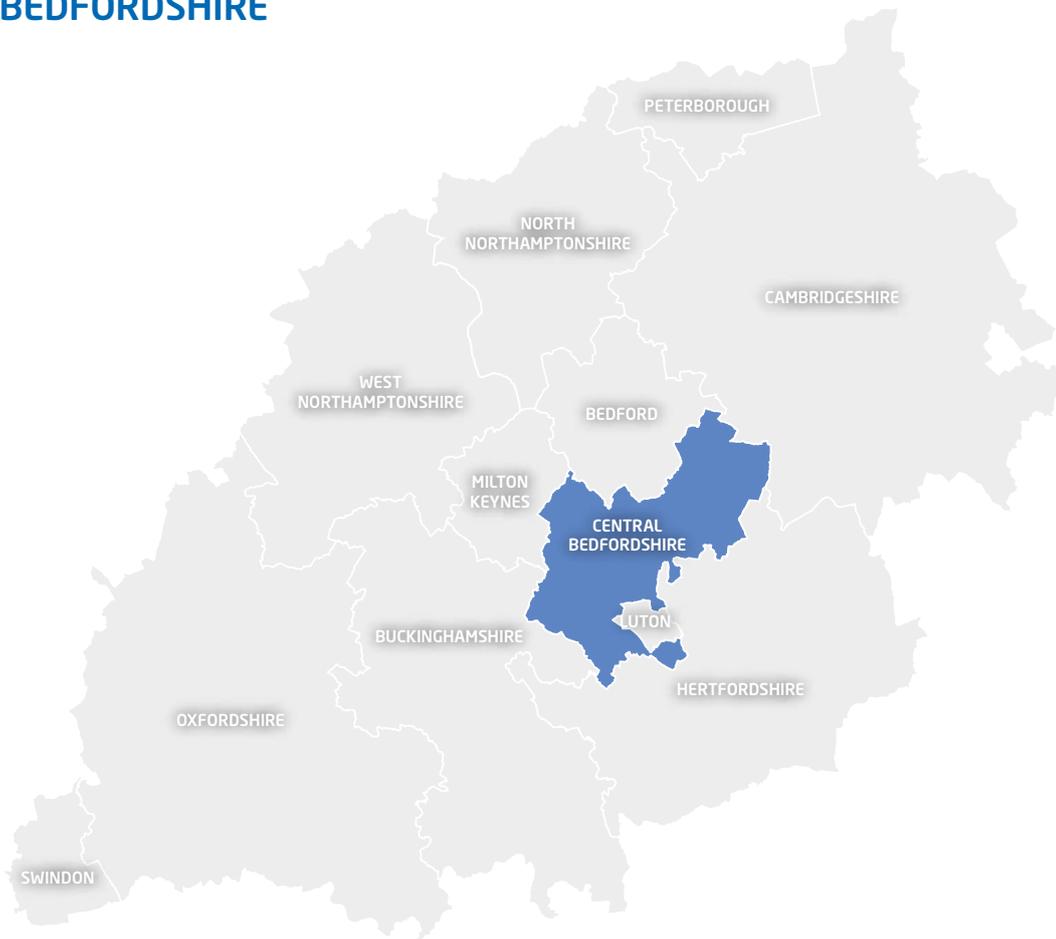
In December 2022 EEH's Board approved the Peterborough-Northampton-Oxford multimodal connectivity study. The Luton-Bedford-North Northants study will commence later this year. EEH is providing peer review support to North Northamptonshire as it develops its A509 Isham bypass MRN proposal. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, due to published shortly. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the Midland Main Line. Through both EEH and East West Main Line Partnership, we are making the case for improved integration with stations such as Wellingborough which are just ten or so minutes away from an East West Rail interchange at Bedford.

BEDFORD



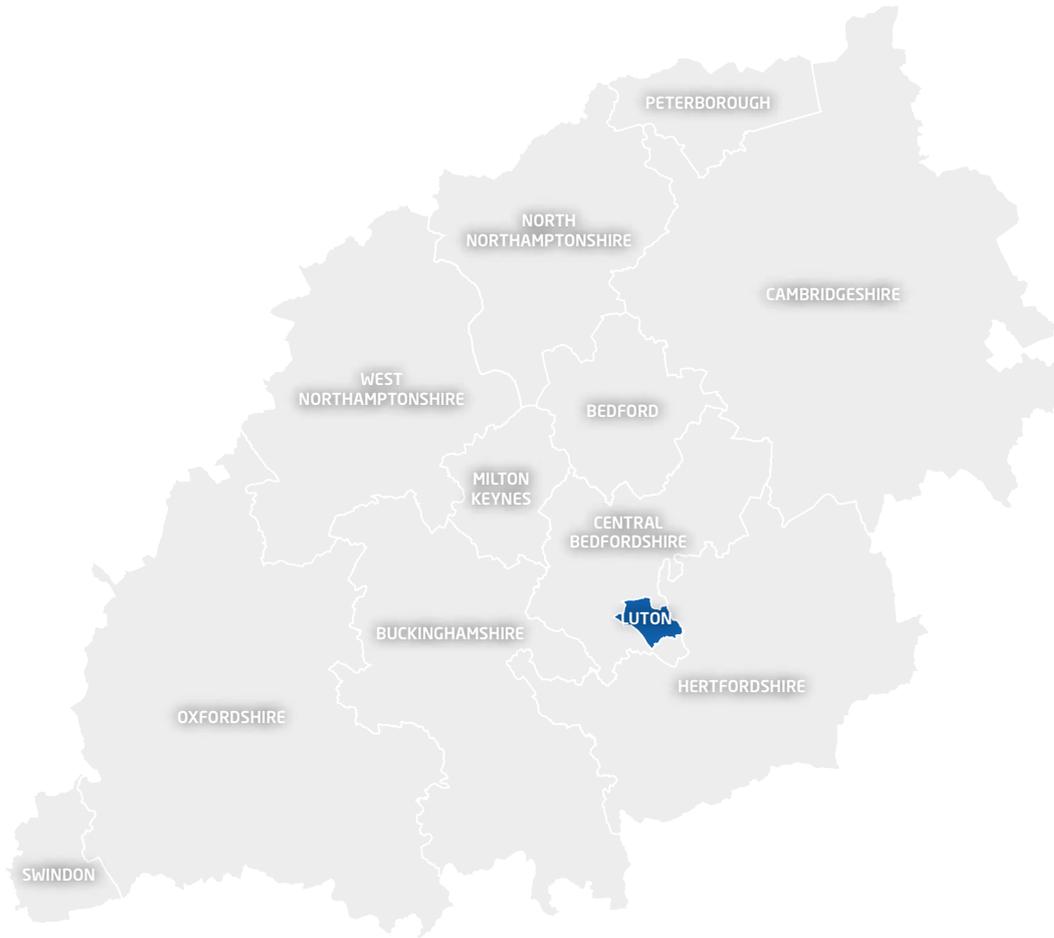
EEH's Luton-Bedford-North Northants connectivity study will commence later this year. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, due to be published shortly. EEH is providing peer review support to Bedford Borough as it develops its Bedford Western Bypass MRN scheme. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the Midland Main Line route. Through both EEH and East West Main Line Partnership, we have successfully made the case for the Oxford-Cambridge sections of East West Rail being completed as soon as possible, with the government recommitting to its delivery in the Autumn Statement, and committing capacity funding for measures that maximise associated economic opportunities in the Spring budget. Throughout this year we will focus on maximising the legacy of East West Rail for the communities and businesses it serves. Our report looking at the potential of the Varsity Way cycleway between Oxford and Cambridge, which would run through Bedford, was published in November 2022. During 2023/24 we will focus on opportunities for the Varsity Way in the Marston Vale.

CENTRAL BEDFORDSHIRE



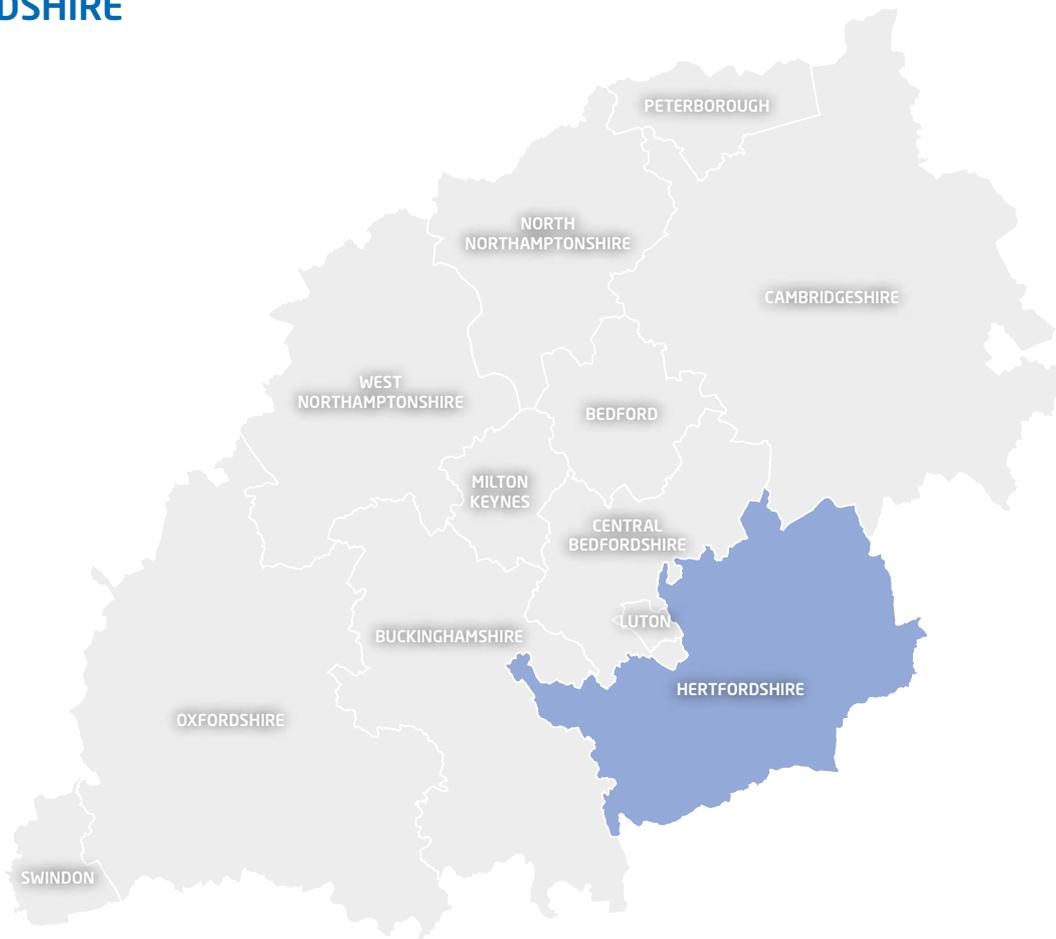
In December 2022 EEH's Board approved the Oxford-Milton Keynes multimodal connectivity study. Two further connectivity studies, Thames Valley-Bucks-MK-Northampton and 'Southern east-west' (covering Bucks, south Bedfordshire and Herts) are underway and due to complete later this year while EEH's Luton-Bedford-North Northants connectivity study will commence later in 2023. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, due to published shortly. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the West Coast, Midland and East Coast main lines. Through both EEH and East West Main Line Partnership, we have successfully made the case for the Oxford-Cambridge sections of East West Rail being completed as soon as possible, with the government recommitting to its delivery in the Autumn Statement, and committing capacity funding for measures that maximise associated economic opportunities in the Spring budget. Throughout this year we will focus on maximising the legacy of East West Rail for the communities and businesses it serves. Our report looking at the potential of the Varsity Way cycleway between Oxford and Cambridge, which would run through Central Bedfordshire, was published in November 2022. During 2023/24 we will focus on opportunities for the Varsity Way in the Marston Vale.

LUTON



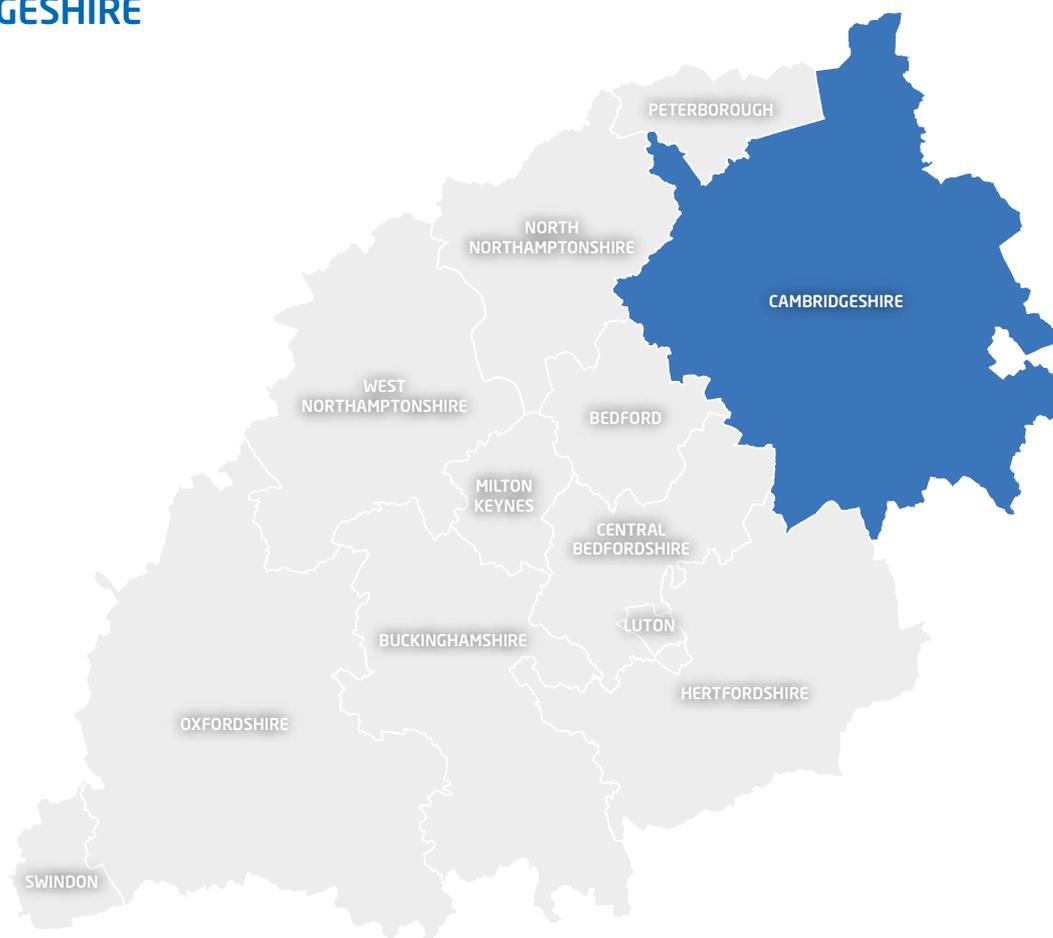
EEH's next two connectivity studies, Thames Valley-Bucks-MK-Northampton and 'Southern east-west' (covering Bucks, south Bedfordshire and Herts) are underway and due to complete later this year while the Luton-Bedford-North Northants connectivity study will commence later in 2023. EEH is providing peer review support to Luton as it develops its Vauxhall Way MRN scheme. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, due to published shortly. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the Midland Main Line. Through both EEH and East West Main Line Partnership, we have continued to make the case for an East West Main Line which would potentially connect into Luton and its airport.

HERTFORDSHIRE



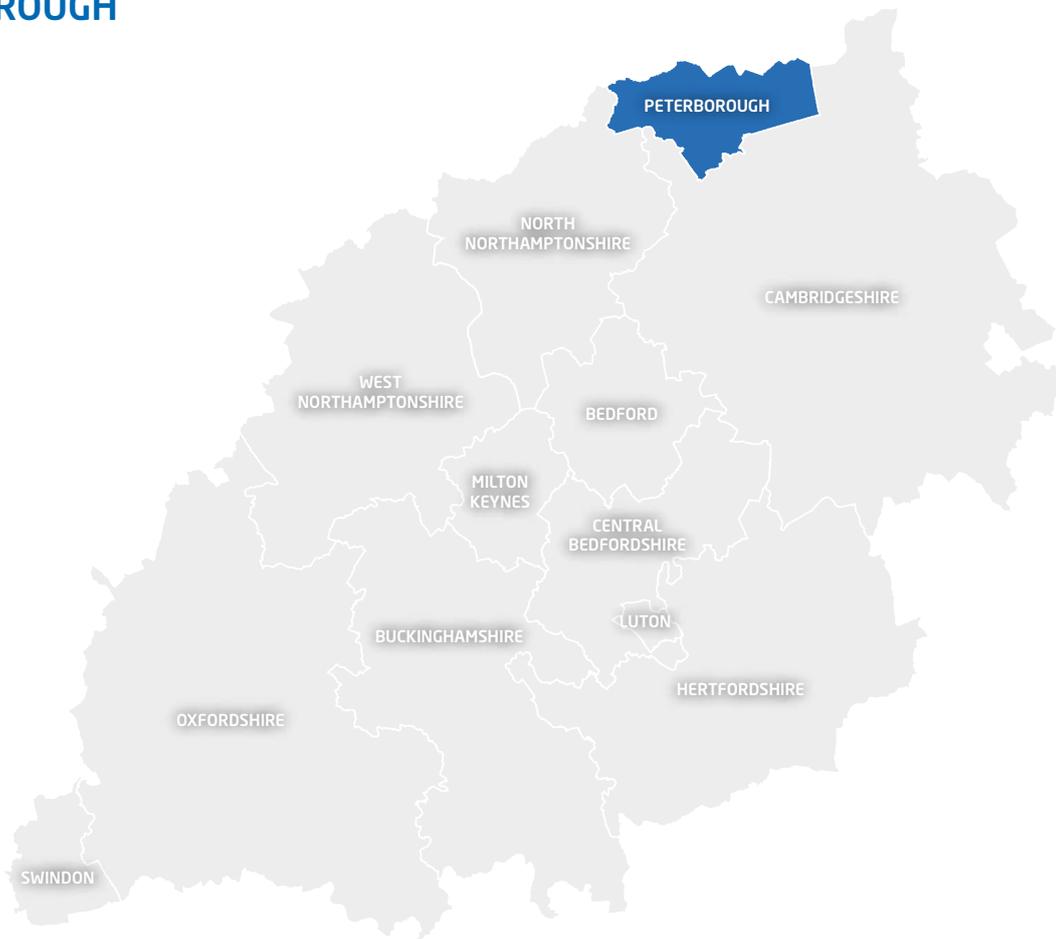
EEH's next two connectivity studies, Thames Valley-Bucks-MK-Northampton and 'Southern east-west' (covering Bucks, south Bedfordshire and Herts) are underway and due to complete later this year. EEH is providing peer review support to Hertfordshire as it develops its A10 Broxbourne scheme. Earlier this year EEH worked with partners including Hertfordshire County Council and City Science to secure £142,000 for a project into the potential use of segregated, 'dedicated, driverless' road space along the HERT route: the A414 between Hemel Hempstead and Stansted Airport. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the West Coast, Midland, East Coast and Anglian main lines. Through both EEH and East West Main Line Partnership, we have continued to make the case for seamless integration between East West Rail and nearby stations in Hertfordshire. In 2022 EEH wrote formally to Transport for London setting out its concerns over the impact of the ultra low emission zone on the areas that border the capital in Hertfordshire.

CAMBRIDGESHIRE



EEH is providing peer review support to Cambridgeshire as it develops its A10 MRN scheme. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridge connectivity: roads study, due to be published shortly. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the East Coast and Anglian main lines. Through both EEH and East West Main Line Partnership, we have successfully made the case for the Oxford-Cambridge of East West Rail sections being completed as soon as possible, with the government recommitting to its delivery in the Autumn Statement, and committing capacity funding for measures that maximise associated economic opportunities in the Spring budget. Throughout this year we will focus on maximising the legacy of East West Rail for the communities and businesses it serves. We are also continuing (with support from Transport East) to advocate for the 'eastern section' from Cambridge to Norwich and Ipswich to be progressed as soon as possible. In 2023 we produced a brochure highlighting the importance of investment in Ely junction for freight and passenger services, which is set to be launched in Parliament in June. Our report looking at the potential of the Varsity Way cycleway between Oxford and Cambridge was published in autumn 2022. In November 2023 EEH will hold its annual conference at the Guildhall in Cambridge.

PETERBOROUGH



In December 2022 EEH's Board approved the Peterborough-Northampton-Oxford multimodal connectivity study. Through 2022 we worked with DfT and National Highways on the Oxfordshire-Cambridgeshire roads study, due to be published shortly. EEH formally supported Peterborough's successful bid for levelling-up funding to transform the city's rail station. We are engaging with Network Rail and local authority partners to identify priorities for the main lines in the region, including the East Coast and Anglian main lines. Through both EEH and East West Main Line Partnership, during 2022 we are making the case for a main line which could serve Peterborough. In 2023 we produced a brochure highlighting the importance of investment in Ely junction for freight and passenger services (including increased frequency of the Ipswich-Peterborough service), which is set to be launched in Parliament in June.

Get in touch

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