



EEH priorities tables (October 2025)

Table 1: EEH activity on regional priorities

Priority	Rationale and evidence	EEH work overview and next steps
Ely/ Haughley Junctions	<p>Critical for supporting movement of freight from Felixstowe, reducing road congestion and opening up capacity for better passenger services.</p> <p>Importance of improving Felixstowe-Nuneaton Corridor highlighted in 2019 EEH Freight Study, and included in Regional Transport Strategy (2021).</p> <p>2022 Network Rail outline business case for Ely Area Capacity Enhancements (EACE) showed cost-benefit of 4.89:1</p> <p>Other benefits include removing need for 98,000 lorry movements and improving passenger frequencies between Ipswich-Peterborough and Kings Lynn-Kings Cross.</p>	<p>EEH produced Keeping Trade on Track advocacy (2023 and updated 2024) document which highlighted business case, alongside heavy support from MPs, CPCA, local authorities, freight industry and business.</p> <p>Ely is also included within Connecting Economies brochure for Cambridgeshire and Peterborough.</p> <p>EEH chairs the Ely Taskforce, which bring partners together to collaborate on advocacy, including with CPCA, Cambridge Ahead, LAs, EofE APPG, Chambers of Commerce, industry and ports.</p> <p>Following its omission from DfT spending programme Ely remains priority for CPCA, EEH and wider region.</p> <p>Letter from Lord Hendy (Sep 2025): "The case for Ely/Haughley is well understood, and I would like to assure you that the scheme will be kept under review. It remains a worthy candidate for potential future progression as and when funding becomes available."</p>

		<p>We continue to raise importance of Ely at all opportunities, including through conference and engagement activity, meetings with officials and MPs, and consultation responses.</p> <p>EEH will continue to support advocacy, and continuing collaborative approach, primarily through chairing Ely Taskforce.</p> <p>Upcoming evidence which may strengthen case for Ely include Network Rail route studies on Greater Anglia Main Line and Thameside Rail Line, and Cambridgeshire and Peterborough Growth Plan.</p> <p>Consensus that more needs to be done to bring out benefits for passenger services and subsequent support of growth.</p>
East West Rail: Integration	<p>Transport Strategy (2021) highlights importance of using East West Rail as a catalyst for enhanced local transport and integration.</p> <p>Maximising East West Rail (2024) sets out this ambition in more detail.</p> <p>The engagement activity associated with EWR CS1 and CS2 has demonstrated the need and potential for an integrated transport network with EWR as its core.</p> <p>Local Authority LTPs, EPs, BSIPs, LCWIPs and other related transport strategies and plans, alongside engagement sessions with local authority transport officers, demonstrate the need for integrated transport.</p> <p>The Department for Transport's Integrated National Transport Strategy acts as an essential evidence base for this piece of work, which aims to deliver the strategy across the region.</p>	<p>The Integration Legacy Programme is identifying how EWR can be a catalyst for establishing a legacy of a regional integrated transport network for the whole region, not just the last mile connectivity around station locations.</p> <p>EEH is programme leading and managing this workstream, coordinating all activity with local authorities, EWR Co and transport operators. EEH is also liaising with DfT on how best to use this programme to deliver the INTS.</p> <p>EEH has a resource dedicated to ensuring there is appropriate engagement between EWR Company and local authorities.</p> <p>First phase underway to establish baseline and set the ambition and conditions of success. A draft first phase setting potential ambitions for EWR integration being presented to the Board in October 2025. Report will be sent to all stakeholders for their feedback during October-November, before returning to the Board for final approval in December 2025.</p> <p>The second phase will aim to develop a programme of projects to meet the ambition, alongside scoping a new regional funding mechanism. It is currently being scoped, with some key outputs being a regional steering group, a funding mechanism and a programme of projects</p>

<p>Aylesbury-Milton Keynes link and wider Northampton-Old Oak Common corridor</p>	<p>The Aylesbury-Milton Keynes link is an integral part of East West Rail.</p> <p>Realising a new rail corridor between Northampton, Milton Keynes, Aylesbury and Old Oak Common, offering rapid interchange to Heathrow Airport.</p> <p>Aylesbury link was previously a core part of the EWR proposal/ original scope as promoted by Government. The link (and the wider Northampton-Old Oak Common corridor) is in the 2021 Transport Strategy, relevant connectivity study (2023); Connecting Economies; and Main Line Priorities Study.</p> <p>The corridor is key to:</p> <ul style="list-style-type: none"> • Enabling economic growth by linking world class knowledge-intensive sectors • Transforming the regional and UK transport system, including links to Heathrow Airport • Unlocking Aylesbury's potential for its communities, businesses and wider regional economy <p>We also know from other evidence (eg OxCam roads study) how congestion and lack of connectivity is damaging Aylesbury's economic growth potential.</p>	<p>In 2024 EEH produced the Global Britain Rail advocacy document which focused on the importance of the Aylesbury link as a strategic connection between Northampton & Milton Keynes to Old Oak Common and Heathrow.</p> <p>EEH is continuing to raise the significance of investment in the Aylesbury Link and the wider rail corridor at all opportunities, including conferences, events, with other STBs and in meetings with shadow GBR, DfT, Network Rail, EWR Co officials, and MPs, and consultation responses.</p> <p>Current work on released capacity opportunities will further strengthen evidence.</p> <p>We are engaging with Network Rail on its study looking at the Bletchley chord, which could improve the capacity for the connection (see below).</p>
<p>Bletchley North East Chord and capacity at MK Central</p>	<p>To facilitate a through route for East West Rail to Milton Keynes Central from the east, and alleviate rail capacity constraints between Bletchley and Milton Keynes. Supporting capacity enhancements at Milton Keynes Central Station is integral to this.</p> <p>It is identified within connectivity study and rail priorities work to maximise the benefits of EWR in the region. Featured in Connecting Economies brochures.</p>	<p>Working with Network Rail to understand how this can be taken forward as a priority. The scheme is being considered as a conditional output in Network Rail's North West and Central Priorities Study work.</p>



Oxford 'metro' including Cowley Branch line	<p>Using the existing heavy rail network to provide a co-ordinated service to deliver a metro type system for greater Oxfordshire.</p> <p>EEH Rail priorities work supports the strategic rail priorities of Oxfordshire's emerging rail strategy which further reinforces their priorities.</p>	<p>Continuing to work with all stakeholders to progress rail priorities in Oxfordshire. OCC is currently developing a rail strategy that will support the Oxford Metro.</p> <p>Included within Connecting Economies brochure.</p> <p>EEH is currently responding to OCC consultation on Oxfordshire Rail 2040 plan. We continue to support Oxfordshire through representation with Network Rail and DfT and the Oxford to Cambridge Growth Team, Chiltern Railways and Great Western Railways</p>
Oxford-Swindon-Bristol services	<p>A low-cost 'quick win' opportunity to restore direct rail connectivity between Oxford and Swindon, and Oxford and Bristol. Helping to realise East West Main Line.</p> <p>The need to improve Oxford-Swindon-Bristol connectivity as part of EWR Main Line identified in 2021 Transport Strategy, subsequent Oxford-Didcot-Swindon connectivity study (2023), Connecting Economies brochure (2024), and Main Line Priorities Rail Study (2024). Also appears as aspiration in Network Rail's EW Main Line Strategic Statement (2022).</p> <p>Network Rail appraisal (part funded by EEH/ EWMLP) provided strong evidence for the intervention (see right).</p>	<p>In 2024 East West Main Line Partnership part funded Network Rail economic appraisal of the benefits of hourly services between Oxford, Swindon, Bath and Bristol, building on the current 'trial' infrequent Saturday service. These findings were presented in EEH/ EWMLP/ WG's The case for reinstating Oxford-Swindon-Bath-Bristol rail services (2025).</p> <p>This included following evidence:</p> <ul style="list-style-type: none"> • Current generalised journey times from Oxford to Swindon, Bath, Bristol are slow and are not competitive with road journeys. A major factor for these significant lengths is the need for passengers to change trains at Didcot Parkway. Proposal would reduce GJT by 30%. • Current high demand despite no direct service • Complementary sectors along corridor (8.8% of all life science jobs; 8.3% HE; significant visitor economy) • Improve access to EWR • Support increased housing targets in corridor • Quick win. The anticipated operational cost is in the low (single-figure) millions of pounds per year (with the expectation that the service is likely to generate more revenue than it will cost). • BCR above four. <p>Continuing to raise importance at all opportunities, including through meetings with DfT, Network Rail, TOCs, EWR Co officials, and MPs, and consultation responses.</p>

		EEH letter of support provided to GWR summer 2025.
EWR Eastern Section	Services east of Cambridge to Ipswich and Norwich are a core part of the strategic ambition for a coast-to-coast East West Main Line.	<p>EWMLP part-funded Transport East strategic case for Eastern Section, which is due to publish in autumn.</p> <p>Continuing to raise importance at all opportunities, including with Transport East and through EWMLP, meetings with shadow GBR, DfT, Network Rail, EWR Co officials, and MPs, and consultation responses.</p>
Digital connectivity along EWR	<p>EWR must include provision for appropriate digital infrastructure to ensure passengers receive a consistent, high quality and productive onboard experience, and to enable additional rural businesses and communities to access high quality digital services.</p> <p>Transport Strategy (2021) makes EWR digital spine a priority. Also in connectivity studies.</p>	<p>EEH previously secured funding for fibre to be installed from Bicester-Bletchley. Subsequently supported England's Connected Heartland's successful bid to make this section 5G. Working with ECH to make case for digital connectivity from Bletchley to Cambridge (and Oxford-Bicester).</p> <p>Working with England's Connected Heartland to make the case for next sections to include digital infrastructure (and Ox-Bicester). Checking what data/ evidence ECH have.</p> <p>Integrating digital into the 'maximising EWR' work where possible/ appropriate.</p>
Varsity Way	<p>A landmark active travel corridor between Oxford, Milton Keynes and Cambridge, following a significant portion of the East West Rail route. Acting as an active travel spine, providing access to green spaces and becoming an iconic tourist destination in its own right.</p> <p>EEH's 2021 Transport Strategy includes maximising the potential of an Oxford-Cambridge 'Varsity Way' segregated cycling and walking route as a 'green spine' across the Heartland: one that can act as a focal point for developing a region wide network of cycle routes." Also included in connectivity studies, active travel studies, and two further reports (see right).</p>	<p>In November 2022 EEH published a report with Sustrans highlighting the opportunity of improving the Varsity Way. The report concluded that Varsity Way has the potential to become a leisure and tourism drawcard for the area. Evidence includes an audit of the entire route condition.</p> <p>Following stakeholder feedback there was support for more detailed work in the Marston Vale area considering active travel alignment options. We have been working with Central Bedfordshire Council on a feasibility study (2025) associated with the Marston Vale area.</p> <p>We continue to work with stakeholders including EWR Company, OxCam Growth Corridor Team, Sustrans, ATE on exploring opportunities to realise ambitions for the Varsity Way</p>

Milton Keynes Metro	<p>Included in transport strategy (2021), connectivity study (2022), Connecting Economies (2024) and Connecting Economies (2025).</p> <p>Its Strategic Outline Business Case (2023) demonstrates strong strategic rationale for the scheme:</p> <ul style="list-style-type: none"> • Contribute to sustainable growth • Support a thriving economy • Promote sustainable outcomes • Support liveable communities • Deliver accessible mobility for all 	<p>EEH has consistently raised with DfT highlighting the needs for a consistent approach to funding MRT schemes regardless of devolution status.</p> <p>We are working with Milton Keynes with evidence-based advocacy, including exploring different funding models for investing in the scheme.</p>
Hertfordshire-Essex Rapid Transit (HERT).	<p>Primarily focused on the A414 corridor, the HERT will connect with north south rail lines to create new sustainable journey options across the whole of Hertfordshire and beyond.</p> <p>The connectivity gap for which HERT is a solution was highlighted by Network Rail in EEH's Passenger Rail Study (2021). Included as priority in EEH Southern East-West Movement Connectivity Study (2024) and Connecting Economies (2024).</p>	<p>Hertfordshire County Council have undertaken public consultation on the HERT proposals and are due to publish a more detailed 'prospectus' for the project in 2025, setting out the preferred routing and delivery strategy.</p> <p>EEH will continue to advocate for the HERT.</p> <p>We have consistently raised with DfT highlighting the needs for a consistent approach to funding MRT schemes regardless of devolution status.</p> <p>EEH helped secure funding, with Hertfordshire County Council to investigate the financial and service implications of running autonomous vehicles on the HERT network. The outcomes of this work provide an evidence base which has been shared with partners and the wider transport sector on the opportunity and challenges of deploying autonomous buses on a public transport network.</p>
CPCA Mass Transit/Light Rail	<p>Delivery of a light rail solution in the Greater Cambridge Area is a priority of the Mayor.</p> <p>In September 2025, Cambridgeshire and Peterborough Combined Authority announced the appointment of Peter Cushing as Light Rail Commissioner.</p>	<p>Where appropriate and required, EEH will work to support CPCA with its proposals.</p>

	<p>Peter has 25 years rail and light rail national and international experience, working on behalf of private and public sector organisations.</p> <p>Peter will advise the Mayor on all aspects of assessing, planning, and potentially delivering a light rail network for Greater Cambridge and will play an advisory role in shaping the long-term transport vision needed to support sustainable growth across Greater Cambridge and the wider region.</p>	
Better buses: Overview	<p>Importance of bus journeys highlighted in regional transport strategy (2021) and regional bus strategy (2022).</p> <p>Bus journeys often represent the only realistic means of public transport for people living in many different parts of our region.</p> <p>Ensuring service levels are firstly protected, and then grown is critical to our economy, alongside the social and environmental wellbeing of our communities.</p> <p>Improvements to bus services are a comparatively simple, quick and affordable means of delivering improvements to connectivity which unlock economic opportunities.</p> <p>Research by EEH in association with KPMG (2025) highlights importance of bus in region:</p> <ul style="list-style-type: none"> • £2.6 billion in annual spending by bus passengers in local economies, supporting high streets, shops, and leisure venues. • £580 million in direct, indirect, and induced economic activity from the bus industry. • £951 million in wider social and environmental benefits, including improved health outcomes, reduced congestion, and cleaner air. 	<p>EEH's work on bus cuts across a number of different areas, as agreed by the Board and at our annual Bus Symposiums. We are regarded as a leading STB voice on bus.</p> <p>It includes:</p> <ul style="list-style-type: none"> • Creating a regional bus network concept 'The Heartbeat', currently developing costs and revenue models to support its delivery. • Providing strategic level advice on buses and multi-modal integration. • Holding an annual Bus Symposium to bring together Members and officers with industry and transport experts. • Supporting BSIPs within the region with technical and policy advice. • Providing advocacy on bus funding, including by calculating the economic value per LA and region. • Creating a bus bid booster tool, to help LTAs calculate the value of bus infrastructure improvements. <p>All of the bus work aligns with the overall aim for integration, and the EWR Legacy Integration Programme.</p> <p>See below under thematic work for further details on specific bus work:</p>

	<ul style="list-style-type: none"> • Every £1 of public money spent on improving bus services in the region generates as much as £4.55 in wider economic benefits. • There are over 360,000 daily bus journeys 	
Better Buses: Heartbeat Network	<p>In 2023 EEH work on bus network models led to the concept of a regional bus network using existing local routes.</p> <p>Modelling has shown the network's positive impact on GVA, carbon, and modal shift savings.</p>	<p>EEH shared the Heartbeat Network concept diagram and narrative with LTAs to support their BSIP refresh submissions (2024). It was adopted by several partners and shared with DfT BSIP Refresh assessors. In autumn 2024 Board approved further work, commissioning Stage 2 to assess viability and funding for the Heartbeat Network, a draft of this work/report is currently being reviewed by EEH.</p> <p>EEH will continue to collaborate with bus operators/local authorities to optimise routes and (if required) undertake further work/modelling to prioritise services and assess impacts of routes.</p> <p>Once approved, EEH will consider creation of an advocacy report to build a case for investment to deliver proposed routes.</p>
Targeted investment in roads.	<p>Targeted investment in our strategically-important roads will unlock and support economic and housing growth opportunities across our region.</p> <p>Roads funding should be considered not just for the Strategic Road Network but also the Major Road Network, a critical part of the UK road network. Priorities identified, including through connectivity studies, Oxford-Cambridge roads study, the MRN programme and schemes identified in the current Road Investment Strategy and RIS pipeline schemes are listed in the information below.*</p>	<p>Working with National Highways and the DfT to:</p> <ul style="list-style-type: none"> • communicate the region's priorities and contribute to technical studies to make the case for investment in the region • promote and progress the next steps in the priorities identified in the OxCam Roads Study, including A1, Aylesbury Roads connectivity and M1 J13. • inform and comment on RIS programme RIS pipeline schemes such as M40/A404 junction and looking for longer term solutions for A34 including challenges at junction 9. <p>Working with LTAs to support them on the review of MRN and LLM review acting as a go between with DfT. While we wait for the outcome of the review we have asked our Board to agree to EEH sending a letter to highlight the importance of the schemes across the region and the challenges of MRN and review process.</p> <p>Facilitating collaborative discussions with Central Government stakeholders considering the A1 South of Buckden to Biggleswade.</p>

		Working with DfT, National Highways and local authorities to support other major schemes promoters to facilitate joint work to help find solutions, such as the new destination resort Puy Du Fou and SFRI in Oxfordshire.
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A1 Sandy to Biggleswade (there is also a need for wider improvements between Huntingdon and Biggleswade, and in Hertfordshire – a solution to the previous smart motorway proposal that was cancelled by the previous Government)
M1 Junction 13 (Central Bedfordshire)
A1139 (Peterborough)
A6/ A421 (Bedford)
A47 Wansford to Sutton (previous RIS2 Scheme)
Aylesbury roads
A605 (south of Peterborough)
A43 Corby and Broughton
A14 J33-J36 (Cambridgeshire)
A421 (A43 to M1 J13)
A141/A142 (Cambridgeshire)
A43/ A5 roundabout (Milton Keynes)
A5 Old Stratford and Kelly's Kitchen roundabouts (Milton Keynes)
A5 Hockliffe (Central Bedfordshire)
Bicester roads
A507 (Central Bedfordshire)
A404 corridor (Buckinghamshire)
A34 including challenges at junction 9 with M40 (Oxfordshire)
A47/A1101 Elm Road Junction (Cambridgeshire);
M11 Junction 13 (Cambridgeshire).
A10 Broxbourne and Ely to Cambridge
Vauxhall Way (Luton Airport)
A509 Isham Bypass

Table 2: Additional thematic priorities

Theme	Rationale and evidence	EEH work and next steps
Maximising East West Rail: Quality of Life	Ensuring EWR provides wider quality of life benefits to communities and businesses across and beyond its route.	'Quality of life' project: focusing on EWR's role in boosting tourism; and access to green spaces. Green spaces: Consultant commissioned to collate data, extensive engagement with data holding agencies/ orgs, to be placed on EEH Data Hub.



	<p>Transport Strategy (2021) highlights importance of improving quality of life. Maximising East West Rail (2024) sets out this ambition in more detail.</p> <p>Green spaces: Engagement with EWR Company and discussions with Environment Agency highlighted need for data in one place, in order to provide evidence-based narrative for the region.</p> <p>Tourism: Engagement with Huntingdonshire DC and LVEPs, desktop research and academic dissertation on trip attractors (sponsored by EEH) highlighted opportunity for EWR to be a catalyst for the visitor economy.</p> <p>Thriving Communities (benefits to communities near but not on line): Transport Strategy clear on wider benefits for the region through integration and interchange, eg with radial lines and bus journeys.</p> <p>Lessons learned: EWMLP Board members agreed there was a need to understand what went right/ wrong during CS1 design/ construction that can be used to inform future sections.</p>	<p>Tourism: We have been engaging with stakeholders and potential consultants to ensure EEH brings added value and avoids duplication prior to commissioning any further work.</p> <p>Thriving Communities: We are considering next steps for this work, having opted not to proceed with initial delivery mechanisms due to challenges over its remit.</p> <p>Lessons learned: from planning, construction and engagement phases of new rail services from Oxford to Milton Keynes through the lens of local authorities (jointly funded with EWMLP). To inform approach to future phases of EWR and wider infrastructure. Due to complete in autumn 2025.</p> <p>Next steps for these projects likely to be informed and determined by the data collation and engagement with stakeholders.</p>
East West Rail: engagement	<p>Enabling and supporting local authorities in readiness for EWR statutory consultation and to participate as essential stakeholder inputting into the scheme design and delivery.</p> <p>The Department for Transport's priority of EWR denotes its importance for local authorities and the region. The engagement activity and delivery of EWR CS1 and CS2 has demonstrated the need for additional support for local authorities.</p>	<p>EEH is focusing on supporting and enabling local authorities in these main areas:</p> <ul style="list-style-type: none"> • Lead and manage stakeholder relationships related to the EWR scheme including with DfT and OxCam team. • Lead on the coordination and alignment of EWR Company's Door to Door connectivity activity • Lead, manage and coordinate all EEH delivery activity related to the EWR scheme, including all Legacy Programme delivery and activity related to EWR consultations.

		EEH has consultancy capacity in place to manage this complex programme and stakeholder matrix – this has proved essential given the complexity of the project.
Better buses: Total Transport	Total Transport is the concept of generating greater efficiency and effectiveness from combining the planning and delivery of a range of passenger transport services, including commissioned transport from local transport authorities and the NHS, community transport and commercially run public transport	<p>Post-September 2023 Bus Symposium: EEH commissioned Better Futures to undertake a high-level assessment of the opportunity and challenges of undertaking a Total Transport approach to transport service deliver across multiple provides (LTA, NHS, bus operator etc) within the region.</p> <p>Post-October 2024 Bus Symposium: EEH Board approved further work to be undertaken on a deep drive into the potential cost and service savings by working individual LTA within the region (Cambridge, West Northants and Swindon agreed to be part of this work).</p> <p>Work is still ongoing and is due to be complete by end of October 2025. The main output is the production a technical report, detailing key learnings from the three use- case LTAs, including suggested service improvements and cost savings.</p>
Better Buses: Luton-Dunstable busway extension	Potential to extend busway is reflected in EEH Connectivity Study 5 (Southern East-West Movements).	<p>In December 2024, EEH Board agreed funding and work with Central Bedfordshire and Luton Council for a study to explore possible options to extend Luton Dunstable Busway services and routes.</p> <p>Working jointly with Central Bedfordshire and Luton Council and AECOM, Phase 1 work is being undertaken, this includes an appraisal of demand for services/routes based upon considering both local authority planned housing/economic growth and using mobile phone movement data is being undertaken to identify possible 'new' services/routes to meet demand identified, this is due to complete by end of September 2025.</p> <p>Phase 2 work (once demand has been identified) is due to be complete by end of November 2025 and includes setting out how demand will potentially be met either</p>

		through route and service improvements or physical highway changes.
Better Buses: Buses in Bedfordshire	<p>Building a more coordinated bus network across the three authority areas, is included in the EEH Luton-Bedfordshire-Corby Connectivity Study.</p> <p>The Bedfordshire area will see several large, investments in infrastructure, such as East West Rail, junction improvements to the A421, expansion of London Luton Airport and the building of Universal Studios.</p> <p>Ensuring buses are at the heart of these improvements will help deliver an integration transport offer, boost the current and future bus ridership, support Bedfordshire economic growth and provide public transport access.</p>	EEH is currently engaging with local authority partners on a draft project plan.
Better Buses: Bus passenger information improvements	<p>EEH own research on attitudes to bus travel in the EEH region suggested over that over 75% of respondents said they would support integrated information and ticketing to improve bus travel.</p>	<p>EEH supported a use case for the rollout of Journey Alerts in Bedford. This involved Journey Alerts (JA) deploying QR codes on bus stops in the Bedford area giving passengers a real-time link for a two-way what's app/texted conversation to provide real-time information in their service.</p> <p>The outcomes of this use case are currently being prepared and will inform future work, including, potentially for example, making the case for wider regional roll-out.</p>
Better Buses: DRT	<p>The region has three DRT schemes currently being delivered and operated by differing LTA and providers. EEH Members have asked to better understand the challenges and successes of these existing schemes, to determine how to best deliver DRT operations wider in the region.</p>	EEH is working with operators and LTAs to identify where DRT schemes could be implemented and identify potential funding opportunities for these schemes.



New towns	<p>England's Economic Heartland (EEH) is well positioned to support the identification of infrastructure needs for new towns by providing a strategic, data-driven, and cross-boundary perspective. As a regional transport body, EEH can help local authorities and developers understand how new settlements can be integrated into the wider transport network—ensuring that new communities are well-connected from the outset.</p> <p>EEH has never been involved in stipulating where housing should go, but has a key role in making clear to MHCLG that new homes must be supported by appropriate infrastructure including good transport connectivity.</p>	<p>Further consideration of a response will be provided following the anticipated announcements by Government.</p> <p>A response from EEH could include: data and analytical support; engagement with relevant partners and government departments; preparation of written evidence to support responses; a coordination role; engaging with the NSIP/DCO/SDO process where it is appropriate to do (capturing the cross-border impact of some projects); and reaffirming the need for investment in infrastructure.</p>
Mobility hubs	<p>Mobility hubs provide an opportunity to facilitate seamless and efficient multi-modal transport and help increase public transport use.</p>	<p>EEH has developed and produced a range of supporting materials for its LTAs, including:</p> <ul style="list-style-type: none"> • Business case guidance on funding mobility hub delivery • Regional Mobility Hub Location Tool. • Mobility hubs investable proposition brochure and workshop with private sector funders. • 'White Paper' on strategies for enhancing private sector investment in mobility hubs.
Electric vehicles	<p>Electrification of the UK vehicle fleet offers government and authorities the quickest ways of decarbonising a significant percentage of the transport sector. EEH authorities have received some funding to support the roll out of EV Charge infrastructure and lead the way on innovative deployments. EEH's current focus is on ensuring there is sufficient energy to power EVs.</p>	<p>EEH have undertaken work highlighting the opportunities and gaps in EV uptake and infrastructure deployment across the region.</p> <p>We have also developed with partners a free to access EV planning tool.</p> <p>We will shortly deliver a bottom up assessment of the power required by the region for EVs now and in the future – feeding into the energy system planning</p>

Smart junctions	Better managing our existing road network asset through emerging technologies can reduce journey times, environmental impacts and increase capacity and safety. As more connected vehicles come online we can share information and priorities certain journeys at certain times of the day.	EEH has completed a report based on the Connectivity Study geographies that outlines the opportunity to improve network efficiency through the application of technology - understanding key corridors and where existing signalised junction infrastructure could be improved and connected – EEH will continue to work with government to realise this opportunity.
Airports	There are three major airports located within or very close to the EEH region: London Luton, Heathrow and Stansted. All have plans to expand. While this offers economic opportunities, it is crucial that expansion is accompanied by improvements in sustainable surface access.	EEH represents the region on the Heathrow Strategic Planning Group and their Surface Access Group and provides input into their areas of work. We have commented and represented the region at London Luton Airport expansion including their examination in public and EEH are on the London Luton Airport Access Forum.
Convening role for Oxford-Cambridge region	EEH provides a key way in which leaders can work in partnership to provide the strategic voice for the region. Board feedback, including via independent review (2022), has highlighted importance of convening role. DfT have also highlighted this. Letter on funding (2025) refers to EEH's "respected convening ability".	Funding was transferred from the former Oxford-Cambridge PRP to EEH to deliver a regional convening role on behalf of local and combined authorities. EEH is currently organising the Regional Leaders Summit. This will bring together elected leaders with ministers, government officials, experts, and businesses. We also contribute to Regional Alliance work, eg UKREiif. Day-to-day EEH convening activities.
Tools/ data	Tools and data are fundamental to effective transport planning, enabling evidence-based decision-making, ensuring that investments deliver the greatest benefit for people, places, and the environment. High-quality data—on travel patterns, demographics, land use, and emissions—helps planners understand current challenges and forecast future needs.	EEH has recently presented the tools catalogue to the Board. More information is available in the 20 June 2025 Item 4 Board paper. We are constantly refreshing the data we hold and improving access to the data and interagency generated. EEH is looking to further develop and enhance our collaborative partnerships with academia to add further value and enhance our offering.



	<p>Building tools and securing data at a regional scale accomplishes economies of scale and ensures a consistent baseline.</p> <p>The tools and data EEH hold form the basis of the work that we do to accelerate the delivery of schemes and priorities in the region as agreed by Board.</p>	<p>Tools in development include:</p> <ul style="list-style-type: none"> the next iteration of the EEH Land Use model. enhancing the accessibility of the intelligence derived from mobile network data. refreshing the data EEH hold on planned housing and employment sites as well as planned infrastructure.
Centre of Excellence	<p>EEH can play a key role in enhancing our partner local authority's skills, knowledge and capability to deliver their transport strategy and planning functions, including early-stage business case development. This is particularly important to enable local authorities to deliver the Government's economic growth mission in the current, fiscally challenging environment facing local authorities.</p> <p>DfT research into local authority capacity and capability (2023) identified types of support that would be very or quite useful as:</p> <ul style="list-style-type: none"> Access to good practice and case studies (100%) Templates (98%) Shared DfT/local authority lessons learned on bidding and funding programmes (98%) Guidance documents (97%) <p>This tallies with our own reviews:</p> <ul style="list-style-type: none"> in 2019, EEH found depleted technical and professional C&C within the 'client side' i.e. local authorities, leading to lack of resource resulting in delays to delivery. Whilst the business case is owned/managed by the local authority, the work is often contracted out to transport consultants due to lack of access to expertise; 	<p>More information is available in the 20 June Item 4 Board paper.</p> <p>Our Centre of Excellence approach has 5 focus areas:</p> <ul style="list-style-type: none"> Cross-regional community – bringing people together to form cross-regional communities based on a common interest, including convening communities of practice for learning and knowledge sharing between authorities and peers Information Provision – improving access and usage of available information, tools and data (see above) This is supported through our Knowledge Hub – a digital library available to all officers. Thought Leader – working with academics/universities and sharing expert insights with our local authorities Better Outcomes – offering more intensive support to our local and combined authorities, including business case development and maximising the benefits of major schemes Skills & Development – tackling the skills and capability needs of the region in transport strategy and planning <p>Next steps include:</p> <ul style="list-style-type: none"> Initiatives linked with findings and recommendations from project capturing lessons



	<ul style="list-style-type: none"> • in 2022, EEH found top challenge in developing a successful business case was lack of local authority resource and technical know-how; • in 2025, 85.7% of responses self-identified that their organisation has a skills gap for transport and infrastructure). 	<p>learned from delivery of EWR between Oxford and Bletchley from the perspective of local authorities</p> <ul style="list-style-type: none"> • LTP Support (following DfT announcement) • Revised initiative on business cases aligned to findings of Green Book Review (dependent on DfT Capital Portfolio) • Responding to planning applications for major economic developments in the region with a significant cross-boundary transport impact e.g. Universal, EWR, OxSRFI, Puy du Fou
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