

Roads Update



Roads Investment Strategy (RIS) 3 and 4

- The draft RIS3 (2025 – 2030) is expected shortly.
- We do not expect the draft RIS to contain details of schemes but it will include a Statement of Funds Available (SOFA).
- EEH has been engaging National Highways through the development of the RIS – both in terms of progressing schemes in RIS3 and early discussions on the development of RIS4, with a focus on smaller scale linked interventions on a corridor approach

Roads Studies

- The 'Oxford to Cambridge Connectivity: Roads Study' conducted by National Highways and sponsored by DfT and EEH, is still waiting ministerial sign-off.
- Building on the OxCam Roads study, EEH is keen to ensure road connectivity between the M1 and A1 (including A1 capacity and in and around Bedford) continues to be reviewed.

Network North announcement – autumn 2023

- 100% funding for schemes in the current major road network (MRN) programme - but still subject to 'transport analysis guidance' (TAG) process
- Additional maintenance funding for local transport authorities
- Additional Funding under LITS for some authorities
- We are expecting the process for MRN – phase 2 to become clear following announcement of RIS3



Freight and logistics



Freight and Logistics Action Plan

EEH recently commissioned consultants to finalise the Freight and Logistics Action Plan that:

- Identifies actions that will support local authorities to best plan for the safe and efficient movement of freight and logistics, including planning, routing, zero emission last mile solutions and partnership working.
- Supports the industry to continue to meet business and consumer demand, whilst responding to national, regional and local policies.
- Sets out EEH's role in raising the status of freight across the region, embedding a multi-modal approach to support a cleaner and more efficient freight system and supports the five overarching objectives of the EEH Transport Strategy.

Ely Area Capacity Improvements

Following the Government's announcement to progress the Ely Area Capacity Improvements scheme, the EEH Board wrote to the Rail Minister in December 2023. A copy of the Minister's response is attached at Annex 1.

South East Freight Partnership

EEH is a founding member of the South East Freight Partnership. The partnership includes representatives from three STBs, the logistics sectors including hauliers, their associations, maritime, DfT and National Highways. The group will work together to manage and support freight across the wider region.

Timing: The Freight Action Plan will be presented to the Board for approval in July 2024. The next South East Freight Partnership Meeting is scheduled for March 2024.



New Oxford to Bristol Service



Focus of work:

- EEH is working with the rail industry and Western Gateway STB to develop the business case for a new direct train service between Oxford and Bristol for submission to central government
- The specific proposal is for an hourly service between Oxford and Bristol, which would also call at Swindon.
- The service would cut overall journey times by c. 30% due to not needing to change at Didcot.
- Extensive previous evidence base has demonstrated the benefits of a direct service, including to the EEH economy.
- A contribution from the EW Mainline Partnership has been made to fund the economic aspect of the business case, recognising that it would be the first stage in improving on-ward western connectivity from the EWR core route.



Following the project, EEH and its partners will be able to: Confirm the detailed benefits of a new service, and if supported by DfT plan for delivery

Timing: The business case is expected to be submitted in spring 2024, with a favourable DfT decision allowing for entry into service in 2025.



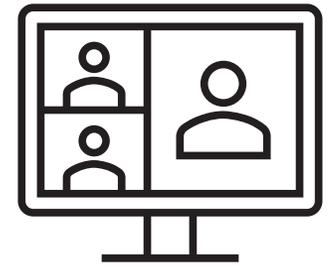
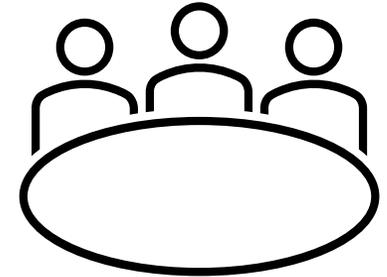
Wider south-east rail partnership



Focus of work:

- Following previous endorsement from boards on remit, EEH, TfSE and Transport East have worked on setting up a new wider south-east rail partnership with the rail industry
- The first meeting of this group was held on 9th February and included representatives from Great British Railways Transition Team, Network Rail and Department for Transport
- A number of areas for further joint working were identified, including on consolidation of data/ evidence, optimising the current rail network, how the rail network can support the economy and sustainable growth, and supporting growth in rail freight.

Timing: The next partnership meeting is being set-up for May 2024, with meetings being scheduled for every 3 months thereafter



Skills and Capacity & Capability



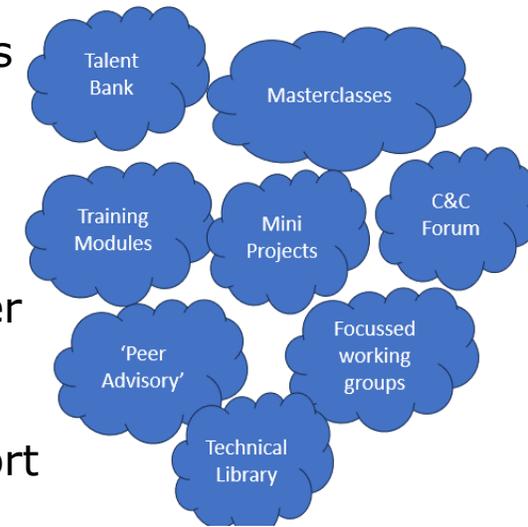
EEH has recently commissioned a specialist consultant to progress the skills work.

Focus of work:

- Developing an action plan for progressing skills
- Developing a competency framework
- Supporting LTAs in the development and delivery of major scheme business cases
- Supporting partners develop Local Transport Plans
- Addressing skills shortage and retention across the region

Progress to Date:

- Early Careers Network – second meeting attended by 22 enthusiastic early career
- First steps in establishing the EEH Technical Library and Tools
- Establishment of focused transport themed working groups
- Progressing on-going Mini Support Projects to provide MRN business case support
- ZEBRA and LEVI mini project support
- Information and best practice sharing – establishing a Teams Network
- Themed sessions, masterclasses and key skills training
- Establishment of the EEH Talent Bank and Access to key staff (from across region) for informal support is on-going



Following the project, EEH and its partners will:

- Have additional support to develop and deliver schemes, produce local transport plans, and begin to address the skills challenges facing the sector.

Timing: The project has been developing over the past year and is on-going

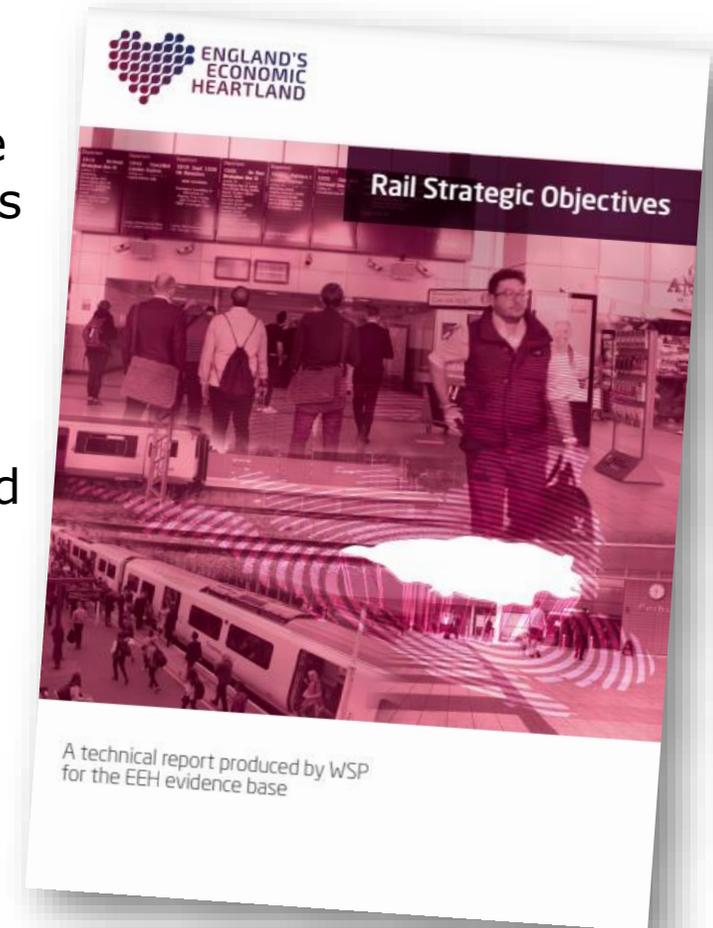
Rail Main Line Priorities

Focus of work:

- The Rail Strategic Objectives report was endorsed by the EEH Board in July 2023 and published October 2023.
- A new project will specify the priorities for development of the rail network - defining the required 'conditional outputs' across our main lines.
- The work will focus on passenger service expectations (e.g. frequency and journey times) between rail hubs, but also other key areas such as interchange and decarbonisation.
- It will also review 'blockers' and 'enablers' to achieving desired outputs.

Following the project, EEH and its partners will be able to: Use robust evidence on regional rail priorities to support the case for investment and enable more fruitful negotiations, including through the wider South-East Rail Partnership.

Timing: The study is expected to commence in 2024, reporting back to Board in early summer 2024



Innovation

Focus of work (updates):

Continuing to work with wider EEH partners to drive innovation in delivery in the region and leverage additional funding.

Project(s) engaged with:

- 5G - England's Connected Heartland: **Underway**
 - DARE - climate resilient, net zero, development of the transport system: **Underway**
 - AI models for transport – UKRI Bid: **Submitted**
 - CPC - DfT Local Transport Decarbonisation: **Submitted**
 - Total Transport - a new approach: **Under development**
 - Sponsor for work on the autonomous element of HERT scheme: **Underway**
-
- **Following the projects, EEH partners will be able to:**
 - Access project outcomes
 - Work with academic partners to understand best practice
 - (Potentially) access new models
 - Access a total transport Playbook
 - Engage with emerging private sector and academic partners



Innovation Rural Demand Project

Focus of work:

Supporting LTAs understanding rural demand in support of new/improved bus services and patronage.

CPC - RURAL TRANSPORT ACCELERATOR

- The Department of Transport (DfT) is supporting SMEs and local authorities to expedite the integration of innovative practices, enhance transportation services for users, and foster improved connectivity within rural communities.

EEH support:

The bid (developed by EEH & Zipabout) will look for funding to:

- Increase patronage on bus services by improving journey information provision through real-time accurate updates delivered without a travel app, as well as delivering a tailored incentivisation programme to passengers
- Understand driver behaviour and barriers to adoption of sustainable transport modes, including unique prediction of latent demand for bus services within the region
- Create a county-wide data and behavioural insight-driven model of rural mobility which can be shared with the local authority, operators and private sector mobility providers



Innovation

Focus of work:

Supporting LTAs to bid for ITMF (Intelligent Traffic Management Fund) - a £20 million challenge fund from the Department of Transport to help deploy advanced technology for traffic signals, making use of machine learning and artificial intelligence (AI) to optimise traffic flow and balance traffic across wider areas.

ITMF bidding process :

- The ITMF application process opens between April and June 2024, with work commencing in September 2024 and ending in September 2026.

EEH support:

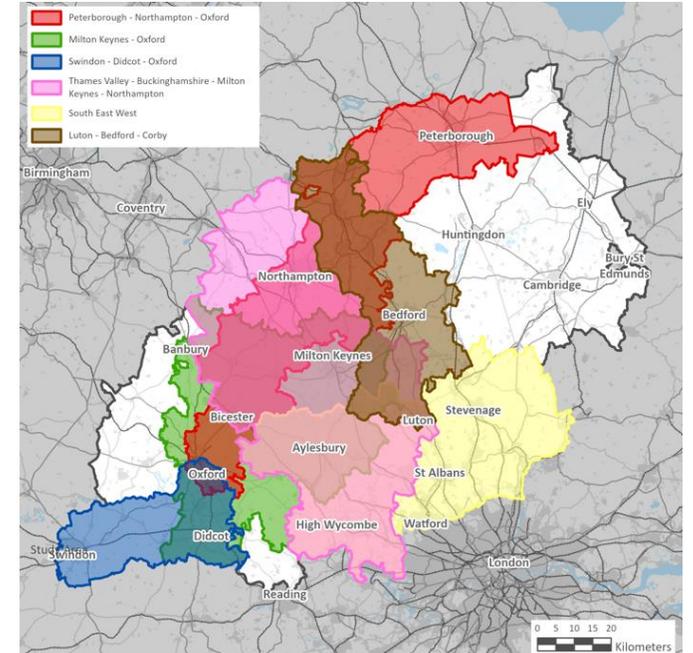
- Updating the EEH 'Smart Corridor' work, to include corridors /roads as identified in the OX-Cam Road study (including Aylesbury) to widen its regional scope to help better inform the IMTF bids.
- Provide "check and challenge" support for any ITMF bids being developed by LTAs.
- Establishing an additional technical workshop (with traffic signals team members) to help share learning and develop any joint bids.



Connectivity studies

Focus of work:

- A programme of multimodal connectivity studies is being delivered, covering six corridors in the EEH region.
- Three studies are completed: 'Oxford-Milton Keynes', 'Peterborough-Northampton-Oxford' and 'Swindon-Didcot-Oxford'.
- Three further studies are underway; 'Thames Valley-Buckinghamshire-Milton Keynes-Northampton'; 'Southern East West movements' and 'Luton-Bedford-North Northants'.
- The studies identify packages of interventions to improve connectivity.



Following the project, EEH and its partners will be able to:

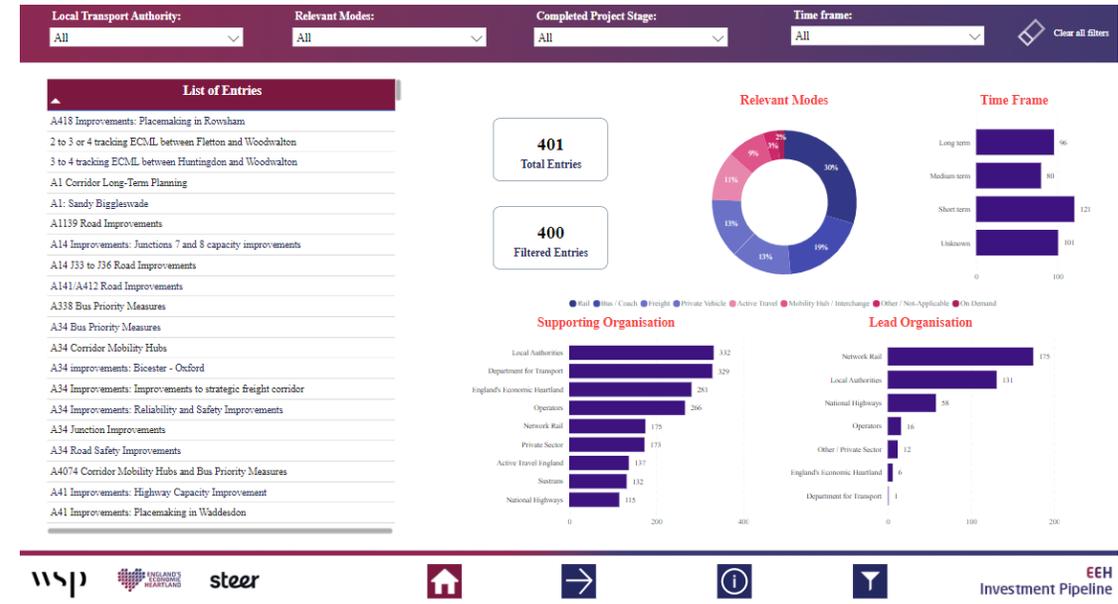
- Making a stronger case for investment and use the connectivity studies evidence and outputs to complement individual or regional funding bids.

Timing: 'Thames Valley-Buckinghamshire-Milton Keynes-Northampton' and 'Southern East West movements' reports will be presented to the Board in May 2024. 'Luton-Bedford-North Northants' will report to the Board in December 2024.

Investment prioritisation framework

Focus of work:

- Developing an investment pipeline is a core function of an STB.
- EEH's matrix-based tool will provide a flexible approach to identifying strategic interventions, based on our transport strategy.
- Local authorities fed strategic priorities into the process
- Outputs will be communicated with government and infrastructure owners as strategic investment priorities for our region.
- The framework will allow EEH, and partners, to have a usable tool which can be maintained and updated as schemes develop.
- We are providing a note of the methodology so the framework can be easily replicated when developing local authority pipelines.



Following the project, EEH and its partners will be able to: Identify interventions most relevant to strategic objectives and better prepare an early-stage case for their investment.

Timing: The investment prioritisation framework technical work is complete, and a separate item is included in the Board papers.

Investment brochures



Focus of work:

- Production of evidence-based brochures that make the case for investing in regional priorities.
- They follow the success of the Ely and East West Rail brochures.
- Seven brochures planned - largely based on connectivity study corridors.
- The brochures will provide the economic narrative, highlighting the area or corridor's contribution to the wider region and UK. They will also set out the opportunities that improved connectivity would unlock.
- A paper on the brochures, including a list of **illustrative** interventions is presented to the 1 March Board.
- We are working with partners to ensure consistent messaging and use of data.

Following the project, EEH and its partners will be able to: Have a compelling document supporting the case for investment in infrastructure priorities in their areas.

Expected timing (2024):

- First six brochures will be presented for Board's approval in May
- Final brochure, Luton-Bedford-Corby, later this year in line with connectivity study timescales.



Buses Update

Following on the work of the Bus Symposium EEH have appointed consultants on improving regional bus services on:

- Advice and guidance to LTAs and Members on **emerging models of bus delivery models**, including franchising, municipal bus companies, provider of last resort etc.
- Producing a regional evidence base for different **bus network models**, including hub and spoke models, demand responsive, etc. Including supporting non-bus opportunities such as shared transport.
- Supporting LTA with **BSIP refresh plans**.
- Producing an investable proposition narrative to 'market' **mobility hubs**. EEH will be facilitating a "triaging investment" workshop bringing together LTAs with private and public stakeholders and offering direct consultancy support to further mobility hub delivery.

In addition, EEH are continuing to progress:

- **Total Transport:** EEH has commenced a discovery project, including a potential bid to build an AI based model to co-ordinate journeys from multiple providers.
- **ZEBRA** We also supported North and West Northamptonshire LTAs with Zebra 2 funding bids.
- **Rural:** Development of a narrative and proposal to support rural transport challenges.
- **Journey planning:** EEH is continuing to support DfT and partners with Project Coral - the national contactless public transport ticketing scheme. We are working with Zipabout to offer EEH LTAs access to their door-to-door journey information and live alerts platform.

Timing: Board will continue to be updated as work progresses.

East West Rail door-to-door

Focus of work:

- East West Railway Company is developing a Door-to-Door Connectivity Strategy, covering all connection stages of East West Rail.
- Door to door connectivity is essential to ensuring sustainable access to the stations which is easy, convenient and appeals to users and that the potential of EWR is maximised.
- Early engagement on the project has commenced with EEH particularly pressing for a long-term plan to support funding for Door-to-Door solutions.

Following the project, EEH and its partners will be able to: Make a stronger case for consistent, reliable investment in first last mile solutions to support and maximise connectivity to East West Rail

Timing: A presentation is being provided at this Board

