



OXFORD CAMBRIDGE G R O W T H C O R R I D O R

A YEAR OF PROGRESS

A report by the Oxford-Cambridge
regional partners



INTRODUCTION



“The Oxford-Cambridge Growth Corridor team and Government are committed to working in partnership with local authorities, the Supercluster Board, the Arc Universities Group, and key regional infrastructure bodies, including England’s Economic Heartland and the East West Railway Company, to deliver a shared ambition for the Oxford-Cambridge Growth Corridor that will deliver national economic value.”

Lord Patrick Vallance, Oxford-Cambridge Growth Corridor ministerial champion, and Minister of State for Science, Innovation, Research and Nuclear.

“A year on, the Oxford to Cambridge Growth Corridor is showing signs of becoming a holistic economic geography – a distinct, connected region that can unlock more than the sum of its parts. The Government’s new investment prospectus, fresh commitments on transport, infrastructure and housing, and renewed momentum behind East West Rail are all important steps on that journey. The progress highlighted in this document underlines the power of genuine collaboration between public and private partners. Our vision now is to turn that momentum into a globally recognised innovation cluster, contributing tens of billions of pounds of additional value to the UK economy. Achieving this will

mean deepening the partnership between government, investors, universities and business that we have been nurturing, so that planning, infrastructure and skills policy pull in the same direction. If we get this right, we will build a better connected, high productivity region of 3.5 million people, with world class jobs and a quality of life that is the envy of the world. As our Champion, Lord Vallance, so aptly puts it: we would be mad not to seize this opportunity – and the Supercluster Board stands ready to build on what we have started together, for the benefit of the region and the whole country.”

Dr. Andy Williams, Chair, Oxford-Cambridge Supercluster Board



“We support this Government’s focus on the Oxford-Cambridge region as being pivotal to the success of the UK economy. We look forward to working closely with Lord Vallance in the years to come, and see the creation of his role as an important and positive step. It is only through working together, between government, local authorities, businesses and the third sector, that we realise the full economic potential of the region. Local authorities are the enablers of growth, with a pivotal role in planning and delivering the right infrastructure; the essential health, transport and education facilities, that housing growth requires.

The evidence is clear that enabling people and goods to move seamlessly across the region is fundamental to achieving the ambitions for our region. East West Rail is a vital part of the jigsaw, but not the only part. Investing in the infrastructure required to create a single integrated transport system – from door to door – enables economic growth, unlocks benefits for new and existing communities, businesses and the environment. It also reduces the current reliance on a road network that is already under pressure and in need of significant investment.”

Cllr Adam Zerny, Chair of England’s Economic Heartland, and Leader, Central Bedfordshire Council

“Over the past year, the increased levels of energy, ambition and momentum are unmistakable. What is especially exciting is the way new ideas and collaborations are now emerging, driven by the diversity and depth of our higher education landscape. From globally recognised research-intensive universities to specialist institutions, innovative technical providers and further education partners, the region’s strength lies not in any single organisation, but in the breadth of expertise and capability working together.

The publication of this report marks a year since the Chancellor launched the Oxford-Cambridge Growth Corridor.

The regional partnership consists of the Oxford-Cambridge Supercluster, Arc Universities Group, England’s Economic Heartland and East West Railway Company.

Together, and in strong collaboration with the Oxford-Cambridge Growth Corridor team led by Lord Patrick Vallance, we are progressing opportunities to realise the economic potential of the region. This work cuts across six themes upon which this report is structured: connectivity; investment, promotion and attraction; talent and skills; placemaking; foundational infrastructure; collaboration.

Universities are central to the success of the Oxford to Cambridge growth vision. They are anchor institutions in their places, powering innovation, developing talent, and connecting employers, local authorities, investors and communities. They also play a unique convening role – creating the space for partnerships to form, aligning skills provision with industry demand, and ensuring growth is inclusive, sustainable and locally rooted.

This collaboration is beginning to crystallise into major initiatives, and we have been particularly pleased to act as convener within the skills taskforce, bringing together voices from across the region to shape a shared approach for the future. It is clear that there is still far more that we could be doing together to help realise the Corridor’s full potential.”

Prof Roderick Watkins, Chair of the Arc Universities Group and Vice Chancellor, Anglia Ruskin University

“This has been a critical year both for East West Rail and for the growth corridor that the railway joins up. The clear backing from government in early 2025 has created real momentum, and we now look to the future with our eyes fixed firmly on delivery.

We have always been clear that EWR is not just a piece of railway infrastructure but instead has a clear purpose to unlock economic growth and opportunity for the communities that we serve. That’s why we are proud to be part of the strategic alliance, working in partnership with government to unlock more growth than we ever could alone. Over the past year, you can see a new approach at key locations along the route, the way we are designing new stations, how our plans integrate into the broader transport network, how our environmental focus will increase access to quality green spaces for local communities, as well as our proposals to bring forward benefits as early as possible.

These are all signals of our commitment to developing EWR to deliver growth, and to do so in partnership with the region as a whole. Of course, major infrastructure projects come with disruption, and at times disagreement on specific issues. We will do everything we can to work through these challenges sensitively and with respect, but we hope our commitment to supporting the region and unlocking the opportunities available here is clear, and we look forward to demonstrating more progress in the year ahead.”

David Hughes, CEO, East West Railway Company

CONNECTIVITY

Enabling people and goods to move seamlessly across the region is fundamental to unlocking its full potential for the UK economy.

East West Rail will transform the economic geography of the region – and it is key that its benefits are maximised for as many businesses and communities as possible. Other infrastructure which has progressed during 2025 includes the Cowley branch line; A428 Black Cat-Caxton Gibbett; and new stations such as Wixams and Cambridge South, while commitments are also expected in the forthcoming Roads Investment Strategy.

Alongside this, factors such as new towns and high housing growth, airport expansion, and the arrival of major trip attractors such as Universal Studios and Puy du Fou, all present a unique opportunity for the region to be a trailblazer for integrated transport.

However, there is already significant strain on the region’s road and rail networks, even before accounting for housing growth. A lack of funding for certain projects to support growth and maintain the region’s existing economic successes is further compromising the transport system.

Progress and future initiatives

During 2025 Chiltern Railways was announced to operate services between Oxford and Milton Keynes, while the East West Railway Company published its You Said, We Did update detailing its revised plans for the sections to Bedford and Cambridge. East West Rail is one of the first projects to operate under the new Planning and Infrastructure Act. While the Act removes the requirement for a statutory consultation ahead of submitting a formal application to build the railway – a Development Consent Order – it will still undertake a full route-wide consultation this spring.

England’s Economic Heartland is leading a pan regional approach to transport integration – ensuring as many communities and businesses as possible are well connected to the region’s public transport network, including East West Rail. In January, EEH published the nine ‘principles’ for improving integration and in March this year, a taskforce of national experts will be launched to steer its implementation. Targeted integration plans are in development in specific locations across the region, starting with Bedford and Universal Studios, where additional government funding was secured to support the project.

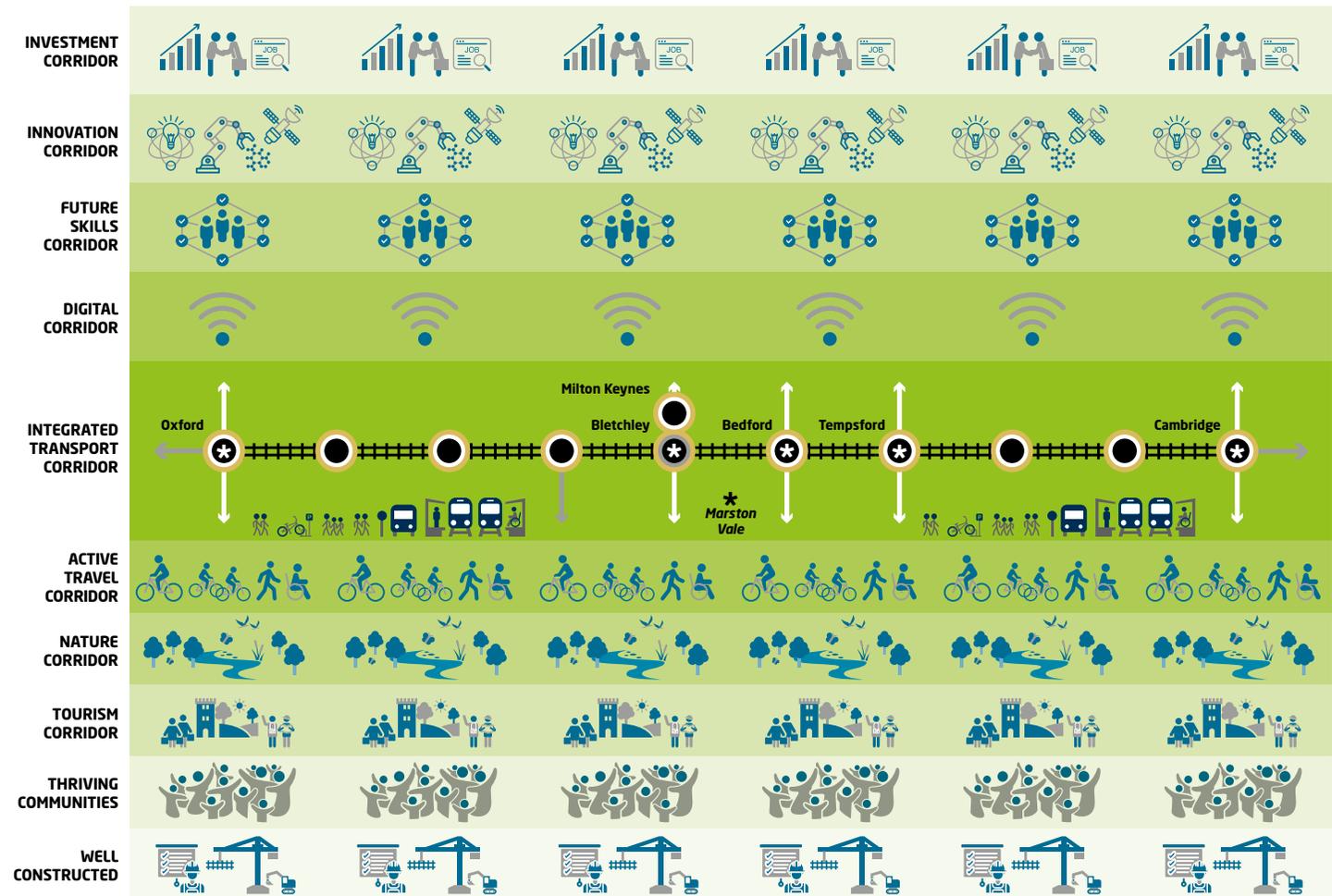


EEH has supported councils in Bedfordshire create a unified bus proposition. It is also leading a study into the potential for extending the benefits of the Luton-Dunstable busway, and helped secure improvements to realtime bus stop information in Bedford. In November it brought bus operators, local authorities and experts together at its annual Regional Bus Symposium, and supports officers and members with bespoke advice on a range of issues including network models, demand-responsive transport and mobility hubs.

EEH has played a leading role in advising the Oxford-Cambridge Growth Corridor team on the transport infrastructure required to support economic growth. It continues to advocate for priorities including Ely/Haughley junction, Aylesbury-Milton Keynes link, and mass rapid transit. EEH and East West Main Line Partnership highlighted the opportunity for new Oxford-Swindon-Bristol rail services and helped fund an economic appraisal of its benefits – subject to approval by Office for Road and Rail, it is likely that regular daily services will begin later this year.

Infographic from EEH's Maximising East West Rail report which sets out the vision for an integrated 'corridor of corridors'

The Oxford to Cambridge Road Study, co-created by National Highways and EEH, has played a critical part in steering where investment must be prioritised on the region's strategically important road network. Similarly, EEH is currently engaging with Network Rail on ensuring its programme of main line route studies take account of the region's economic potential.





INVESTMENT, PROMOTION AND ATTRACTION

The Investment, Promotion & Attraction workstream is a core enabler of the Oxford-Cambridge Growth Corridor's ambition to compete successfully for global capital, business, investment and talent. Working in close partnership with the Government's Oxford-Cambridge Growth Corridor team, the Supercluster Board is supporting the development of a coherent, investor-ready proposition for the region as a whole.

When brought together, the Corridor has all the essential ingredients required to compete with worldleading innovation clusters. Underpinned by globally recognised universities and research institutes, it has developed deep sectoral strengths across multiple fields of innovation, already attracting a growing base of international businesses and investors and supported by a strong pipeline of development opportunities. While Oxford and Cambridge's global reputations open doors, the opportunity lies in presenting the full breadth of assets, places and propositions across the Corridor through a compelling, pan-regional investment narrative.

The Supercluster Board plays an additive role, acting as a partner to government. By drawing on direct input from world-leading businesses, global investors, universities and international networks, the Supercluster Board will help to accelerate and strengthen the region's investment promotion through market insight and a clear understanding of investor expectations.

This work is moving towards a more coordinated, pan-regional approach to investment promotion for the Growth Corridor. The intention is to complement, not replace, the region's strong local inward investment activity by developing a pan-regional framework that enhances visibility, generates inbound interest at scale, and channels opportunities efficiently into existing local investment systems. This approach will be shaped collaboratively with partners across the Corridor, supporting both national and local ambition.



Progress and future initiatives

Over the past year, the Supercluster Board has played an important role in supporting the promotion and attraction of the Oxford-Cambridge Growth Corridor during a period of transition from the Pan-Regional Partnership to the establishment of the OxCam Growth Corridor team. During this phase, the Board helped maintain momentum, provide coordination and ensure the region continued to be represented credibly on both the national and international stage.

This included the launch of the Economic Potential of the Oxford-Cambridge Growth Corridor report which highlighted the region's capacity to deliver an additional £78bn of economic output by 2035. This report re-established Oxford-Cambridge as a nationally significant growth opportunity, with its findings adopted as part of the Chancellor's Growth Corridor launch in January 2025.

Alongside this, the Supercluster Board led delivery of the Oxford-Cambridge Growth Corridor Pavilion at UKREiF, working with the newly established government team to ensure the region was presented as a single, integrated proposition. This marked the first cohesive representation of the

Growth Corridor at a major UK investment forum.

In June, the fourth annual Scientific Superpower Conference provided a high-profile joint platform for government and industry, visibly demonstrating alignment behind the Oxford-Cambridge vision as a nationally and internationally significant economic opportunity. This was followed by international engagement at Expo Real, Munich in October, positioning

the Corridor alongside leading UK city regions in front of global investors.

Looking ahead to 2026, the Investment, Attraction & Promotion workstream will continue to mature. Key moments include an Oxford-Cambridge delegation to Paris in April, to deepen international relationships and shared learning, followed by continued joint working with government at UKREiF and the flagship Scientific Superpower

Conference in June 2026, with a clear focus on moving from vision to delivery and confidence.

Together, this activity demonstrates momentum, growing sophistication and reach, and the value of the Supercluster and the regional partners to both government and local leaders.



TALENT AND SKILLS



In modelling undertaken by Public First in 2024, an additional 403,000 new knowledge-intensive roles will be needed by 2050.

The region's long-term success will depend increasingly on its ability to attract, develop and retain talent. To compete globally, the Corridor must grow from one of the world's most intense innovation clusters into one of the largest. To break into the global top 10, the region will need to triple the scale of its innovation economy over the next 25 years. Achieving this requires a pipeline of skilled people that is deeper, more diverse and better aligned to labour-market needs than exists today.



The Oxford-Cambridge Growth Corridor has the UK's greatest concentration of knowledge-intensive innovation, with 8,000-plus high-tech companies, 2,500 start-ups, 400 university spinouts, and 10 major universities. Together, its universities have a combined turnover of over £5 billion, attracting research income of nearly £2 billion with nearly 17% of all UK spin-out companies.

There are more than 72,000 employees in the region with a graduate or PhD qualification. For decades, the region has shaped and accelerated technological progress. Oxford and Cambridge rank 1st and 5th globally for innovation intensity, and the density of R&D activity here remains unmatched anywhere else in the UK. However, research excellence and private investment alone will no longer secure future competitiveness.



Progress and future initiatives

The Arc Universities Group, a consortium of the ten universities between Oxford and Cambridge, is working collaboratively towards inclusive and sustainable economic growth in an area of designated national economic significance.

The group is now incorporated as part of the Supercluster Board, offering a unique point of connection between a powerful group of industries and a diverse range of universities. It is overseen by an 'Expert Panel' comprising University Vice Chancellors.

Activities since it first formed in 2018 have largely been self-funded and self-organised in anticipation for the level of activity needed to help realise the full potential of the Growth Corridor.

Most recently this has involved leading a programme of work of skills and talent for the future which is leading to the formation of a 'Skills for Growth Commission' for the region.

A programme of work was overseen by a steering group chaired by Prof Kamil Omoteso, Deputy Vice-Chancellor, Anglia Ruskin University. It involved partners from national and local government, industry, and every level of education provider.

Leads were appointed across three distinct areas: Prof Aled Jones, Director of the Institute of Global Sustainability, on environmental skills; Sarah Haywood, Managing Director of Advanced Oxford and a member of the Supercluster Board, led on technological skills (to include life sciences, quantum, advanced manufacturing); and Dr Steve Partridge, Dean of Creative Industries at the University of Hertfordshire, led on the creative industries, which are making such a mark in the region and in the modern industrial strategy.

There were round tables, an online townhall, and a summit to launch the 'Building on the Blueprint' report (available on the AUG website), with 35 speakers from across the region representing every level and every sector.

It is now working together with colleagues across the region to establish a 'Skills for Growth Commission' – one of the report's central recommendations – to embrace the scale of opportunity, to track progress and to help guide the creation and delivery of new courses, qualifications and pathways.



DATA AND ANALYSIS

Data and economic evidence are fundamental to the success of the Oxford-Cambridge Growth Corridor. It provides the market intelligence that enables government, investors and local leaders to align priorities, test assumptions and make confident decisions.

The government's Growth Corridor team is now establishing a dedicated Data and Analysis workstream, with early meetings already underway to scope the collection and coordination of data across the region. This will create a consistent evidence base to inform policy development, investment decisions and long-term planning.

Progress and future initiatives

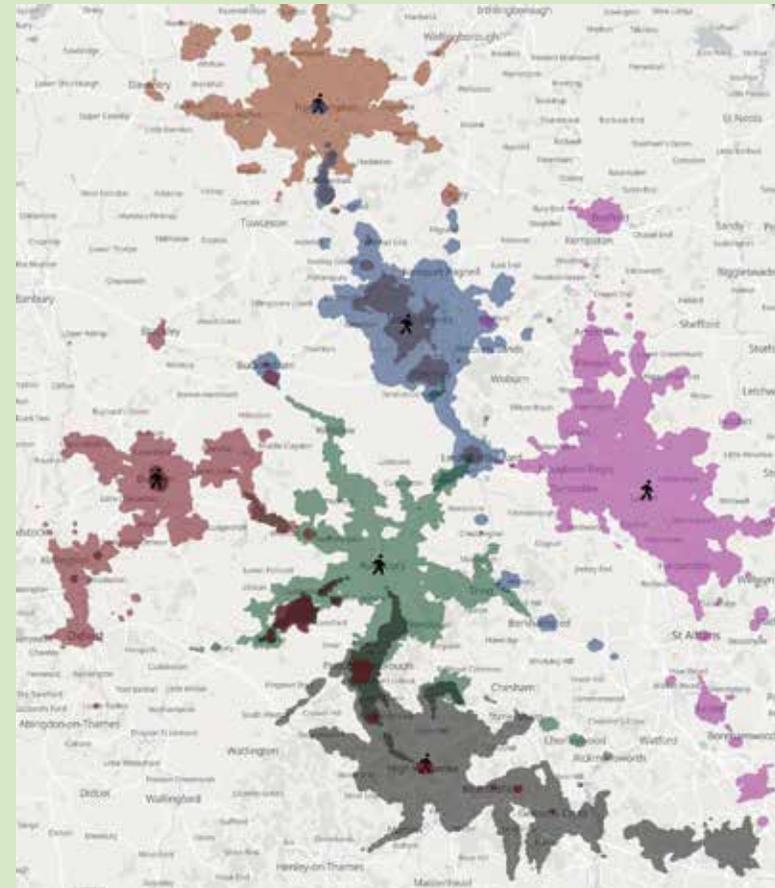
The Supercluster Board has played an active role in strengthening the analytical foundations for the Corridor. This includes commissioning 'The Economic Power of the Oxford-Cambridge Growth Corridor' report, produced with CBR at the University of Cambridge. Drawing on detailed analysis of more than 19,000 businesses at a spatial level, the report provides, for the first time, a clear picture of where innovation-led growth is occurring

across the Corridor, how rapidly firms are scaling, and where clusters of activity are emerging. Crucially, it highlights the scale and significance of activity across the central Corridor, helping to reframe Oxford-Cambridge as a connected, pan-regional economy.

The Supercluster Board is also finalising work on a 'vision' for the Oxford-Cambridge Supercluster, developed with Oxford Brookes and Cambridge Econometrics. This project brings together cluster theory and place-based analysis to articulate the components of a supercluster and define what the Growth Corridor needs to compete globally. The vision is being shaped in close dialogue with government to ensure alignment with national ambition and to provide a shared reference point that partners across the Corridor can support.

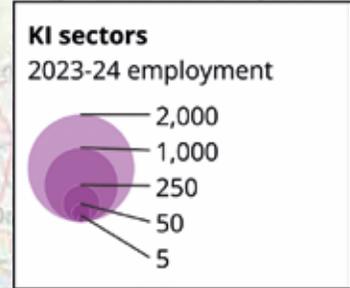
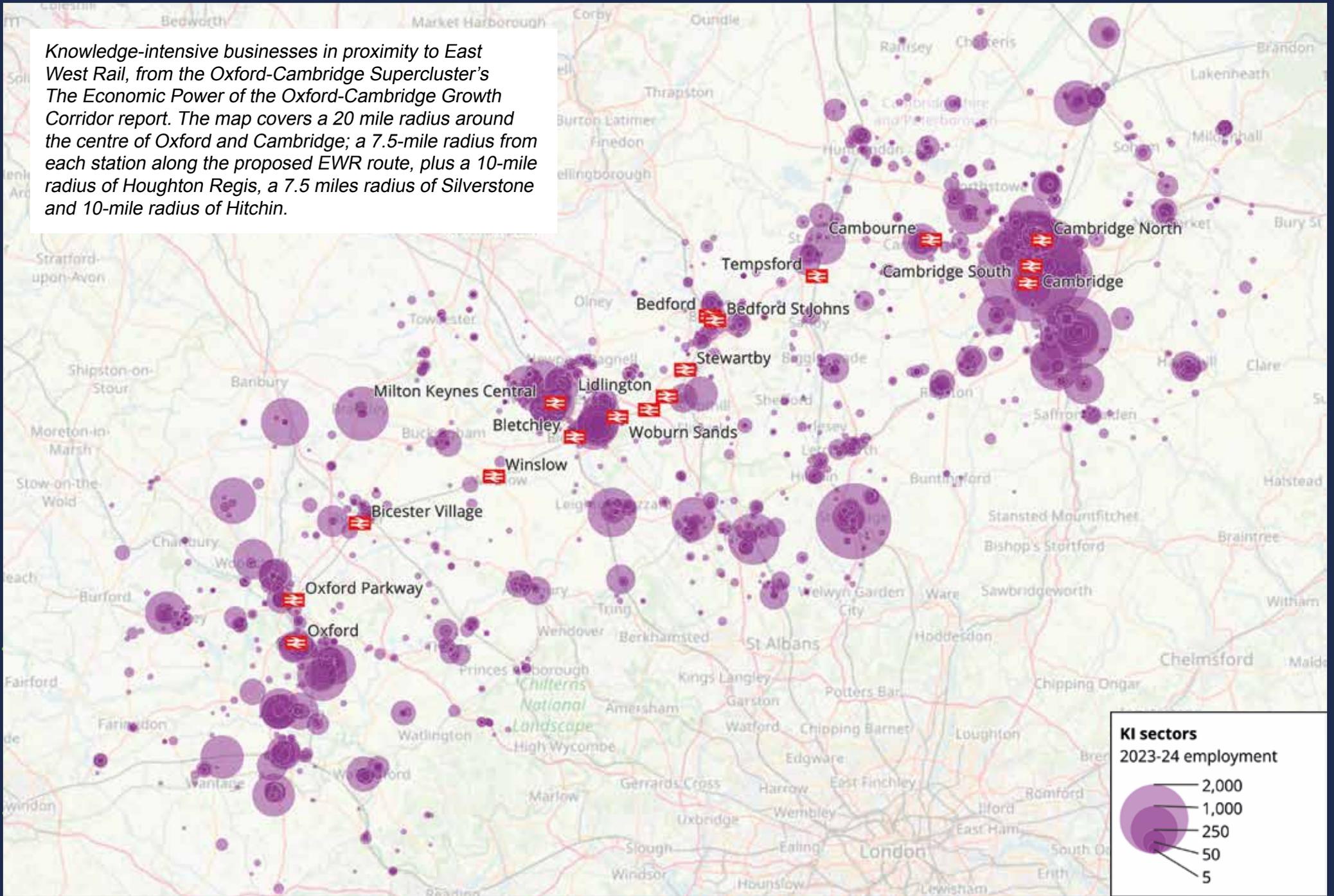
England's Economic Heartland has greatly strengthened its analysis and data functions. Alongside its growing evidence base of transport data, it is overseeing a major improvement to its land-use model which will enable partners to test the regional impact of various interventions and scenarios.

During 2025 – as part of the East West Rail legacy funding – it also collated green space data which is available on its new data hub platform on its website, alongside hundreds of other datasets.



This map from EEH's data platform factors in average journey times and service frequencies to give a balanced indication of places which can be travelled to within 60 minutes on a weekday morning from a journey utilising bus and rail. The journeys are from Northampton (orange); Milton Keynes (blue); Bicester (maroon); Aylesbury (green); Luton (pink); and Wycombe (grey).

Knowledge-intensive businesses in proximity to East West Rail, from the Oxford-Cambridge Supercluster's *The Economic Power of the Oxford-Cambridge Growth Corridor* report. The map covers a 20 mile radius around the centre of Oxford and Cambridge; a 7.5-mile radius from each station along the proposed EWR route, plus a 10-mile radius of Houghton Regis, a 7.5 miles radius of Silverstone and 10-mile radius of Hitchin.



PLACEMAKING

The Oxford-Cambridge Growth Corridor can be an even more attractive place to live and work, to start a family, start a business and to put down roots. It should offer metropolitan levels of economic opportunity and connectivity in a beautiful, more rural setting.

East West Rail is the key piece of infrastructure that joins up the existing communities across the Growth Corridor, as well as opening up connections to new communities. The East West Railway Company recognises it is not just delivering a piece of railway, but also has a responsibility to support both new and existing communities to grow and flourish, enhancing the quality of the places it serves. Over the past year, it has been focused on making sure the design of the railway does just that.

Progress and future initiatives

Working with local authorities and partners, East West Railway Company has now supported a series of local opportunity plans that demonstrate the scale of growth that could be unlocked, and the design of the railway necessary to support that.

For example, it has been working with the Greater Cambridge Shared Planning Service and South Cambridgeshire District Council to support the plans for growth at Cambourne North. This has resulted in it relocating the station there, and improving the station design to support those local ambitions.

At Tempsford, it has worked to support the work on a proposed New Town, developing a station design that would support better connectivity across several pieces of major infrastructure that would otherwise undermine placemaking. The Company was also pleased to secure government backing to accelerate the delivery of the first phase of the station on the East Coast Mainline, demonstrating that growth at Tempsford can be infrastructure first.

In discussion with the Cambridge Growth Company, it has brought forward proposals for a new station at Cambridge East, as well as new station access on the eastern side of Cambridge and Bletchley stations for the first time and a new western entrance at Bedford Station too. These are initiatives that go beyond what is traditionally necessary in railway design terms, but are fundamentally linked to East West Rail's role in unlocking growth and supporting great placemaking.

On the Marston Vale Line, the Company has proposed forward-looking plans to consolidate the nine existing stations into four modern, fully accessible hubs at Woburn Sands, Ridgmont, Lidlington and Stewartby. This reflects how development is taking shape now as well as the significant future potential in this area.

More people will get easier access to faster, more frequent services to more places than would have been the case under previous proposals; plus, these new stations are being designed to sit at the heart of daily life as it is lived today rather than when the line was first opened more than 100 years ago.

At the western end of the route, the Company has active engagement with local authorities in and around Oxford, as well as the Growth Commission, to support the right solution at Oxford Station itself, as well as sitting on the Oxford/Kidlington steering group to support placemaking near Oxford Parkway.

And it's not just about how station location and design can support good placemaking. The Company recognises that its approach to the environment can avoid impacts where possible, but where unavoidable, its mitigations should actually be deployed to improve the quality of accessible green spaces for local communities, improving the quality of place and life for people living locally. The same is true for its plans to unlock better active travel routes to stations, and working with EEH across the region more generally too. These two areas will be a priority for the Company in the year ahead.

Looking forward, East West Railway Company will continue to refine designs, and maintain close engagement with local authorities, landowners, residents and businesses. It will undertake a further consultation in 2026 ahead of submitting its Development Consent Order (DCO) application next year.



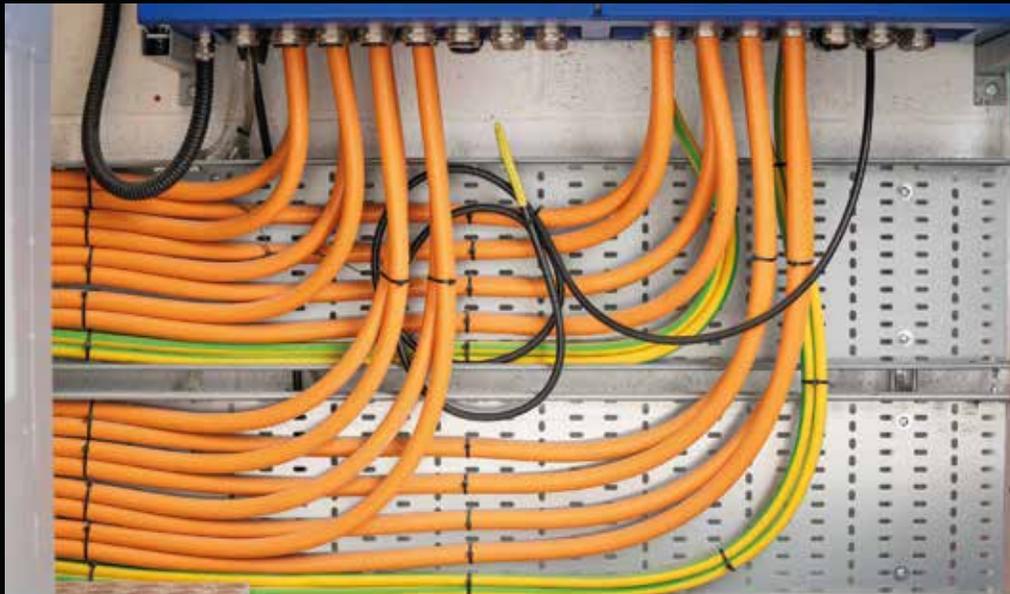
Visitor economy action plan

England's Economic Heartland has commissioned a visitor economy action plan to identify how opportunities such as East West Rail, Universal Studios, Puy du Fou, National Forest and the Silverstone 2035 project can act as a catalyst for a coherent regional tourism offer. The work will be led by local visitor economy partnership (LVEP), Experience Oxfordshire. It will identify target markets, including within the region, given how access to visitor attractions and open space is such an important part of the lifestyle offer which will attract and retain talent and investment. Experience Oxfordshire will engage with partners including LVEPs, destination management organisations and local authorities to consider themes such as connectivity to attractions, skills, marketing and business support.



FOUNDATIONAL INFRASTRUCTURE

Foundational infrastructure – including water, energy and digital connectivity – is essential to unlocking sustainable growth in the Oxford-Cambridge Growth Corridor, underpinning every aspect of the region’s ability to expand its economy. The Corridor already faces acute water scarcity in some areas: without major new reservoirs and resilient water networks, planned housing, laboratories and commercial space simply cannot be delivered at scale. At the same time, reliable energy systems are required to support housing and economic growth, alongside the transition to net zero. Digital infrastructure is equally critical, especially in rural areas.



Progress and future initiatives

There is joint work progressing between government, local partners and other interested stakeholders to ensure plans are in place to support growth and development to come forward.

A key milestone on this work was a dedicated OxCam Energy Summit convened in Oxford on 18 November, which brought together a broad range of partners to discuss energy related challenges and solutions and consider how best the energy system can support ambitions at key growth sites and across the region as a whole.

England's Economic Heartland has fed into The National Energy System Operator's (NESO's) consultation on the development of regional energy strategic plans (RESPs), which will take account of local and regional energy needs. The geography for the 'central region' RESP mirrors that of England's Economic Heartland. Its Board and the Oxford-Cambridge Growth Corridor team has requested that EEH continues to engage with the RESP process and develop data to inform them.

In November it was announced that East West Railway Company will install high-capacity fibre along the line of route from Bletchley to Cambridge, which has spare capacity designated for third-party telecommunications to provide 5G mobile signal for passenger use.

The Company is currently exploring options for how 5G data connectivity could be provided including through third party funding. EEH previously secured funding allowing fibre to be installed while the Bicester-Bletchley section was being built.

England's Connected Heartland – a consortium of local authorities focused on digital connectivity – is currently trialling 5G along this part of the route, which will be available to both passengers and lineside rural communities and businesses.

EEH is exploring with England's Connected Heartland the commissioning of use-case evidence which demonstrates the value and potential of 5G along East West Rail.



COLLABORATION

Engagement with local residents, businesses and leaders in the Oxford-Cambridge Growth Corridor is essential to ensuring proposals are shaped by those with a deep understanding of their places.

Progress and future initiatives

Between November 2024 and January 2025, the East West Railway Company ran its third non-statutory consultation on its emerging proposals. It received over 6,200 responses containing more than 90,000 individual pieces of feedback. In autumn 2025 its You Said, We Did report outlined how the Company has integrated this feedback into the next phase of design: reinforcing the Company's commitment to a collaborative, user-led planning process.

The Company is currently holding community design update sessions to show how feedback has shaped its latest designs, ahead of launching route wide consultation events in the spring.

Businesses, investors, universities and national and local government are brought together at the Oxford-Cambridge Pavilion at UKREiiF. The Supercluster's annual Scientific Superpower Conference has also become a major event in the calendar, providing a high-profile joint platform for government and industry, while the

Arc Universities Group has convened student panels, and organised a PhD student summit to focus on the key issues and challenges around embedding sustainability in the Oxford-Cambridge region. In December it held the Skills for the Growth Corridor conference to explore how we build the skills base for long-term growth.

England's Economic Heartland has a defined convening role within the region. Its summit on 25th February brings together local leaders with government officials, Lord Vallance, Matthew Pennycook, and representatives from the regional partners.

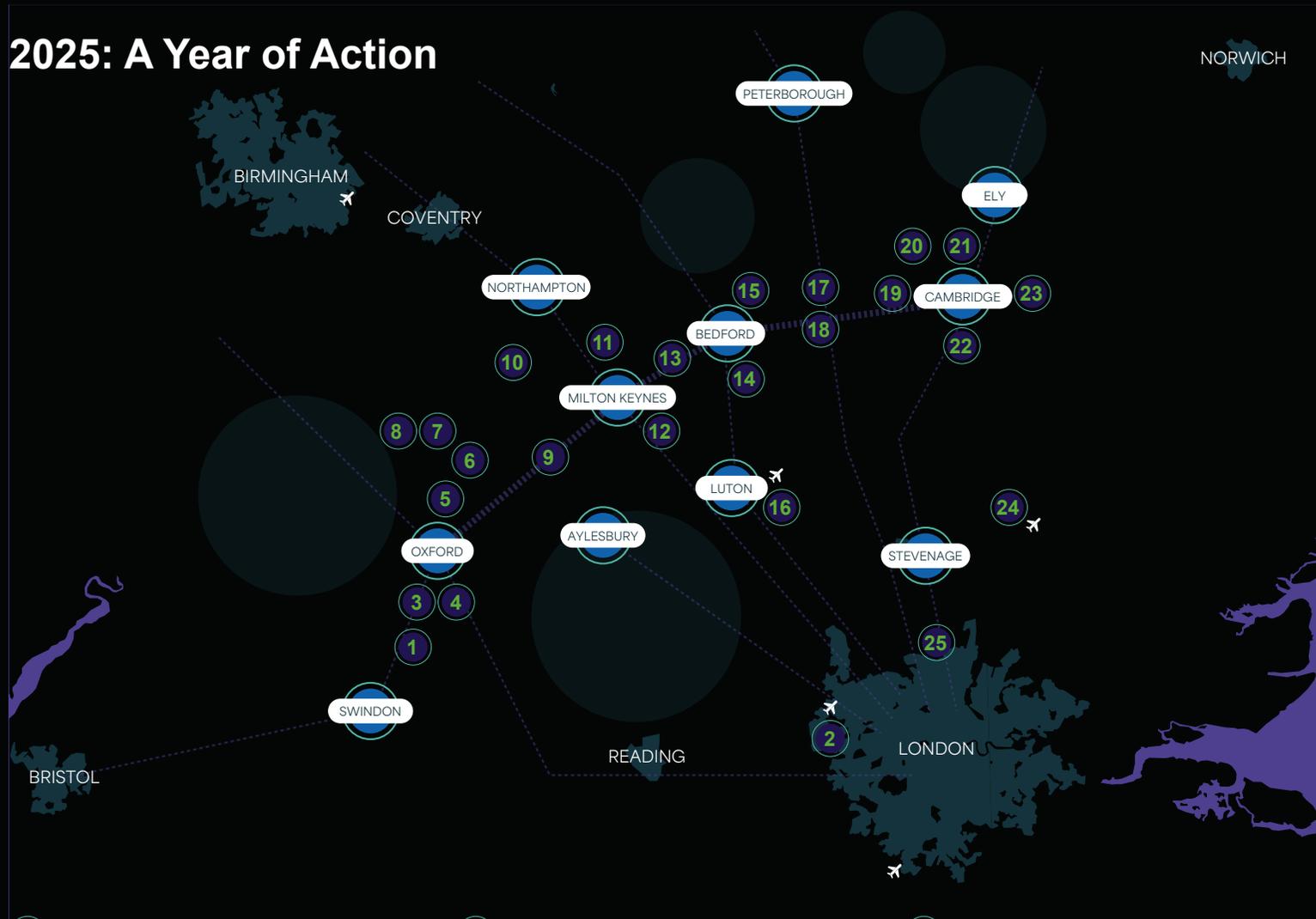
The Oxford-Cambridge Westminster Hall debate in December also demonstrated the level of interest amongst MPs in the Growth Corridor. To strengthen collaboration between government, Parliamentarians, local authorities, businesses and universities, EEH's Board asked it to establish an All-Party Parliamentary Group for the region. It is anticipated that the APPG will launch in spring 2026.





Delegates at the Arc University Group's Student Summit

2025: A Year of Action



1

Direct rail services between Oxford, Swindon, Bath and Bristol could soon resume following successful GWR Saturday trials and EEH-led advocacy campaign.

2

Government formally backed Heathrow Airport expansion in January 2025, with the Chancellor confirming support for a third runway as part of a national drive to 'go further and faster' on economic growth.

3

The Ellison Institute of Technology announced plans for its Littlemore campus in Oxford in October 2025. EIT forecasts that it is due to spend more than £10 billion in the next 10 years on talent and science programmes.

4

The Chancellor announced the green light to the reopening of the Cowley Branch Line in October 2025. In addition to the central government funding of £120m, EIT will participate with other local stakeholders to provide supplementary funding of £35m.

5

The Oxford Growth Commission, was established in May 2025 to accelerate sustainable growth in Oxford and Oxfordshire. Chair Neale Coleman CBE's interim report, published in December 2025, sets out opportunities to unlock infrastructure, housing and innovation-led growth.

6

East West Railway Company developed a proposal at London Road in Bicester for an underpass with a single-lane, height-restricted vehicle route, plus protected access for pedestrians and cyclists. The delivery of this option would be subject to securing third-party funding contributions.

7

The New Towns Taskforce identified Heyford Park near Bicester as a recommended location for more than 13,000 homes.

8

Puy du Fou formally submitted a £600 million planning application to Cherwell District Council in September 2025, for its first UK park near Bicester.

9

The government announced Chiltern Railways as the operator for the first stage of East West Rail, marking one of the final steps toward launching passenger services between Oxford and Milton Keynes for the first time in nearly 60 years.

10

The Silverstone 2035 Vision has been developed during the last 12 months: an ambitious plan to transform Silverstone into a global centre for high performance innovation, bringing together sport, science, engineering, technology and leisure.

11

Milton Keynes was identified in the New Towns Taskforce report, with growth anchored by delivery of a new mass rapid transit system.

12

East West Railway Company included an eastern entrance at Bletchley station within its proposals. The delivery of this additional entrance would be subject to third-party funding.

13

East West Railway Company confirmed it will replace the Marston Vale Line's nine existing stations with four new, modern stations located at Woburn Sands, Ridgmont, Lidlington and Stewartby.

14

Government approved plans for the Universal Studios theme park south of Bedford. East West Rail's latest proposals in late 2025 explicitly incorporated the project, including a redesigned Stewartby station.

15

East West Railway Company updated its design proposals to add improvements at Bedford Station including a dedicated public open space and a western entrance, as well as introducing a new platform to help the railway operate reliably in the future.

16

The government approved the expansion of London Luton Airport in April 2025, with the Transport Secretary granting a Development Consent Order to expand capacity from 18 million to 32 million passengers a year.

17

The A428 Black Cat-Caxton Gibbet upgrade reached its halfway point in October 2025, with major visible progress at the Black Cat junction, Caxton Gibbet roundabout, and across the new 10-mile dual carriageway. The scheme remains on track to open in spring 2027.

18

The New Towns Taskforce announced Tempsford for a major new standalone settlement, identifying it as one of the most "promising" sites and proposing up to 40,000 homes due to its strategic position at the intersection of the East Coast Main Line and East West Rail.

19

The Cambridgeshire & Peterborough Combined Authority finalised its Local Growth Plan, a statutory 10 year strategy, which sets out an ambitious vision for economic growth to 2035 with a longer term outlook to 2070.

20

The Cambridge Growth Company, chaired by Peter Freeman CBE, was allocated up to £400m by government to provide it and a future delivery vehicle with capital needed to unlock key sites, remove barriers to sustainable growth.

21

East West Railway Company said it would include an eastern entrance to the existing Cambridge station to better connect the station on either side, and support new homes and businesses planned in the area.

22

Cambridge South station is expected to open in 2026, offering direct access to the Cambridge Biomedical Campus.

23

East West Railway Company said it was considering including a new Cambridge East station within its proposals to support new homes planned for the area. The delivery of this new station would be subject to third-party funding.

24

In December 2025 London Stansted secured planning approval to increase its annual passenger limit up to 51 million from its current total of 30 million, unlocking the potential to deliver a wide range of consumer, economic and community benefits over the next 20 years.

25

The New Towns Taskforce shortlisted Crews Hill and Chase Park on Enfield's border with Hertfordshire, for a major new town of up to 21,000 homes.

