

# 1. Digital and Demand Management

## Urban Demand Management

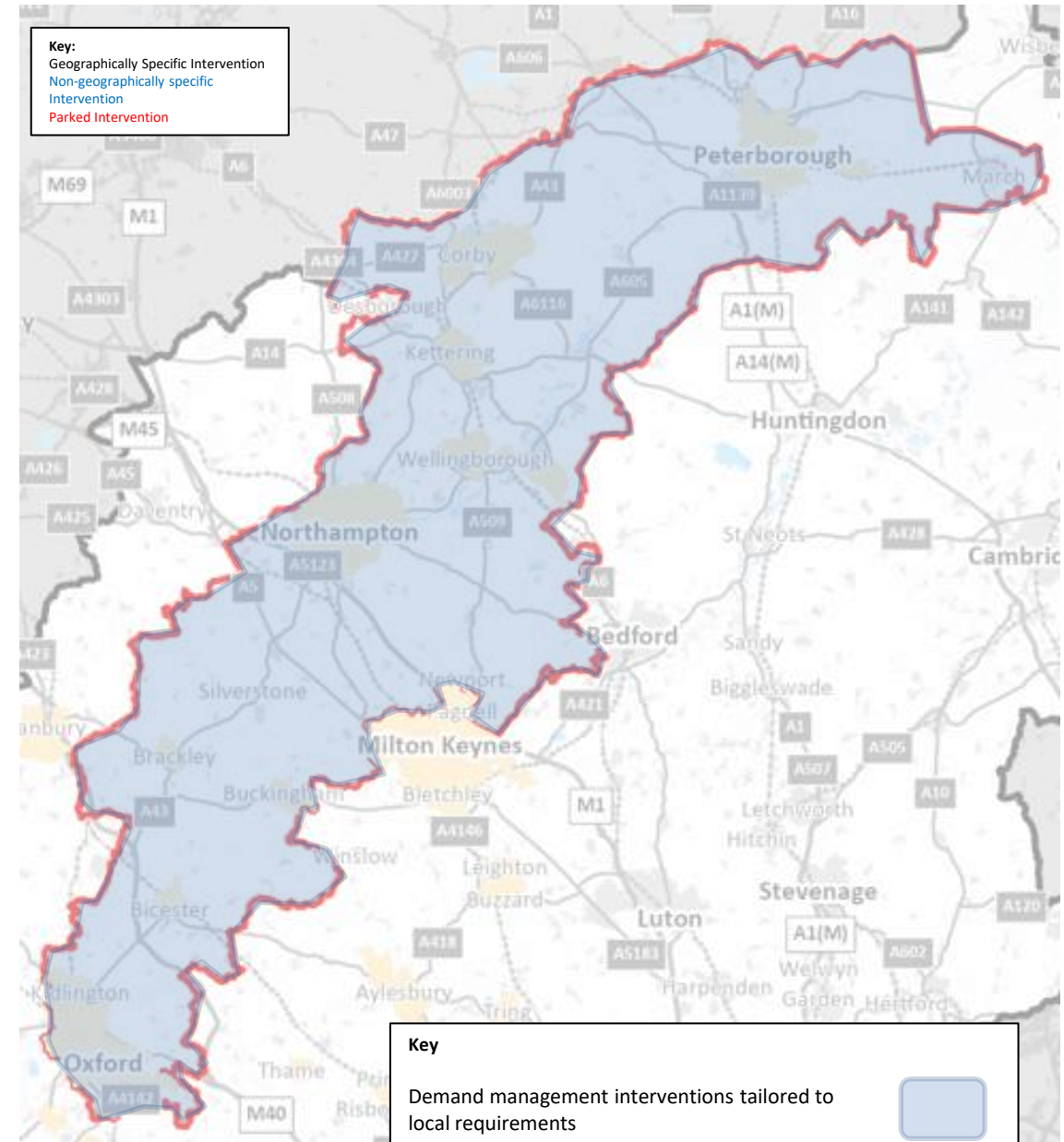
- Behaviour Change Campaigns
- Workplace Parking Levy
- Emissions based vehicle access restrictions (LEZ, ULEZ, ZEZ)
- National road user charging scheme that is dynamic to mileage, congestion, air quality, vehicle types
- Car Free Town/City Centres
- Car Park Dynamic Pricing

## Increased digital connectivity

- Ensuring seamless wireless connectivity on key public transport routes
- Sharing good practice/learning re hybrid working with SMEs based in the corridor
- Support digital hubs in rural areas

## Developing enabling conditions for new modes of vehicle automation

- Roadside infrastructure to optimise the performance/safety of autonomous vehicles



## 2. Making best use of reallocated road space

### Bus Based MRT within major conurbations

- Northamptonshire MRT: Northampton-Wellingborough-Kettering-Rushden-Corby
- Oxford Bus Based Rapid Transit
- Peterborough MRT

### Arterial bus priority on key routes/key pinch points

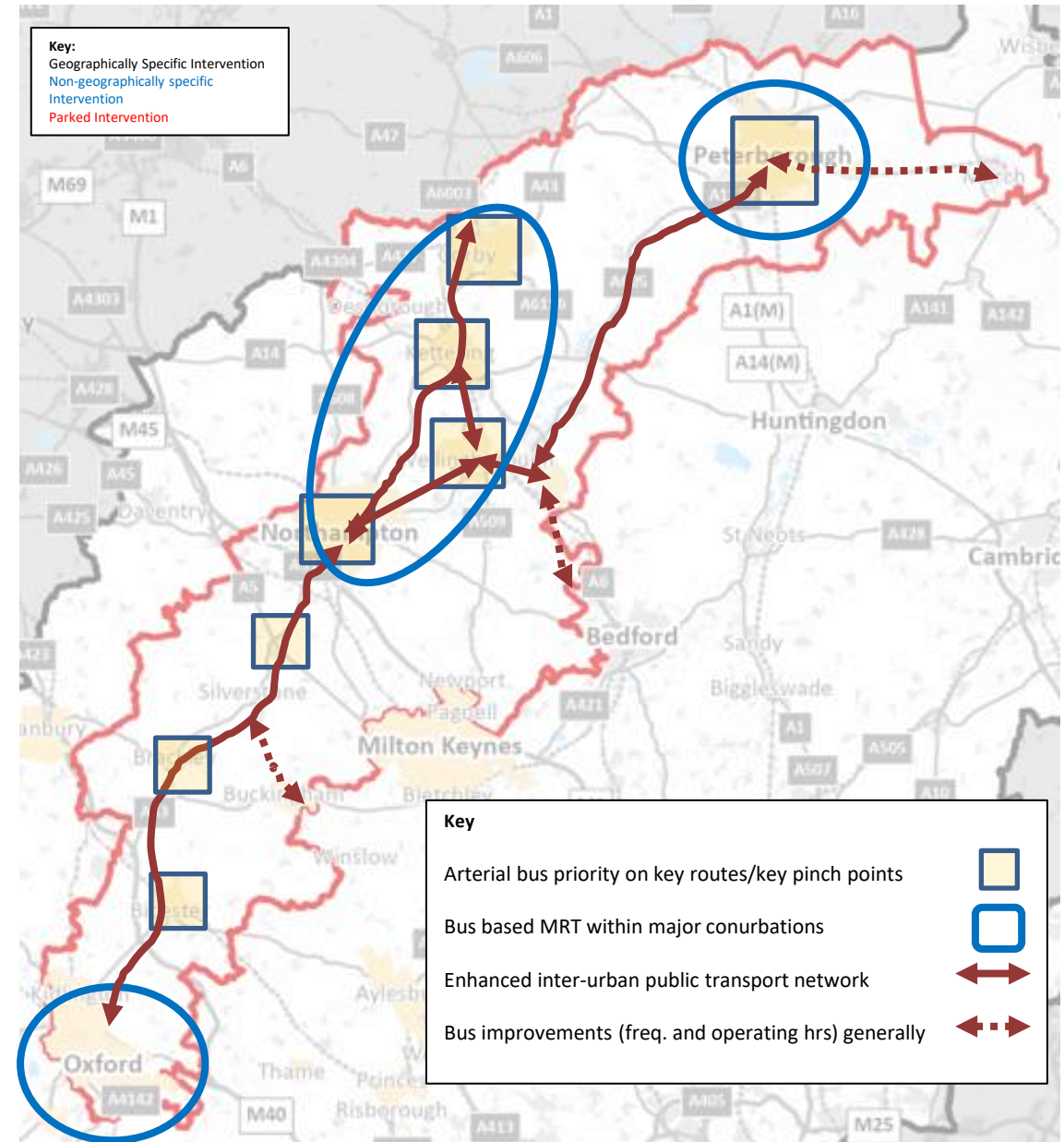
- Peterborough
- Corby
- Kettering
- Wellingborough
- Northampton
- Towcester
- Bicester

### Enhanced inter-urban public transport network

- Rushden, Warth Park, Thrapston, Oundle and Peterborough via the A45 and / or A605.
- Oxford and Northampton via Silverstone, Bicester, Brackley and Towcester.

### Bus improvements (freq. and operating hrs)

- March - Whittlesley – Peterborough
- Colworth Park – Rushden
- Buckingham to Silverstone
- *Increased availability of Real Time Information*
- *Develop Enhanced Partnerships or Franchising*
- *15min bus frequency for intra-urban services*
- *Extension of bus operating hours*
- *Local free public transport schemes*



### 3. Supporting rail to provide fast, reliable strategic connectivity

#### Station improvements to improve rail/bus/active travel integration

- Improved rail interchanges at Kettering, Wellingborough, Northampton, Oxford, Oxford Parkway, Bicester and Peterborough
- *Step-free access at all stations to improve the accessibility*
- *Integrated bus and rail timetables*

#### New passenger flows making the most of East-West rail

- Oxford-Northampton via EW Rail interchange at Milton Keynes
- Oxford-Kettering via EW Rail interchange at Bedford
- Oxford-Peterborough via EW Rail interchange at St Neots

#### Line and service enhancements

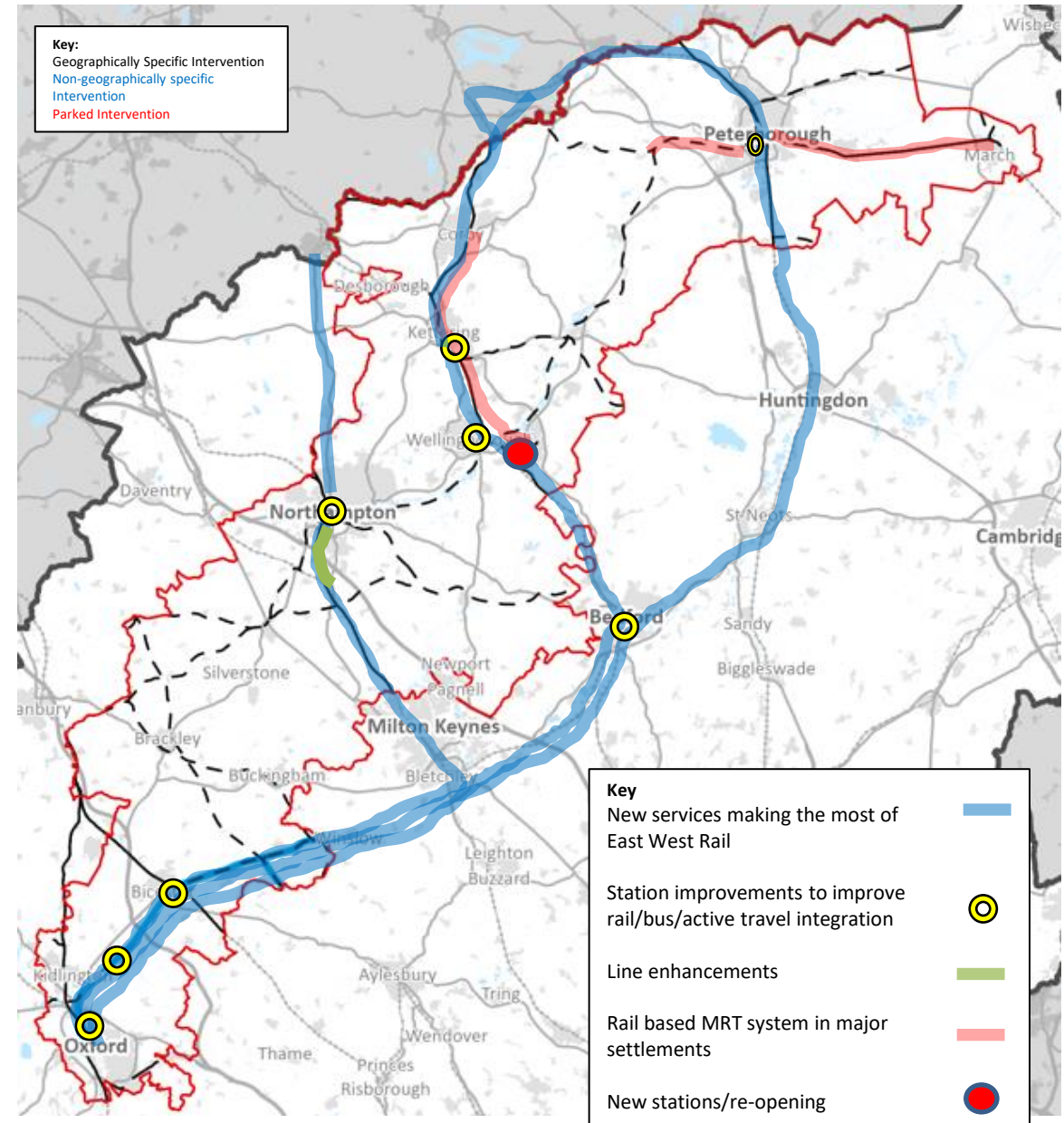
- Address journey times and capacity constraints through Northampton
- Improved service provision along Rushden - Wellingborough - Kettering – Corby corridor for local flows

#### Line reinstatements and developing Rail based MRT system in major settlements

- Reinstatement of the Welland Valley Rail (Luffenham chord/Manton chord) providing connectivity between Peterborough and Corby (and beyond).
- Re-open Wansford to Peterborough railway/Nene Valley Railway and associated park and ride
- Develop ultra-light rail corridor between Peterborough and March
- Northampton-Market Harborough - addressing need for connection between Northampton and Midland Mainline

#### New stations/re-opening

- Reopening Rail Stations at either Irchester or Rushden



## 4. Supporting mode shift to active and sustainable modes

### Inter-urban active travel network

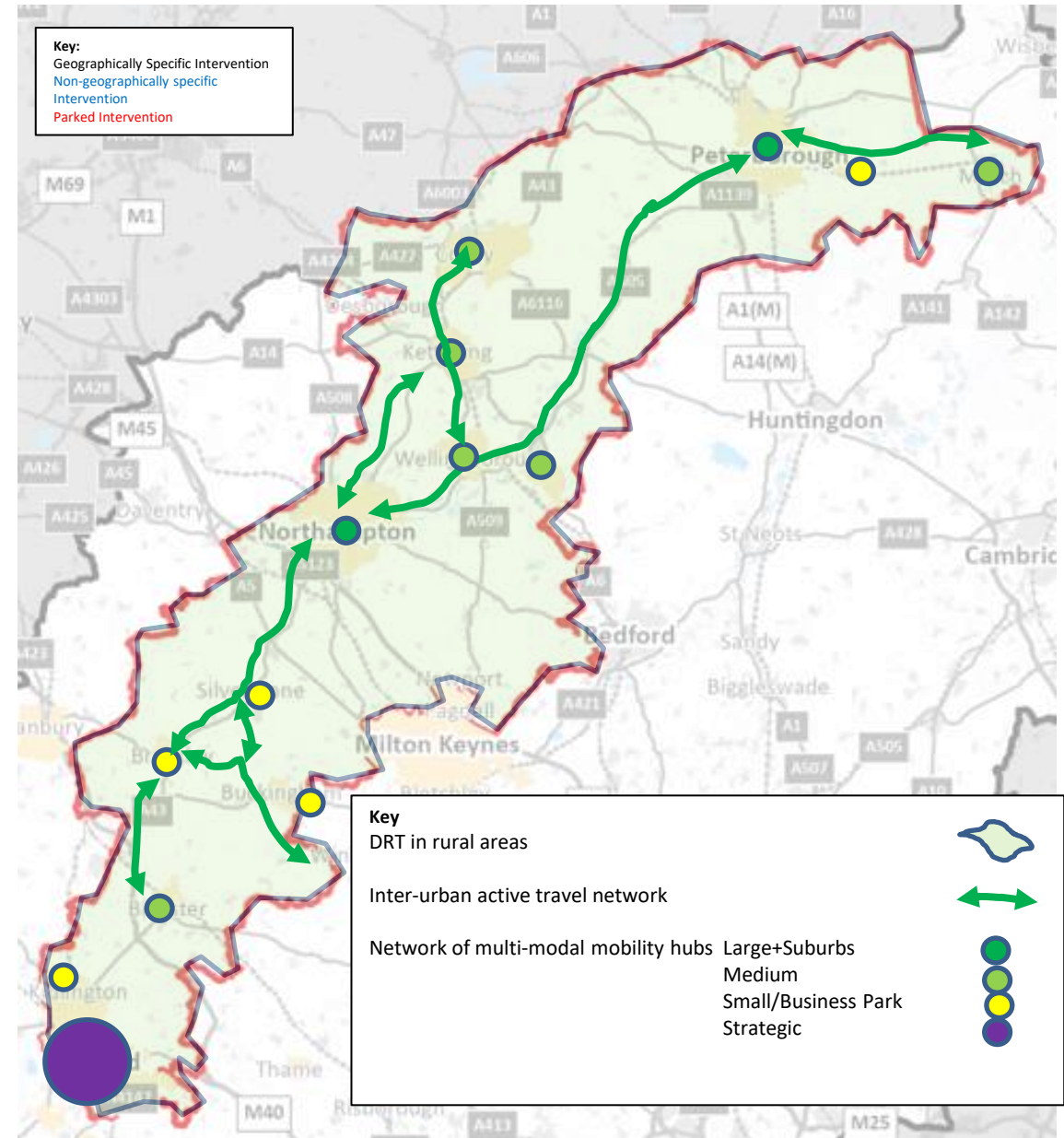
- Winslow – Buckingham – Silverstone
- Brackley – Silverstone – Towcester – Northampton
- Northampton – Wellingborough
- Northampton – Kettering
- Corby – Kettering – Wellingborough
- Peterborough - Whittlesley – March
- Peterborough to Northampton (excluding the Nene Valley Line)
- Improvements to National Cycle Network

### Network of multi-modal mobility hubs

- Strategic network of mobility hubs
- Expansion of car sharing/car club schemes
- Develop micro-mobility modes such as bike share, e-bikes and e-scooters
- Development of car clubs/car sharing in rural areas
- Multi modal, integrated, consistent fares and ticketing
- Mobility as a Service (MaaS)

### DRT in rural areas

- DRT services in rural areas of Peterborough, Northampton, Buckinghamshire and Oxfordshire



## 5. Enabling sustainable, planned development and a decarbonised fleet

### Highway - enabling access to development (for all modes)

- A new road which will relieve traffic from the north of Northampton and surrounding villages.
- A509 Isham Bypass
- A43 dualling between the A45 and A14.
- A509 dualling of Park Farm Way west of Wellingborough.
- A14 junction capacity improvements at the Junctions 7 and 8 to the south west and north west of Kettering

### Accelerate uptake of alternative fuel vehicles through infrastructure

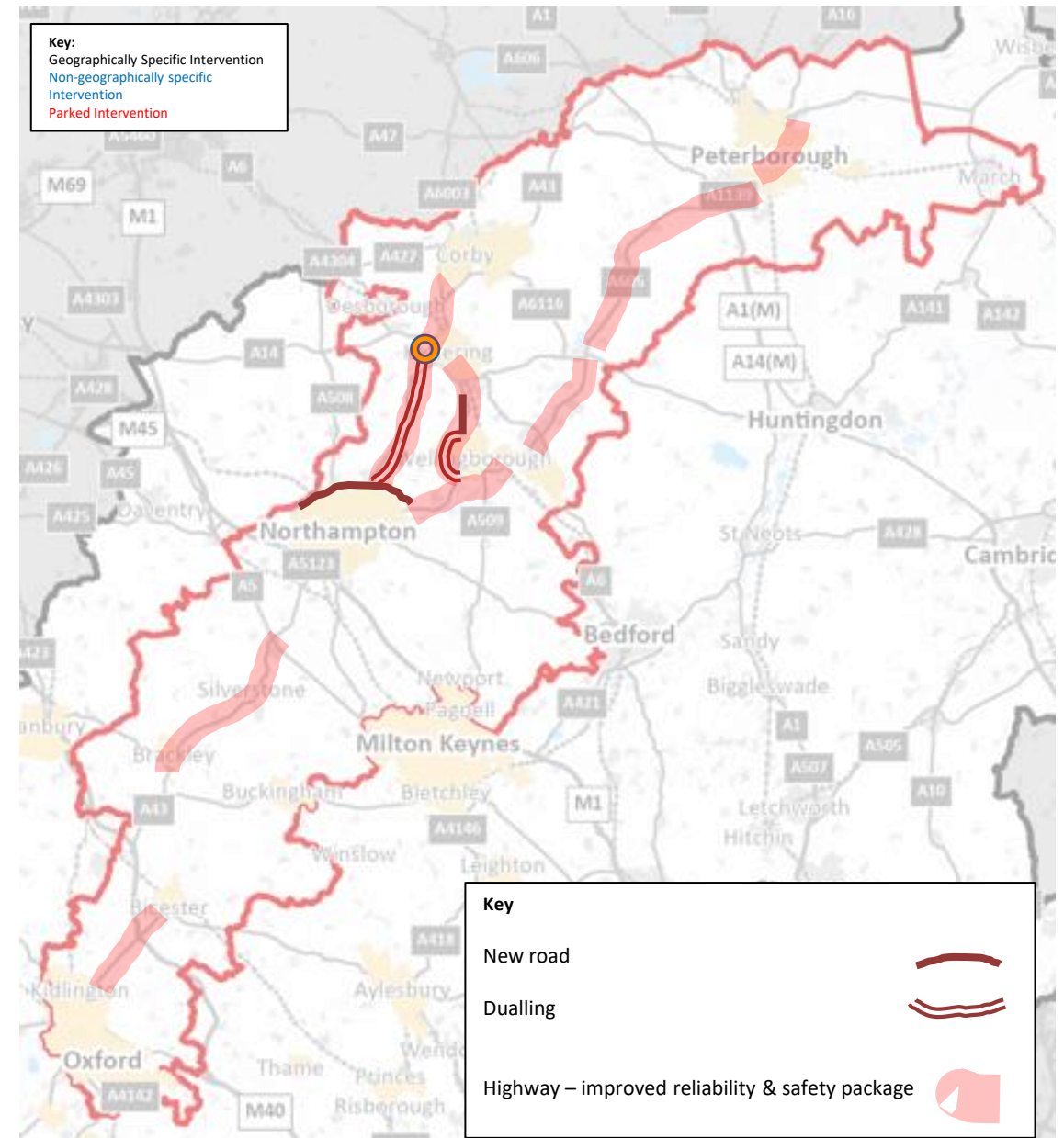
- Roll-out of electric charge points/hydrogen fuelling stations across the corridor for zero emission buses.
- Expansion of the electric vehicle charge point network in urban and rural areas consistently

### Integrated land use and transport planning

- Residential & Workplace Parking Standards
- Delivery of school, workplace, railway stations and residential travel plans

### Highway - Improved reliability and safety packages

- A605 between Thrapston and Peterborough
- A45 between Wellingborough and Northampton
- A45 Improvements between Stanwick and Thrapston
- A509 between Wellingborough and Kettering
- A43 between Corby and Northampton
- A43 between Towcester and Brackley
- A34 between Bicester and Oxford
- A1139 in Peterborough
- Using real-time data e.g. traffic and pollution sensors, and roadworks to help optimise road network performance



## 6. Sustainable and efficient freight solution

### First mile/last mile - sustainable urban goods transport

- Strategic rail freight interchanges
- Freight consolidation centres on the outskirts of towns
- Freight hubs on SRN
- Local rail routes to link into rail hubs to support industries which need to shift out of area in bulk.
- First Mile / Last Mile Sustainable freight delivery
- Work with freight haulage sector to develop digital frameworks for how and where freight is moved
- Shared passenger and freight services (rail, or historic models such as post-bus style services)

### Freight connectivity

- Improvements to strategic freight corridors A34 (Oxford - Bicester - Northampton-Kettering - Corby) incl. HGV lanes at key junctions/HGV signal priority.
- Improvements to strategic freight corridors A45 (Northampton to Wellingborough) incl. HGV lanes at key junctions/HGV signal priority.
- Freight paths on EWR
- Freight paths via Welland Valley Rail
- Freight paths via Market Harborough

