

# **Corby Local Cycling and Walking Infrastructure Plan (LCWIP) Public Consultation**

**Sally Crew – Transport Strategy Manager (Interim)**

# Structure of Presentation

- What is an LCWIP
- Corby LCWIP overview
- Results from recent Corby LCWIP public consultation
- Brief update on other LCWIPs in North Northants

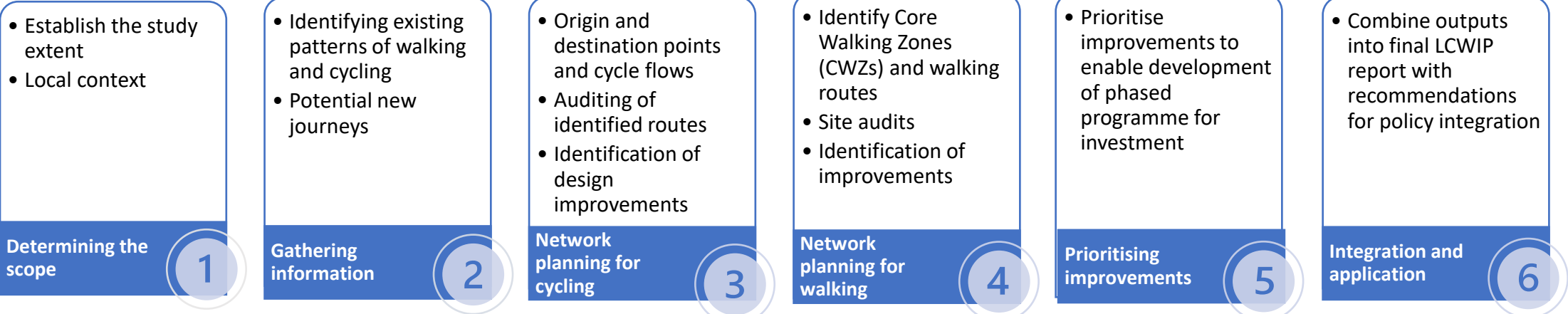


# Local Cycling and Walking Infrastructure Plans (LCWIPs)

- LCWIPs provide a long-term, evidence-based approach to developing local cycling and walking networks, usually over a 10 year period. LCWIPs are intended to assist Local Authorities to achieve the following:
  - Identify prioritised cycling and walking infrastructure improvements for future investment in the short, medium and long term
  - Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
  - Make the case for future funding for walking and cycling infrastructure. LCWIPs are a vital element for the future Local Transport Plan.



# LCWIP stages



Key stakeholder engagement workshop

Key stakeholder engagement workshop

Community engagement

Public consultation, adoption and delivery

# Progress overview for Corby LCWIP



Key stakeholder engagement workshop July 2022

Key stakeholder engagement workshop September 2022

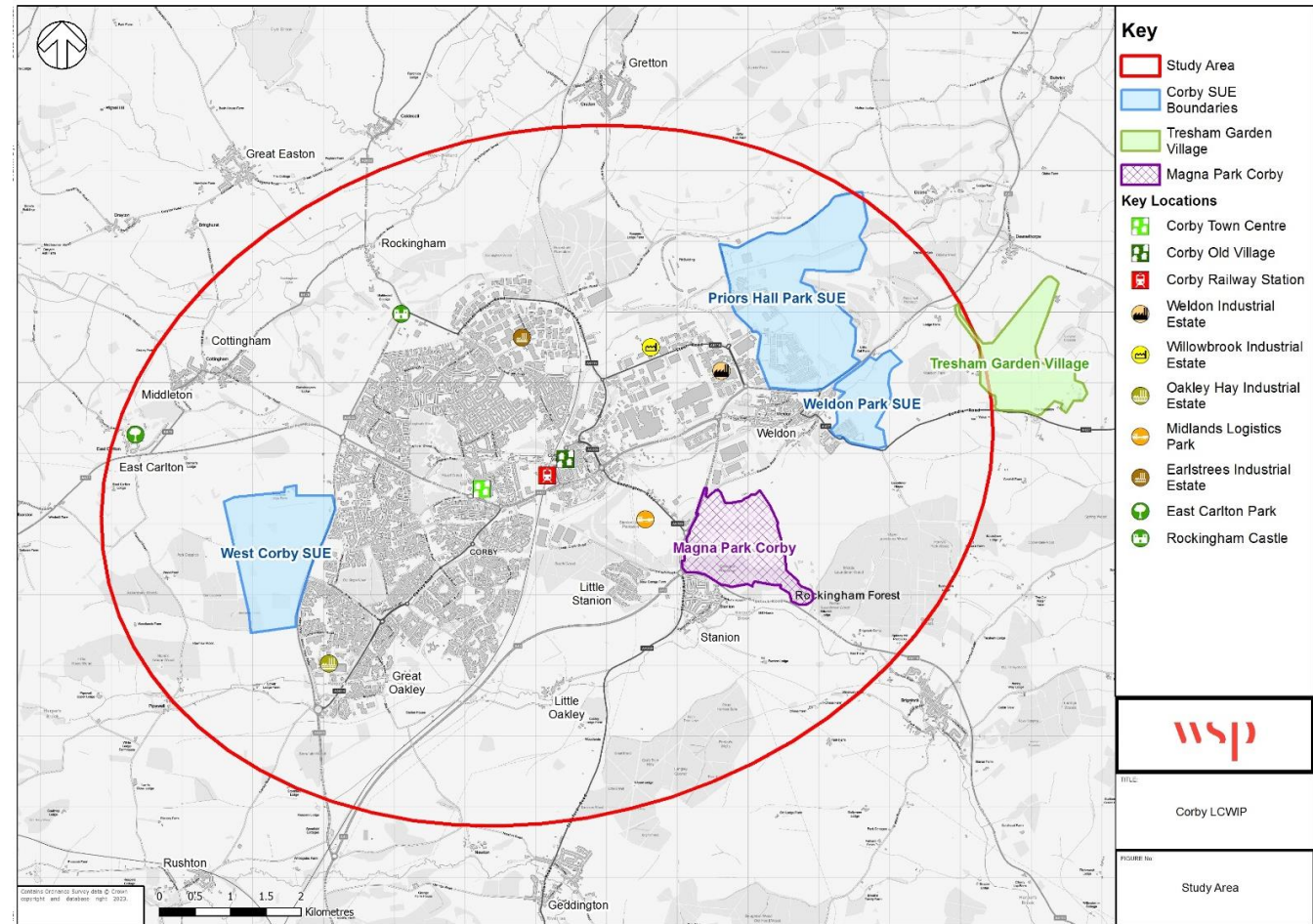
Key stakeholder engagement workshop December 2022

Commonplace community engagement launched August 2022 and has now had the consultation on the LCWIP report

Public consultation undertaken Aug/Sept 2023. Adoption and delivery to follow

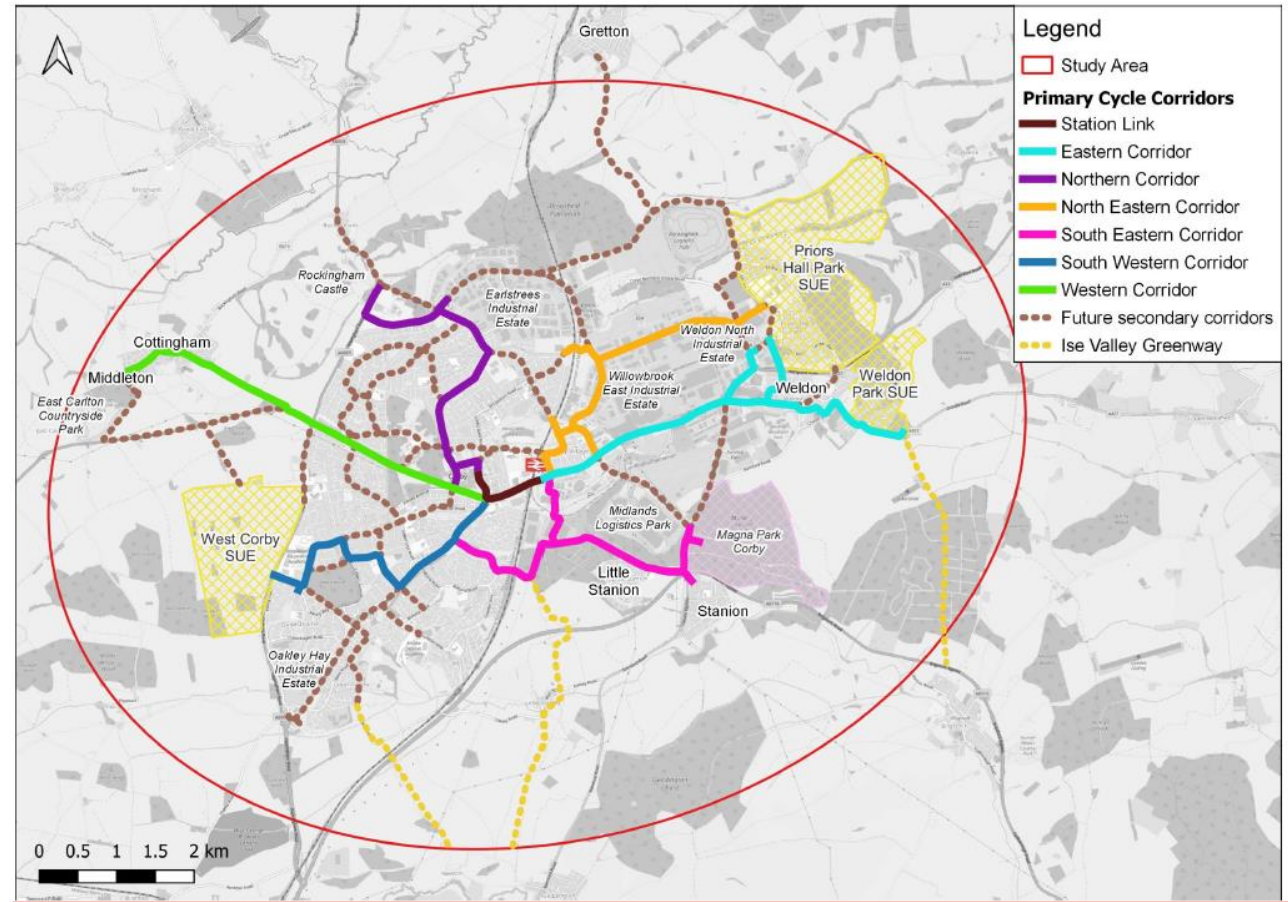
# Scope of Corby LCWIP

- Study extent based on including Weldon and the nearby Sustainable Urban Extensions (SUE's)
- Designed to link with Greenways strategy



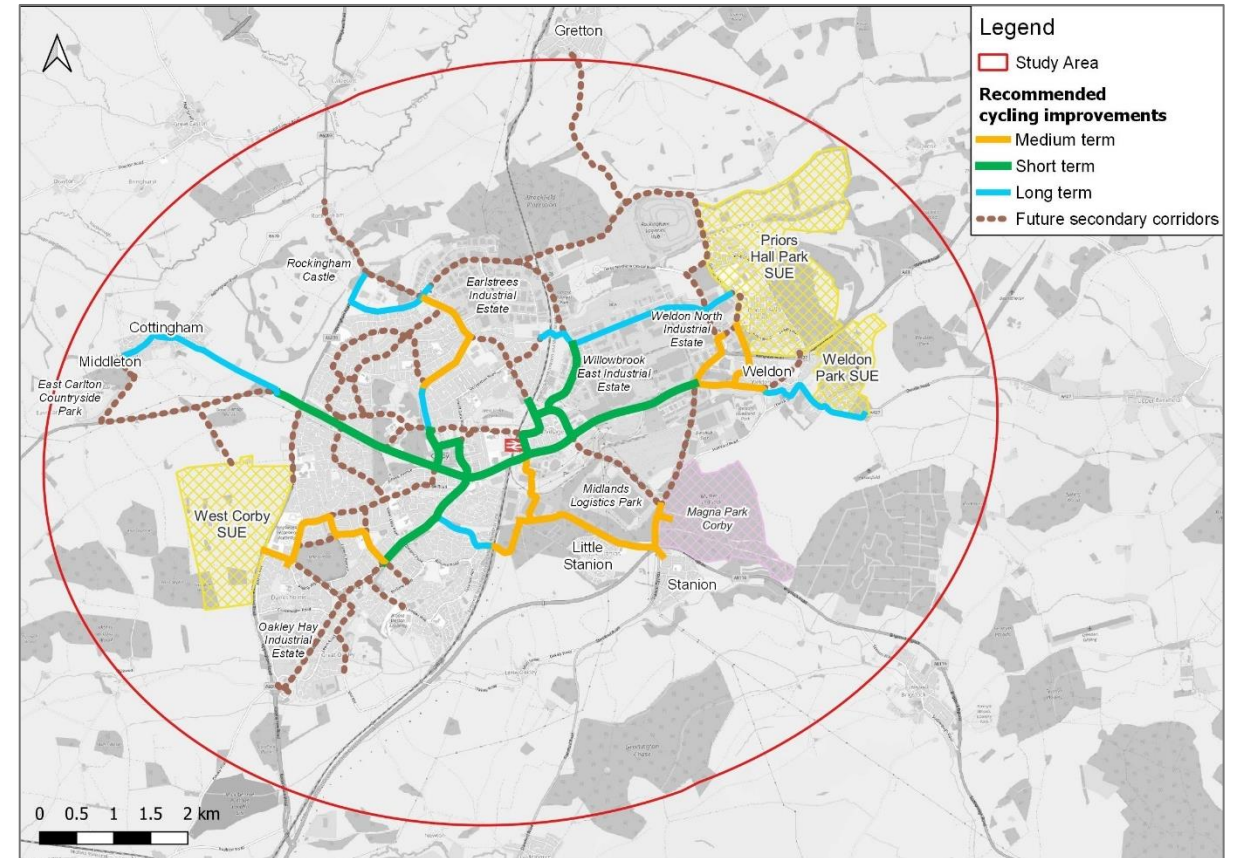
# Identified cycling routes

- A series of primary and secondary cycling routes listed. These provide a comprehensive and linked network for the plan area.
- Specific proposals for each primary route identified, in terms of type of facility, crossing provisions etc.
- Recent public consultation includes the proposals for each cycling route.



# Prioritisation of cycling routes

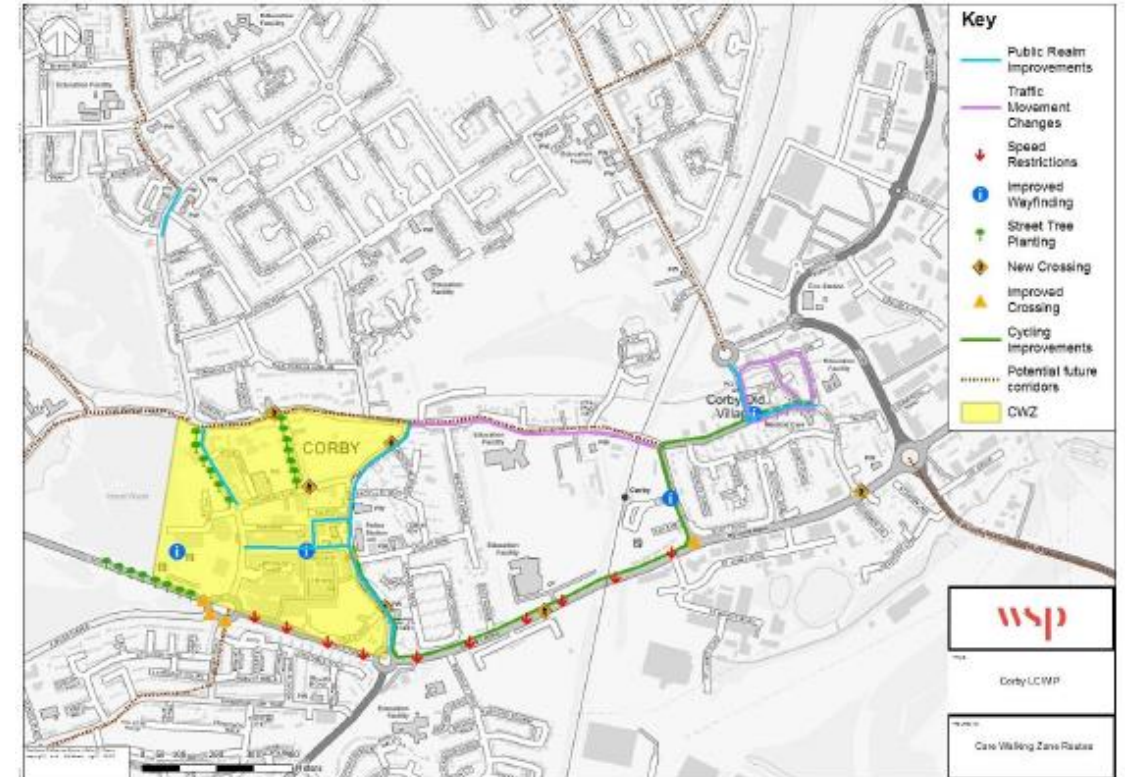
- Prioritisation framework developed, based on the DfT LCWIP guidance. This considers schemes effectiveness, policy alignment and local priorities, economic factors and deliverability.
- Cycling routes prioritised into short, medium and longer term proposals.
- Recent public consultation includes the identified relative priority accorded to each cycling route and asked for their priorities.





# Identified walking routes

- A core town centre walking zone and 11 walking routes identified
- Most of the recommended walking improvements align with the suggested Primary Cycle Network. Those improvements would be delivered together .
- The links which do not align are Corporation Street (CWZ2 & CWZ3), Richmond Road (CWZ 7) and High Street in Corby Old Village (W8, W9 & W10).
- A ‘Liveable Neighbourhood’ concept for Corby Old Village identified.



# What is the Corby Old Village – Liveable Neighbourhood?

The proposals for this area, focus on improving conditions for walking and include;

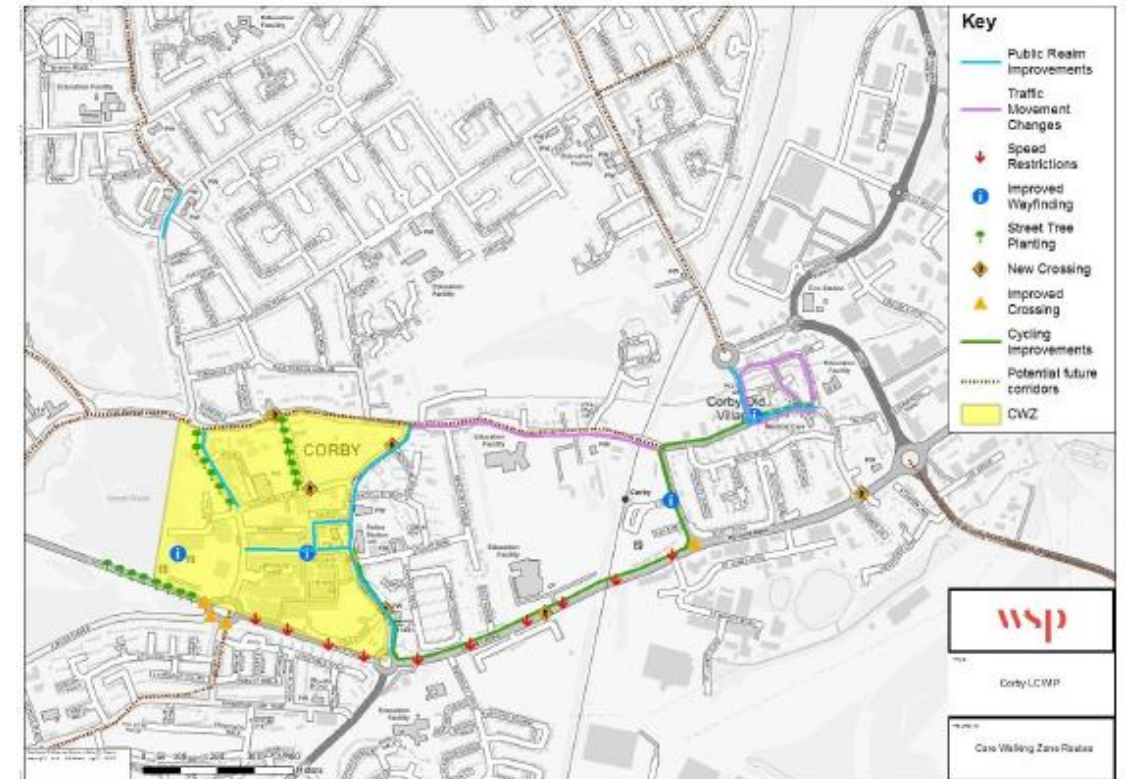
- Improved wayfinding, widened footways, additional and improving pedestrian crossings, providing dropped kerbs and tactile paving.
- Public realm improvements such as seating, lighting,
- Reducing vehicle speeds

The idea of an area based approach or Liveable Neighbourhoods in Corby Old Village was presented at the third stakeholder workshop organised in December 2022 and was generally well received and this support was reasserted in the public consultation.



# Prioritisation of walking routes

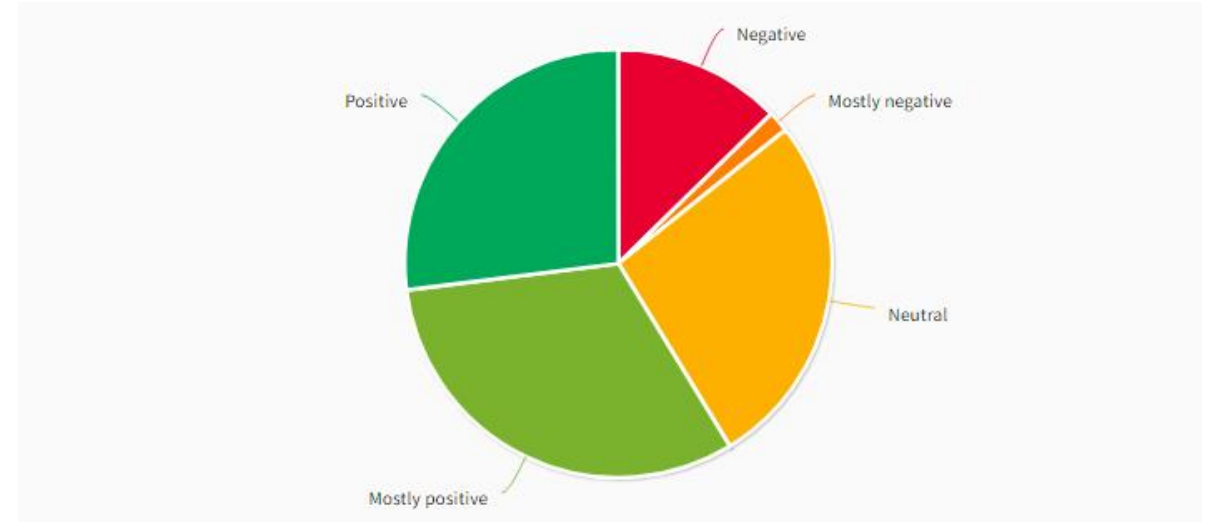
- Prioritisation framework developed, based on the DfT LCWIP guidance. This considers schemes effectiveness, policy alignment and local priorities, economic factors and deliverability.
- Walking routes prioritised into short, medium and longer term proposals.
- Recent public consultation includes the proposals for each walking route and their priority.



# You said, Corby LCWIP

## How do you feel about this overall plan?

- 59% of respondents were either positive or mainly positive with the overall LCWIP
- 27% were neutral and
- 14% were negative or mostly negative with the LCWIP.



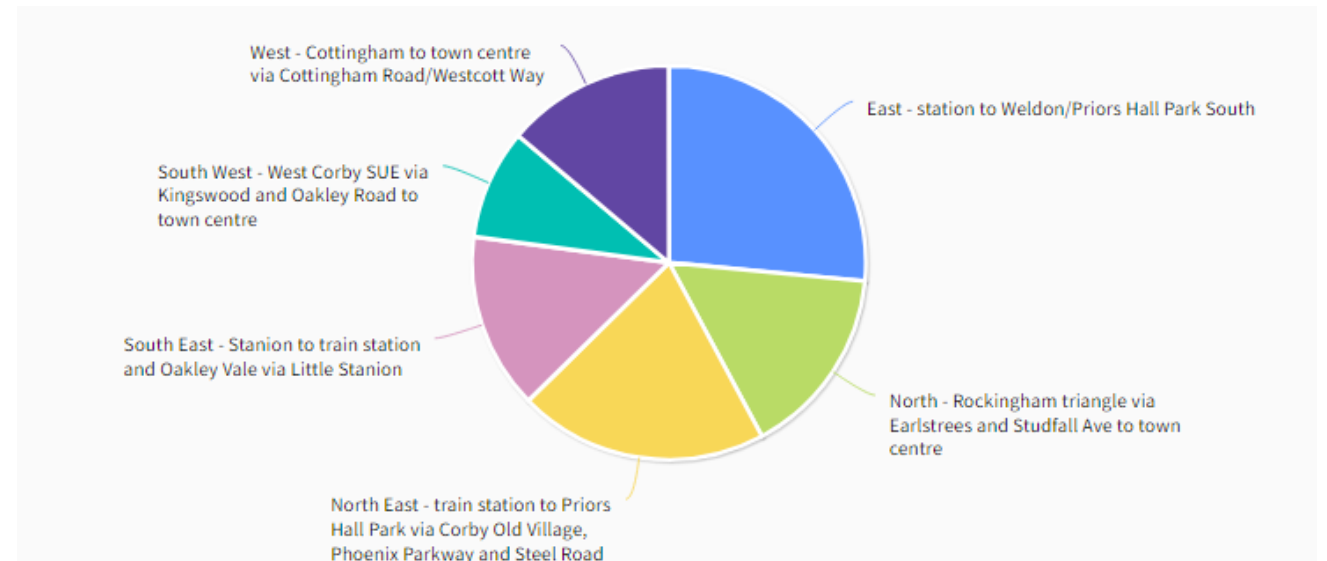
# You said, Corby LCWIP, overall comments cycling

General comments on cycling included

- Support for a safe, high quality connected network, particular support for crossings of high traffic routes and providing separation from traffic.
- Need to consider needs of all the community particularly those with mobility needs and children when designing infrastructure, need for clearly identified infrastructure (shared, priority, etc)
- Funding should be to be redirected to improving road conditions and general maintenance
- For cycling infrastructure to be delivered alongside new development in the area. Comments noted the developers occurring in and around Weldon (particularly Priors Hall) and the need for crossings highlighting the A43.
- The need to established safe, connected and timely cycling improvements to support access to Weldon Village Academy School.
- Call for identified secondary routes to be prioritised including access to Gretton, Cottingham with Rockingham road specifically identified.

# You said, Corby LCWIP, prioritised cycle routes

The figure shows each of the 6 cycle routes and the proportion of responses which identified them as a priority. The most commonly identified routes for priority broadly corresponds with those identified within the LCWIP report .



# You said, Corby LCWIP, overall comments walking

General comments on walking included

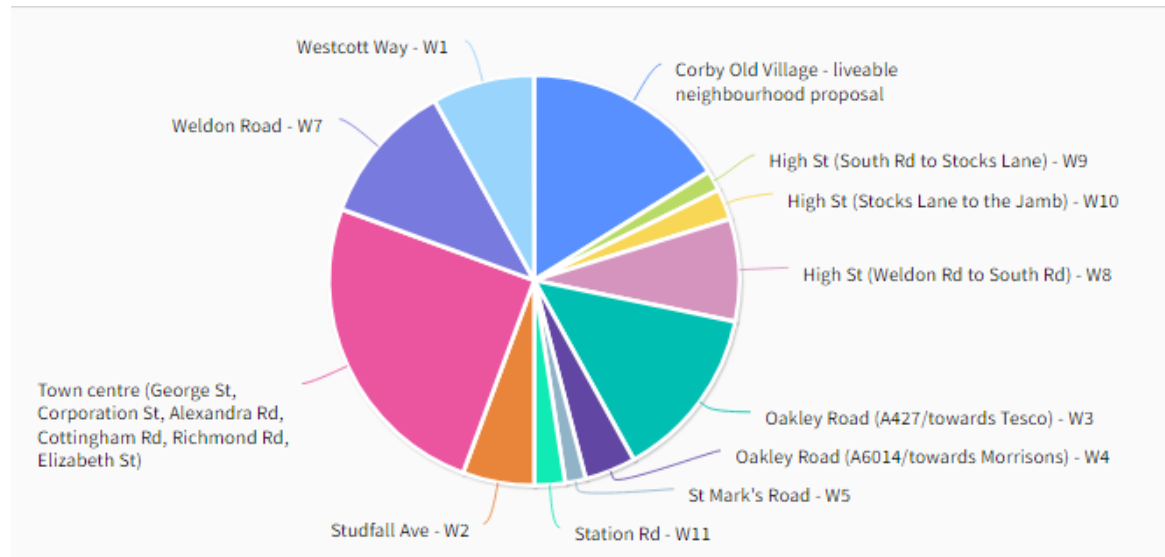
- Support for walking routes with calls for improved street lighting and kept in a good condition
- Funding should be to be redirected to improving and maintaining existing footways.
- General support for improvements in Corby Old Village.
- There are currently no safe walking routes from Weldon, with calls for a route from Stanion and Little Stanion to Weldon new Secondary School utilising Stamford Rd.
- Call for improvements in Gretton as well as a direct route from Corby Station through Tresham College/ Corby



# You said, Corby LCWIP, prioritised walking routes

The LCWIP identified 13 different routes including area-based routes in the town centre and the establishment of a liveable neighbourhood proposal. The figure shows the proportion of responses which identified each route as a priority.

The most commonly identified routes for priority broadly corresponds with those identified within the LCWIP report .





# Corby LCWIP Next Steps

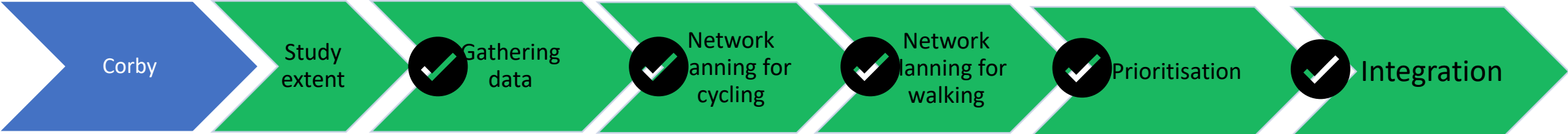
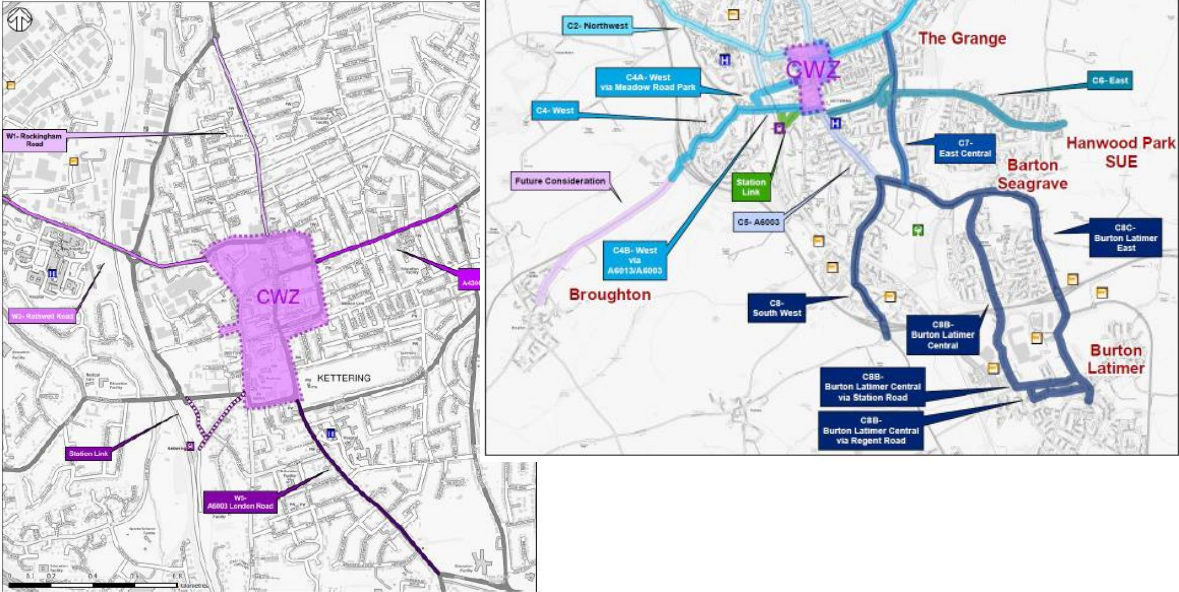
The feedback on the Corby LCWIP has been considered and it will be progressed towards adoption by the Executive in early 2024.

Once adopted and published, initial design work for the highest priority routes will be progressed. The comments received will be provided to the design teams that take forward the development of the initial LCWIP proposals.

The initial design work will enable future funding bids to be made to deliver the Corby LCWIP.

# Kettering LCWIP

- LCWIP approved by NNC Executive in September 2023.
- Initial design work has been commissioned for the highest priority routes. This will enable future funding bids to be made.



# Wellingborough LCWIP

- Analysis previously undertaken by Sustrans and Active Planning
- Initial stakeholder engagement commenced April 2023. Responses suggested inclusion with Higham Ferrers and Rushden in a single LCWIP rather than separate LCWIPs.

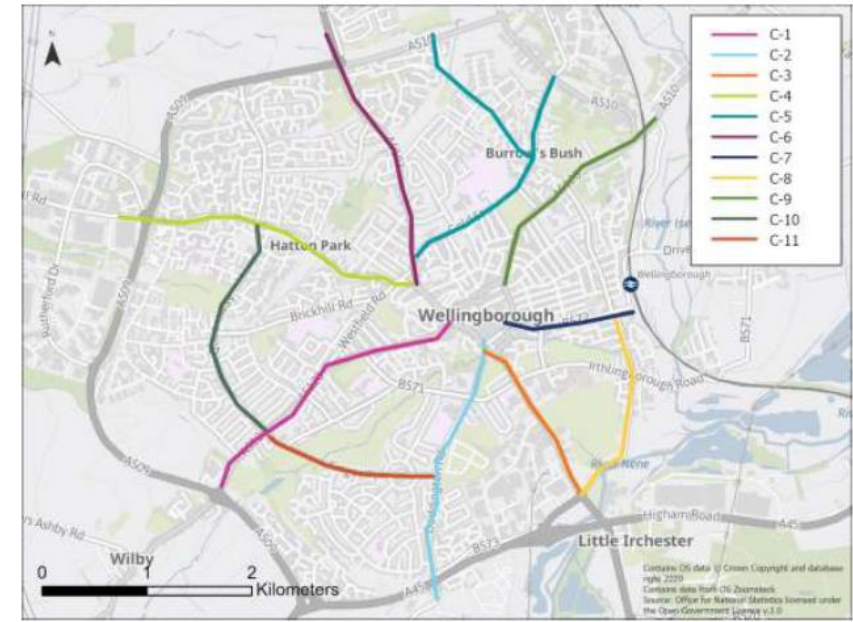
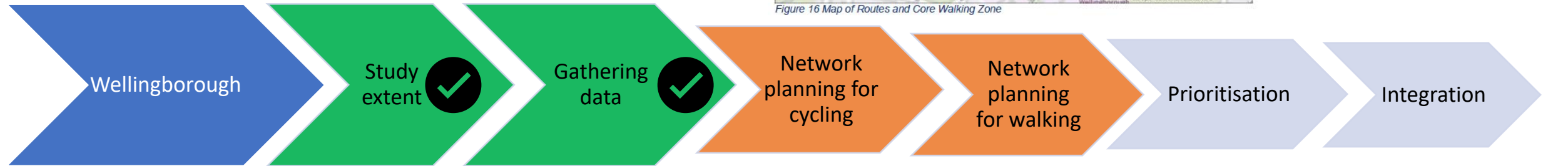


Figure 16 Map of Routes and Core Walking Zone



# Higham Ferrers and Rushden LCWIP

- Initial stakeholder engagement workshop undertaken in July 2023.
- Focus upon linkages with Greenways Strategy.
- Responses included for a wider area to be covered by the plan.
- Single wider LCWIP for Wellingborough, Rushden and Higham Ferrers to be developed.



# Questions



North  
Northamptonshire  
Council