

# Corby Local Cycling and Walking Infrastructure Plan (LCWIP)

December 2023.

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# 1.0 INTRODUCTION

## 1.1 Overview

The Corby LCWIP aims to significantly enhance opportunities for cycling and walking across the town, for both commuting and leisure purposes. The LCWIP will also support NNC's ambitions to combat climate change.

LCWIPs, as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. While the preparation of LCWIPs is non-mandatory, Local Authorities (LAs) who have plans will be well placed to make the case for future investment.

By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist LAs to:

- Identify 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.

The production of an LCWIP offers the LA the chance to strengthen local partnerships with National Highways, Network Rail and other stakeholders who can be influential in providing infrastructure to enable more walking and cycling. The LCWIP also provides an opportunity for the LA to demonstrate its commitment to related policy issues such as improved air quality, reduced emissions, improved public health through active travel, and improved access to education and employment.

The key outputs of LCWIPs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

## 1.2 LCWIP Process

The development of the LCWIP consists of six key stages, as per the Department for Transport (DfT) guidance and as listed in Table 1-1

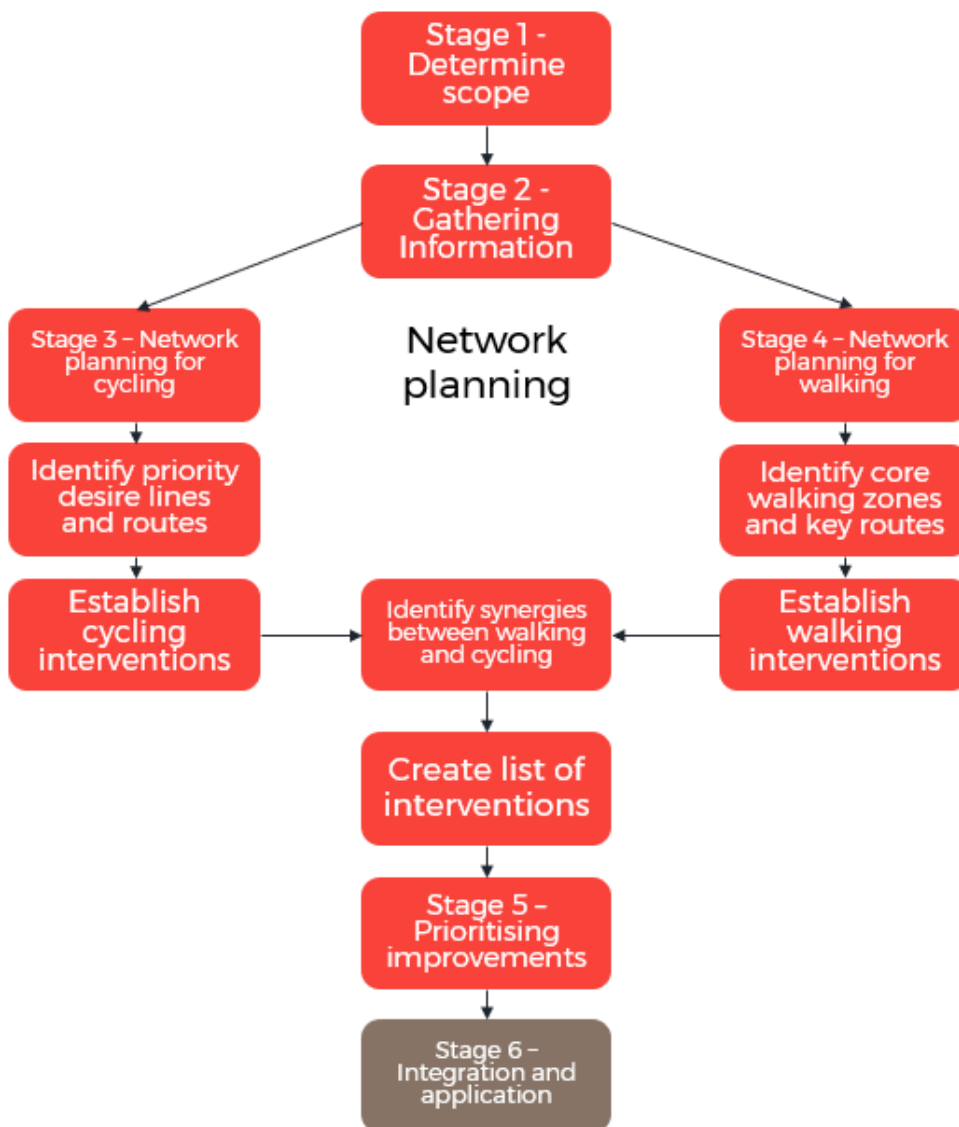
**Table 1-1 – LCWIP six-stage process**

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.

4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Figure 1-1 displays the LCWIP process. Stages 3 and 4 are conducted separately, as cycling and walking should be considered separately due to the different characteristics of the modes. The process for walking and cycling is then brought back together in Stage 5.

**Figure 1-1 – LCWIP process flowchart**



As part of the LCWIP commission, WSP have provided consultancy support for the Corby LCWIP Stages 1 to 5; with Brightwayz (a local social enterprise specialising in promoting sustainable travel) assisting with public consultation and engagement. Based on DfT guidance, Stage 6 is a non-technical stage which concerns the integration of the LCWIP into local policy, strategies and plans. As such, Stage 6 will be advanced by NNC internally.

For each stage, details of the approach, methodology, assumptions and outputs are provided. The document can therefore act as a step-by-step guide of how to fulfil the technical requirements of the LCWIP, which can be replicated and/or further developed for identified priority areas.

#### **THE LCWIP PROVIDES:**

- Plans of the proposed priority networks showing the most important routes and zones for further development, targeting short journeys (to school, work etc).
- A prioritised programme of infrastructure improvements for future development.
- The evidence and work completed to support the development of the Plan.
- A basis for securing government funding or developer contributions.

#### **THE LCWIP DOES NOT PROVIDE:**

- Exact details of the improvements on each route (these details will be developed as funding comes forward and will be subject to further consultation).
- Specific timeframes for when routes will be delivered.
- Guaranteed funding for delivery, although it will put us in the best possible position to secure funding.
- Network planning for long distance routes, these are being considered through the greenway project.

## **2.0 STAGE 1: DETERMINING SCOPE**

### **2.1 The Case for Active Travel**

There are several compelling reasons to promote walking and cycling as modes of transport.

Firstly, walking and cycling are sustainable and environmentally friendly ways to travel. They do not produce the emissions that come from motorised vehicles, which can help to improve air quality and reduce carbon emissions. Promoting walking and cycling can therefore contribute to efforts to tackle climate change and protect the environment.

Secondly, walking and cycling are good for both physical and mental health. Regular physical activity has been linked to a range of health benefits, including reducing the risk of chronic diseases such as heart disease, stroke, and diabetes. Encouraging more people to walk and cycle can help to promote healthier lifestyles and reduce the burden of preventable diseases on healthcare systems.

Thirdly, walking and cycling can help to reduce traffic congestion and improve the overall efficiency of transport systems. By reducing the number of motorised vehicles on the road, walking and cycling can help to ease congestion, particularly in urban areas where traffic can be particularly problematic. This can help to make journeys more efficient for those who still need to use cars or public transport.

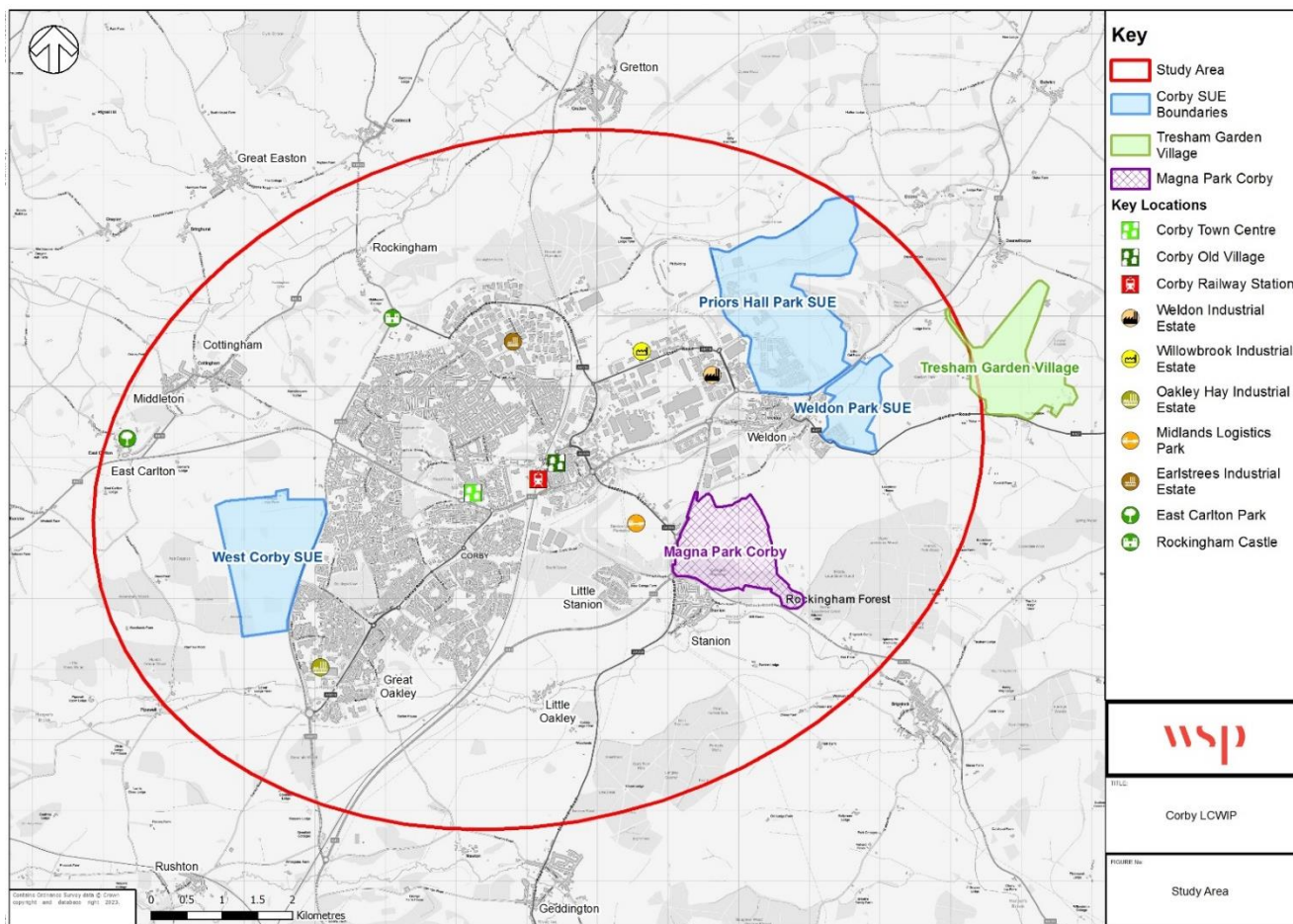
Finally, promoting walking and cycling can help to create more vibrant and liveable communities. By prioritising the needs of pedestrians and cyclists, we can create more attractive and accessible public spaces that encourage social interaction and community engagement.

In conclusion, promoting walking and cycling can bring a range of benefits to individuals, communities, and the environment. By investing in the infrastructure and policies that support these modes of transport, we can help to create more sustainable and healthier societies.

### **2.2 Geographical Extent**

Figure 2-1 presents the LCWIP study area boundary, along with key trip generators that were identified at the inception stage.

**Figure 2-1 – Corby LCWIP study area**



The geographical extent of the Corby LCWIP covers the existing urban area of Corby, as well as the surrounding villages of East Carlton, Cottingham, Middleton, Rockingham, Little Oakley, Stanion and Weldon. The Sustainable Urban Extensions (SUEs) of West Corby, Priors Hall Park and Weldon Park are all included within the study area, with the significant housing and population growth generated by these SUEs seen as vital to incorporate within the study area.

The study area boundary does not form a ‘hard boundary’, with origins and destinations just outside of the boundary remaining in consideration should the network development analysis indicate potential for cycle or walking trips. However, the greatest potential for increasing cycling and walking is likely within the main urban area and surrounding villages where trip origins and destinations are in close proximity and where population densities are highest.

Approximately 3km to the east of Weldon is Deenethorpe Airfield, which has been identified in North Northamptonshire Joint Core Strategy for a development of a new Garden Village including 1,500 homes, community facilities, shops, business premises and generous green space. Walking and cycling connectivity of this site as well as of other villages in the rural area around the town (for example Gretton, Geddington, Rushton, Great Easton) are addressed by the North Northamptonshire Greenway Strategic Masterplan.



## 3.0 STAGE 2: INFORMATION GATHERING

### 3.1 Introduction

The LCWIP has been developed using a variety of key datasets to establish the existing and future travel patterns in Corby, as well as drawing on local policies and plans to inform the priorities for improvement in the town. This section provides an overview of the data that has been reviewed and used within this report.

### 3.2 Policy Context

The current active travel policy position across the study area has been reviewed to ensure that the Corby LCWIP aligns with national, regional and local policy. The following list provides a summary of the policy and strategy documents reviewed and their relevance to the development of this LCWIP:

#### National policy

- Cycling and Walking Investment Strategy (DfT, 2017) – The first CWIS sets out the Government’s ambition to make walking and cycling the natural choices for shorter journeys or as part of longer journeys, as well as outlining targets to double cycling trips between the years 2013 and 2025.
- The Second Cycling and Walking Investment Strategy (DfT, 2022) – The second CWIS was published in July 2022 and provides updated objectives and financial resources for active travel between April 2021 to March 2025. CWIS2 objectives up to 2025 reflect Government ambitions to boost overall levels of walking, wheeling and cycling; with CWIS2 also aiming to deliver a world class cycling network in England by 2040.
- Gear Change: A Bold Vision for Cycling and Walking (DfT, 2020) – Government’s vision to see a step-change in levels of walking and cycling in England, through £2 billion set aside for investment; the creation of a new body named Active Travel England; and outlining key design principles.
- Local Cycling and Walking Infrastructure Plans (DfT, 2017) – The LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes; the Corby LCWIP has been developed using this guidance.
- LTN 1/20: Cycle Infrastructure Design (DfT, 2020) – LTN 1/20 sets out the guidance for cycling infrastructure; the Government intends that all proposed schemes will be checked against the summary principles, which are built on five core design principles.
- The Highway Code (DfT, 2022) – The Highway Code was updated in January 2022 and reinforces the hierarchy of road users which places pedestrians and cyclists at the top of the hierarchy as they are road users most at risk in the event of a collision.
- Future of Mobility: Urban Strategy (DfT, 2019) – Outlines that benefits of innovation can help enable active travel to remain the best option for short urban journeys.
- Decarbonising Transport (DfT, 2021) – Sets out the Government’s commitments and the actions needed to decarbonise the entire transport system in the UK to reduce transport emissions to net zero by 2050.
- The Ten Point Plan for a Green Industrial Revolution (DfT, 2020) – Seeks to increase share of journeys taken by public transport, cycling and walking using £5 billion for buses, cycling and walking as announced earlier in 2020.

#### Regional policy

- England’s Economic Heartland: Regional Transport Strategy (EEH, 2021) – Aims to enable growth and achieve goals to net zero by 2040, as well as one of four key principles seeking to improve quality of life through sustainable and active travel.
- Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc (Oxford-Cambridge Arc Leadership Group, 2021) – The principles set out in the document address how to achieve balance between economic growth and environmental sustainability with focus on net zero carbon, climate resilience, environmental net gain and the sustainable use of resources.

## Local policy

- Northamptonshire Local Transport Plan (NCC, 2012) – Sets out the strategic aims and goals for the future of transport in Northamptonshire.
- Northamptonshire Cycling Strategy (NCC, 2013) – Is a daughter document to the Local Transport Plan and sets out the vision to making cycling more attractive for shorter journeys, as well as for leisure purposes.
- Corby Town Transport Strategy (NCC, 2015) – Outlines the need to provide transport options that satisfy individual needs, encourage more sustainable travel and enable plans for growth in Corby.
- Corby Town Centre Masterplan (Catalyst Corby and former Corby Borough Council, 2006) – Provides a spatial masterplan which sets out an overall vision for development proposals in the town centre, specifically highlighting the need to improve active travel and pedestrian permeability which is currently limited in the town centre.
- North Northamptonshire Joint Core Strategy 2011–2031 (NNJPU, 2016) – Strategic Part 1 Local Plan which outlines various desired outcomes including more walkable places and an excellent choice of ways to travel.
- Part 2 Local Plan for Corby (NNC, 2021) – Supports the Part 1 JCS by setting out additional, more detailed planning policies for Corby; sets out a vision for how Corby will contribute to a more sustainable, self-reliant North Northamptonshire.
- Neighbourhood Plans – Neighbourhood Plans set out general planning policies for the local area. The plans must be in line with national policy and help meet the strategic needs of the wider local area. Several areas in the study area have been designated to support the creation of Neighbourhood Plans with Gretton Neighbourhood Plan and Cottingham Neighbourhood Plan successfully adopted in June 2021 and April 2021 respectively.

The key design principles set out in Gear Change and core design principles outlined in LTN 1/20 have been considered throughout the development of this LCWIP and associated interventions. The Corby LCWIP has also been developed following the guidance set out in the 2017 DfT LCWIP Guidance.

Key design principles from Gear Change outline that: cyclists must be separated from high volume motor traffic and pedestrians; cyclists be treated as vehicles; routes must join together; routes must feel direct; routes must take account of how users actually behave; purely cosmetic alterations and barriers should be avoided; and routes should be designed only by those who have experienced the route on a bicycle.

Core design principles set out in the LTN 1/20 represent the essential requirements to achieve more people travelling by foot and bicycle, these five principles are for networks to be coherent, direct, safe, comfortable and attractive.

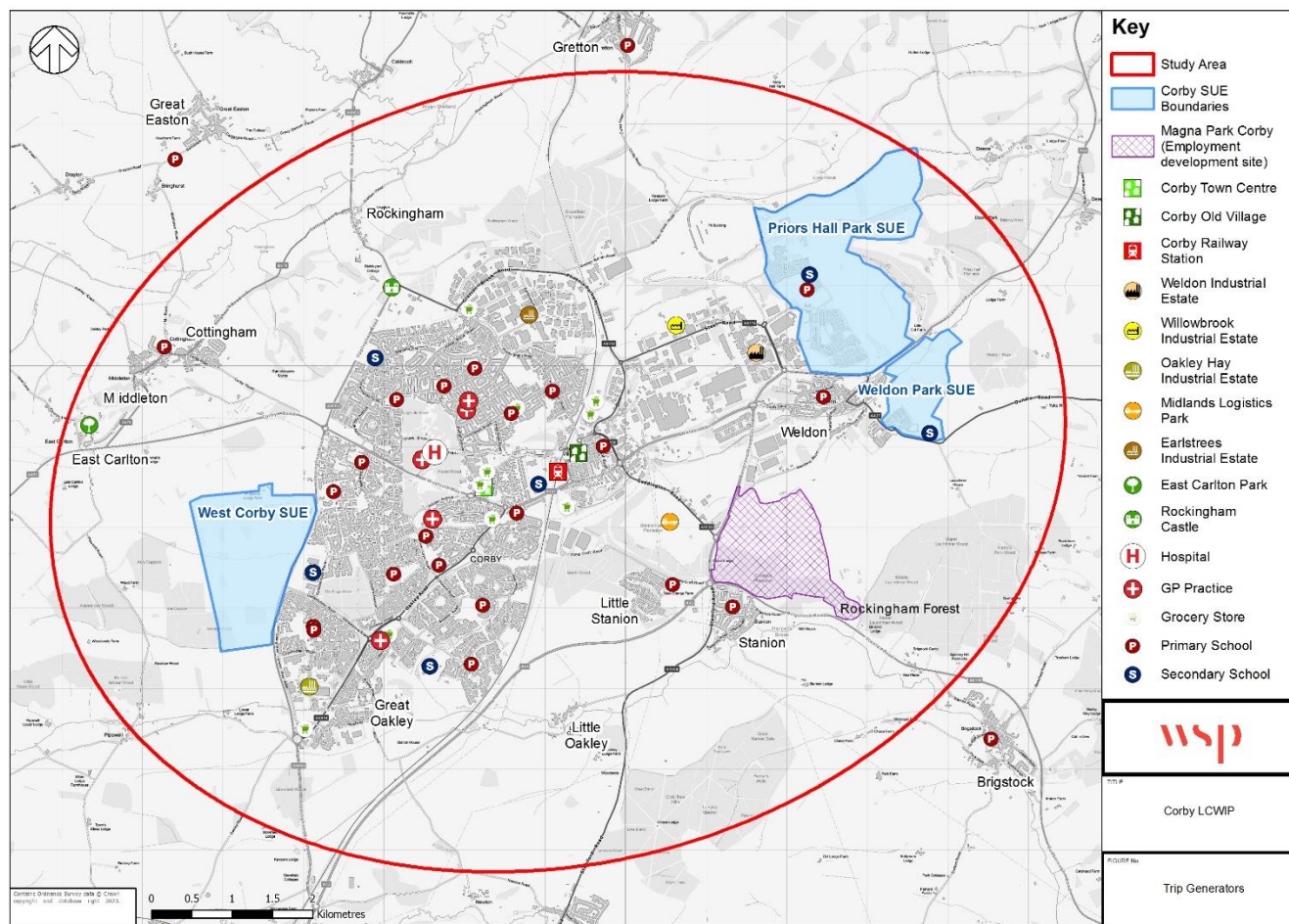
Further information on the above policy documents is set out in **Appendix B**, which contains the Corby LCWIP Policy Note.

### 3.3 Key Trip Generators

Figure 3-1 presents the study area and key locations outlined in Stage 1, with the addition of trip generators including:

- Corby Community Hospital
- GP Practices
- Supermarkets and large grocery stores
- Primary schools
- Secondary schools

**Figure 3-1 – Trip Generators**



### Leisure and sports facilities

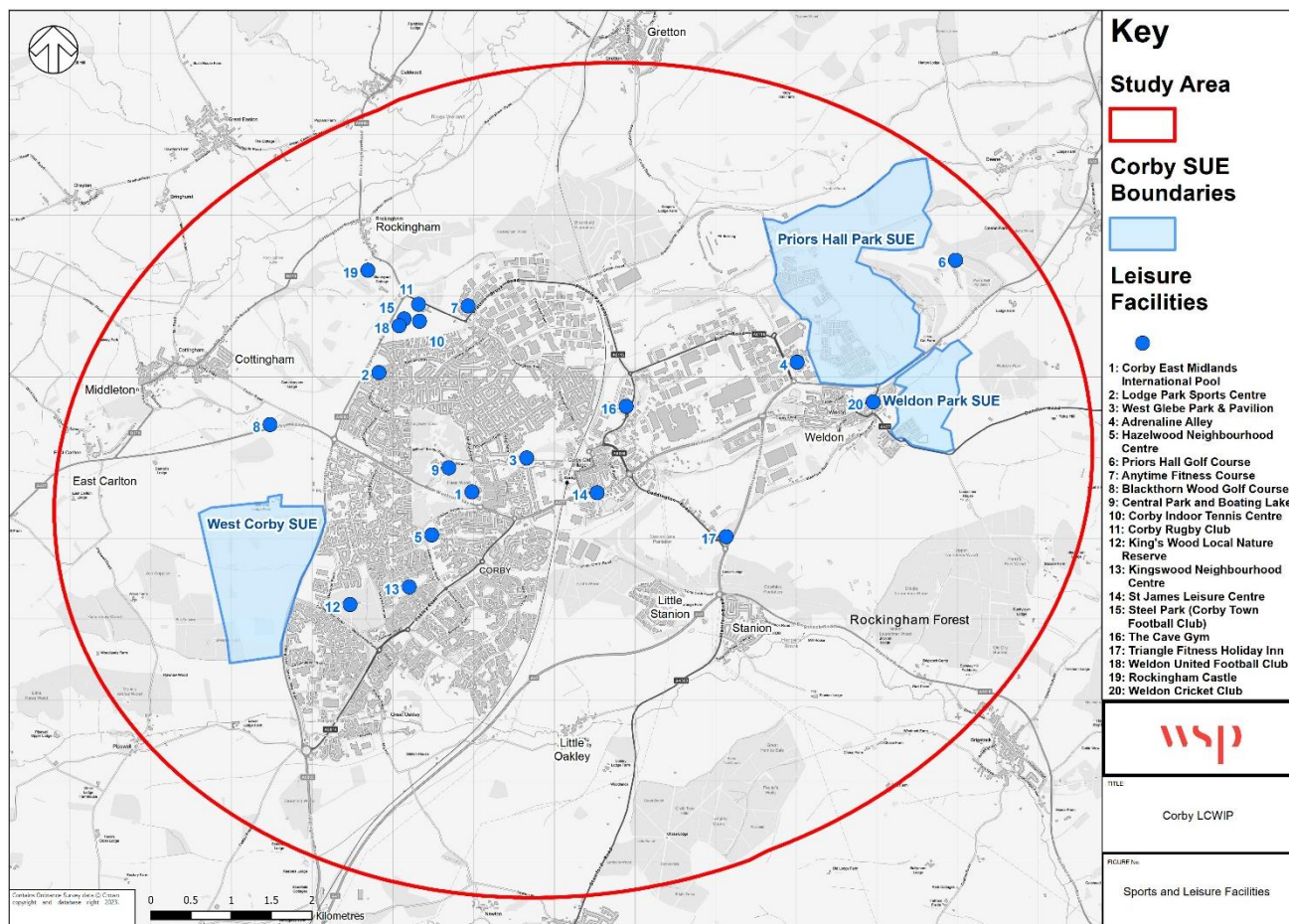
There are various key leisure and sports facilities within Corby, with the main five facilities (and their average annual attendances) being:

- Corby East Midlands International Pool – 380,000
- Lodge Park Sports Centre – 160,000
- West Glebe Park Pavilion – 70,000
- Adrenaline Alley – 55,000
- Hazelwood Neighbourhood Centre – 22,000
- Priors Hall Golf Course – 22,000

The locations of these and some other leisure facilities in Corby are shown in Figure 3-2.

Incorporating walking or cycling infrastructure into journeys to sports and leisure facilities including open green spaces can add an enjoyable element to the overall journey.

**Figure 3-2 – Leisure and sports facilities in Corby**

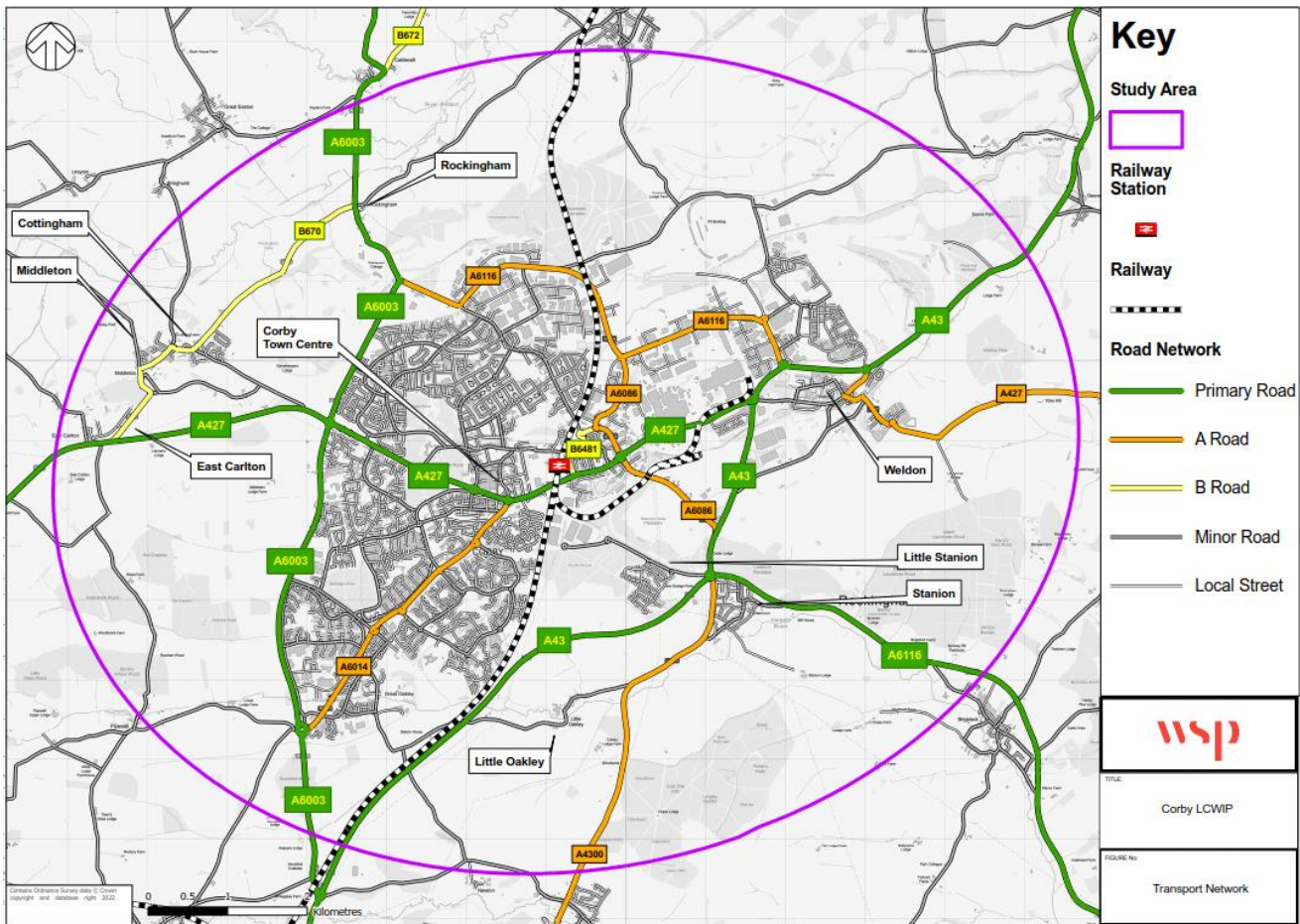


### 3.4 Transport Network

#### Highway network

Figure 3-3 represents the local highway and rail network within the Corby study area.

**Figure 3-3 – Corby Local Highway Network**



The primary A road network within the Corby LCWIP study area comprises the A427, A6003, A43 and A6116. These are detailed below:

- The A427 provides an east-west link through the centre of Corby; which links to Market Harborough to the west and joins onto the A43 in the east;
- The A6003 provides a north-south link and forms the town’s current western boundary. West Corby SUE is planned to the west of the road;
- The A43 crosses the study area from the southwest to the northeast along the southern and eastern boundaries of the town, which provides links to Kettering and Northampton in the south and Stamford in Lincolnshire in the north; and
- The A6116 interchanges with the A43 near Stanion, and therefore does not directly pass through the urban area of Corby; the A6116 connects south onto the strategic A14.

In addition to the primary A roads, various further A roads (A6014, A4300 and A6006), B roads, minor roads and local streets serve Corby.

**Average annual daily traffic (AADT)**

Figure 3-4 identifies the 2020 Average Annual Daily Traffic (AADT) for roads where data is available within the Corby LCWIP study area. AADT is the total volume of yearly vehicle traffic divided by 365 days; and is a useful measurement of indicating how busy a road is. It should be noted that 2020 traffic levels were affected by the COVID-19 pandemic.

**Figure 3-4 – AADT within study area**

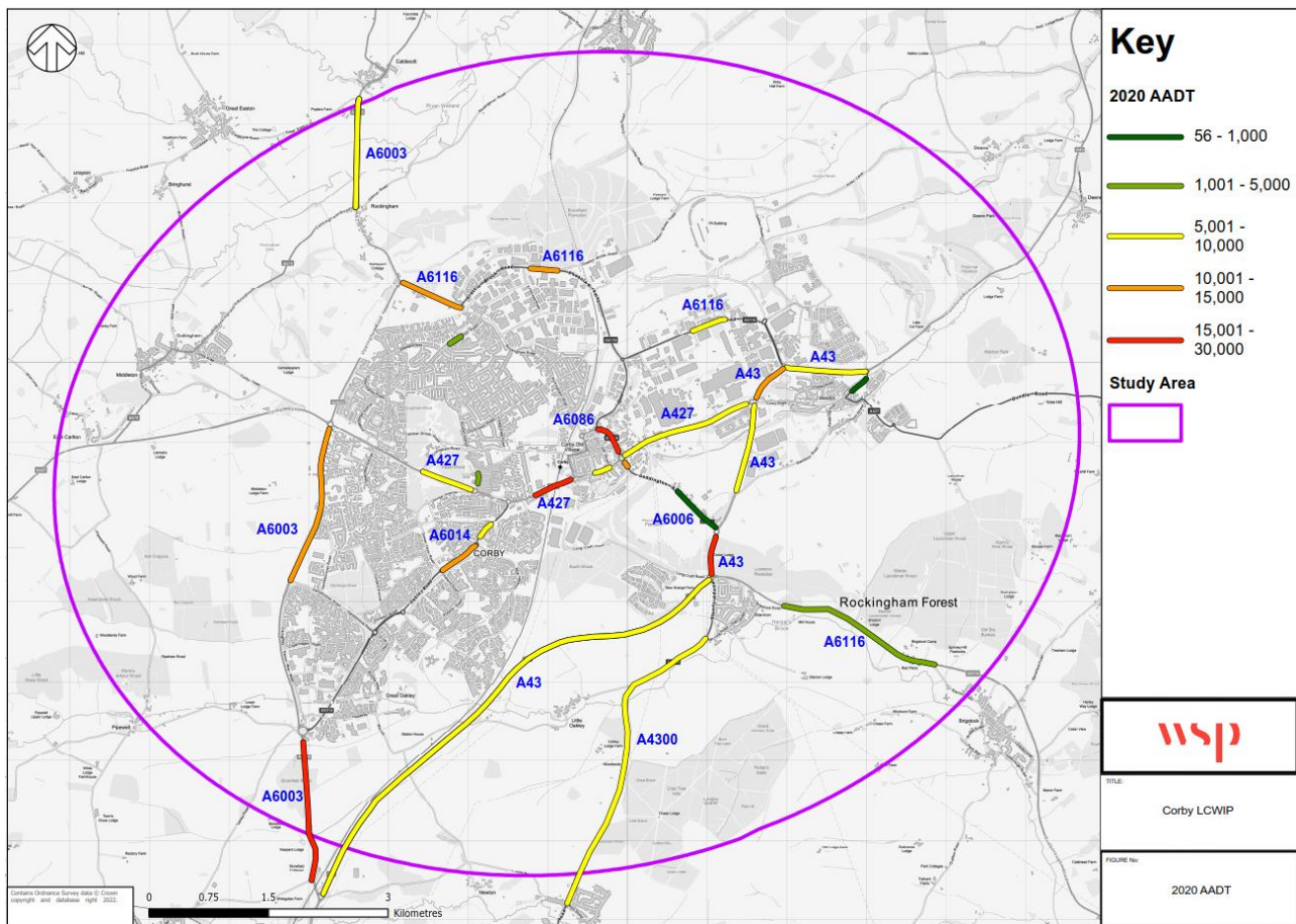


Figure 3-4 highlights the busiest roads within the study area, which should be taken into consideration for the Corby LCWIP, particularly when understanding potential walking and cycling interventions.

The figure identifies that segments of the A6003, A6014, A427, A6086, A43 and A6116 all have average daily flows of over 10,000 vehicles. As such, these high volumes of daily traffic would likely make conditions unattractive and challenging for on-road cyclists. It should be noted that the traffic volumes will change when the SUEs are built up.

**Rail network**

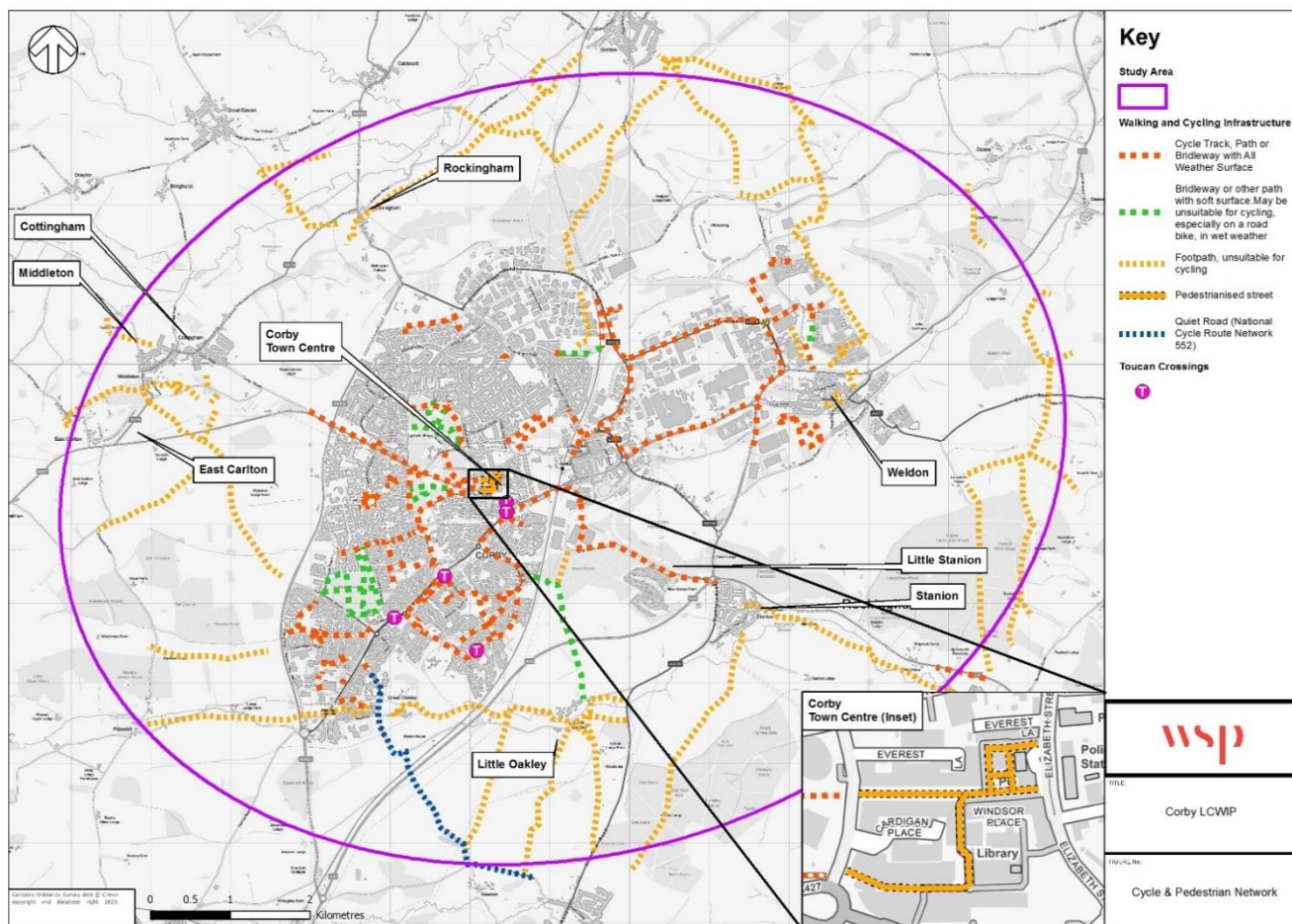
The Kettering-Oakham railway line operated by East Midlands Railway passes through Corby from north to south, serving Corby Railway Station. The railway line forms a relatively informal boundary, with the majority of residential land use in Corby being located to the west of the railway line and the majority of employment land use being located to the east of the railway line.

Corby railway station provides two direct services to London St. Pancras International with journey times of approximately 1 hour 12 minutes. Patronage of the station was growing steadily prior the COVID-19 pandemic from 177,000 passengers a year in 2010 to 300,000 passengers in 2019.

**Cycle and pedestrian network**

Figure 3-5 shows the existing cycle and pedestrian network within the study area, identified from the 2016 Corby Cycle Map and updated to reflect new infrastructure predominantly in the northeast of the town. The plan presents cycle tracks, paths, bridleways and pedestrianised streets and National Cycle Network (NCN) route.

**Figure 3-5 – Cycle and Pedestrian Network**



The figure demonstrates that there are various sections of cycle tracks, paths and bridleways in the study area; however, the cycle provision is not fully coherent or connected throughout Corby and its surrounding villages, and a significant amount of these links are not to current design standards, as set out in more detail below.

The figure shows that there are cycle tracks connecting the villages of Stanion, Little Stanion and East Carlton into Corby; however, this provision is generally not to current design standards, for example the cycle track along Long Croft Road connecting Stanion to Corby (via Little Stanion) is a 1-metre-wide shared use path which would not feel safe or attractive for most cyclists and pedestrians.

In addition, the villages of Cottingham, Rockingham and Little Oakley (soft surface bridleway only) do not have all weather cycle provision linking to Corby. Also, the village of Weldon has limited cycle provision which does not fully connect with Corby town centre.

Within the urban area of Corby itself, once more the cycle provision is not fully coherent or connected. There is a reasonable number of cycle tracks in the southwest of Corby, however north and northwest Corby have limited cycle provision. In the northeast there are significant differences in the quality of infrastructure along the A427 Weldon Road (very narrow path with surface unsuitable for cycling) and the A6116 Steel Road (comfortable shared use path). Overall, there is poor cycling and walking permeability into Corby town centre from the surrounding areas of Corby.

Sections of Corby town centre have pedestrianised streets, as shown in the inset map in Figure 3-5, with Corporation Street being the key pedestrianised street within Corby town centre, serving as the focal point for retail within Corby.

The area to the west of George Street includes a pleasant public realm providing access to the Cube, swimming pool and restaurants. Corporation Street and the area to the east of George Street includes many shops and is also fully pedestrianised but its condition is worse than around the Cube. Whilst there are benches provided, the area lacks greenery. The town centre generally suffers from being cut off by busy roads (Westcott Way, Elizabeth Street) and junctions treated as roundabouts which are not pedestrian friendly.

An audit was undertaken of the walking routes within the wider town centre and its findings are presented in Chapter 5.4.

### Cycling infrastructure audit

The audited network has been based on the Corby Cycle Network map produced by Northamptonshire County Council (NCC) in 2016 and comprised of 114km of links. The team visited almost 70km of routes by the following modes of transport:

- Cycling – 60km
- E-Scooter – 3km
- Walking – 6km

In addition, a further 51km of the network was audited with use of Google Streetview.

The links were scored based on a combination of the findings of the audit and the auditing team’s professional judgement. It took into account characteristics such as route treatment, comfort (including width of the paths, surfacing, presence of directional signage) or safety (including surveillance, presence of lighting, speed limits, junction treatment). Based on these parameters, each link was assigned an overall quality score ranging from 1 (very poor) to 5 (very good).

It is important to note that the criteria used above is scored comparatively based on the Corby cycle infrastructure only. As such, even the routes that scored well might be not entirely compliant with LTN 1/20.

As can be seen in Table 3-1, this high-level audit concluded that the majority of the network was sub-standard and needs significant improvements. About 60% of the network was scored “poor” or “very poor”.

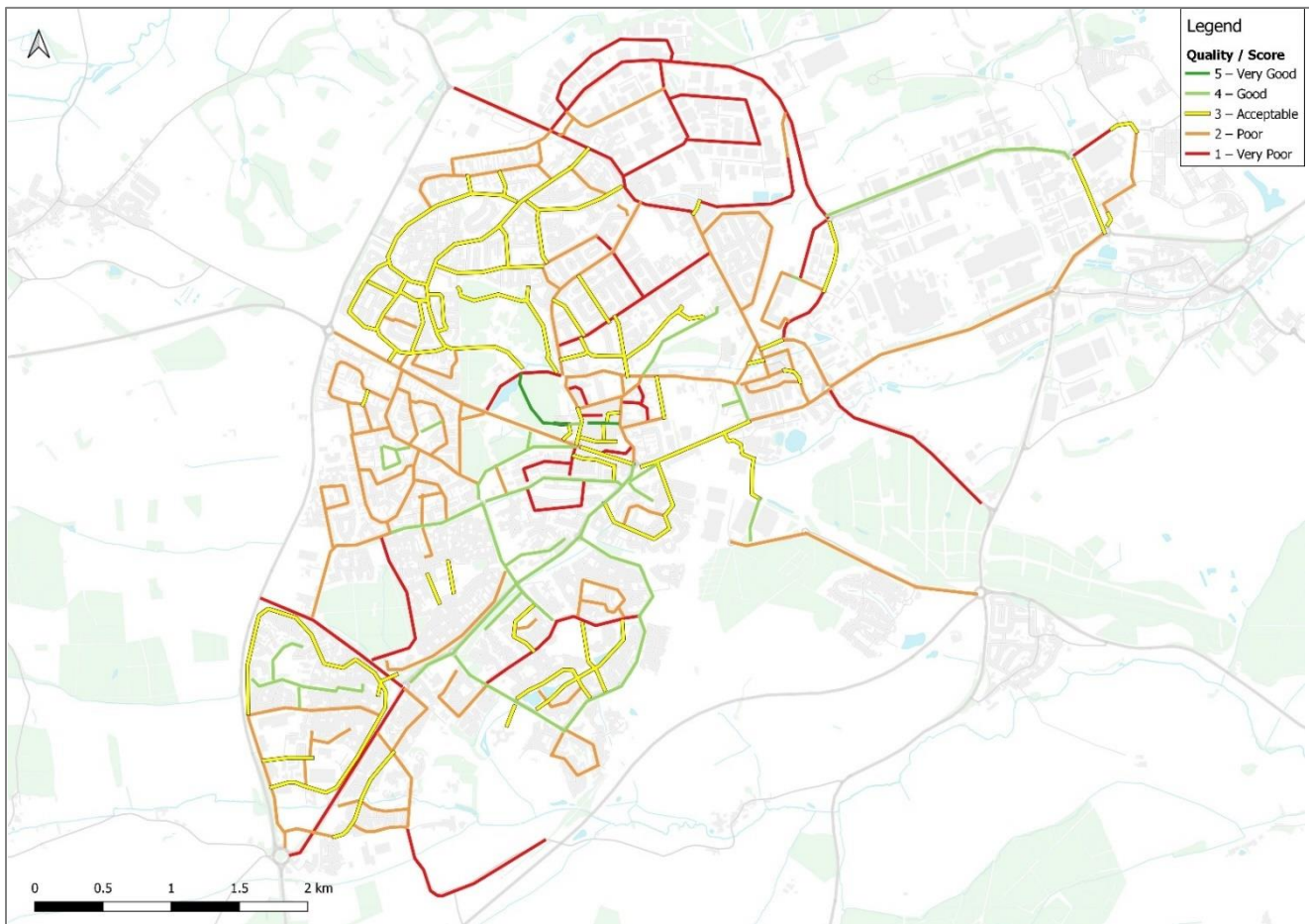
**Table 3-1 – Cycle Audit Quality Assessment Results**

Score	Network Length	% of the Network	Examples
5 – Very Good	0.79 km	0.7%	Path through Central Park Corporation Street between George Street and Corby Library
4 – Good	15.86 km	13.9%	A6116 Steel Road Station Road between Corby Station and the Station Road Junction
3 – Acceptable	28.13 km	24.6%	Arnsley Road Ribblesdale Avenue
2 – Poor	45.90 km	40.1%	Rockingham Road between Corby Old Village and Stanier Road Lewin Road between Brooke Road and A6014
1 – Very Poor	23.75 km	20.8%	Phoenix Parkway between A6086 and Courier Road Mill Hill
Total	114.43 km	100.0%	

Figure 3-6 visualises the results of the cycle audit:



**Figure 3-6 – Corby Cycle Infrastructure Audit Results**

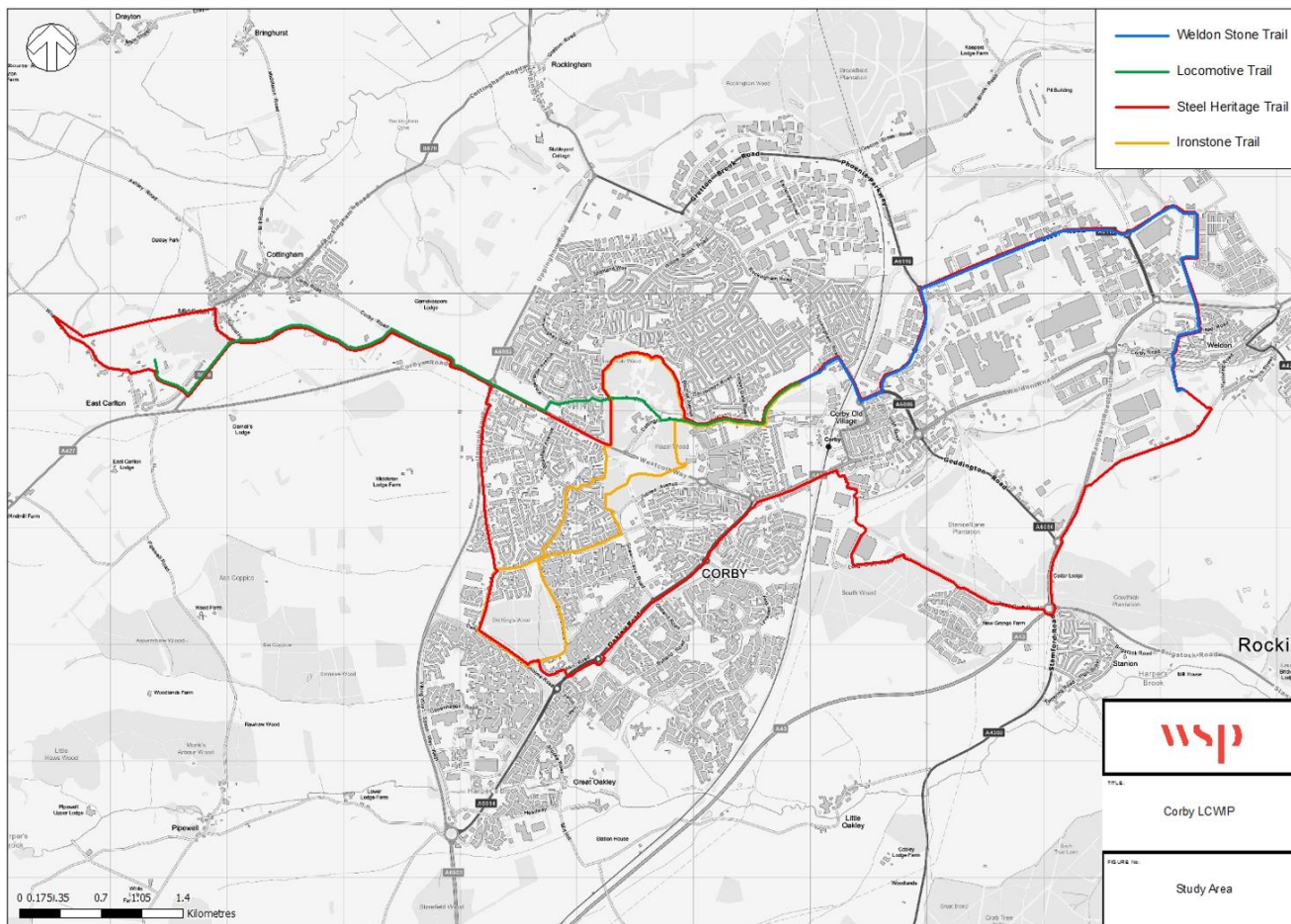


Further information can be found within the Corby Cycle Infrastructure Audit in **Appendix C**.

### **Corby Heritage Trail**

The Corby Heritage Trail is an accessible natural trail across the green spaces within Corby, which has been funded by the Heritage Lottery. The various routes of the heritage trail are presented in Figure 3-7.

**Figure 3-7 – Corby Heritage Trail Routes**



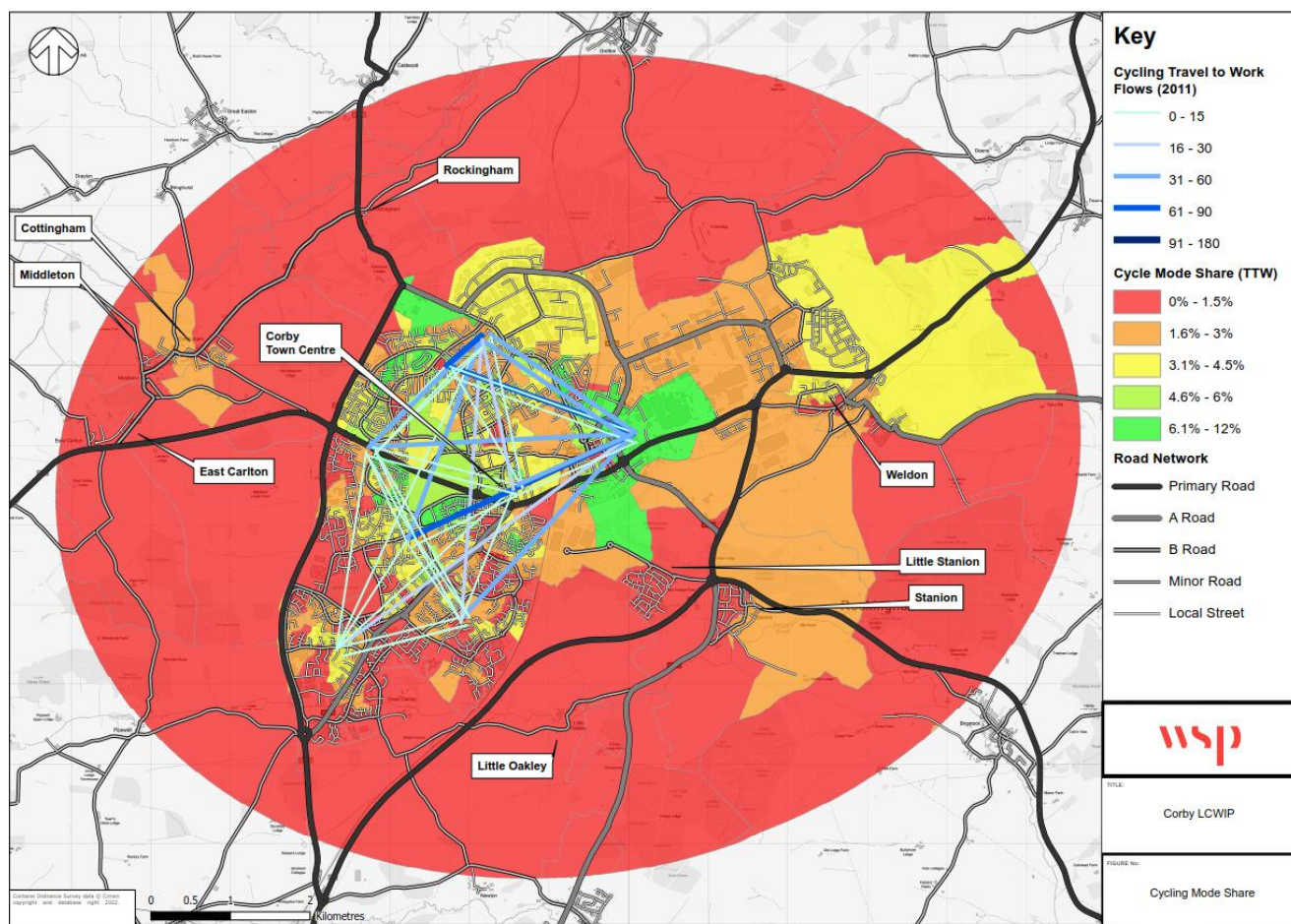
### 3.5 Travel Patterns

#### Existing cycling mode share

Figure 3-8 shows the cycle mode share and flows for travel to work trips based on data from the 2011 Census. For context, the Corby cycle mode share is 1.9%, which is the same as the England average at the time of the Census.

During the development of this LCWIP, the Office for National Statistics released some results from the 2021 Census. However, the 2021 Census was undertaken in the middle of the COVID-19 pandemic when people were advised to minimise their travel and the results were therefore affected and must be treated with caution. **Appendix D – Census Comparison 2011 – 2021** includes an analysis of how the patterns have changed.

**Figure 3-8 – Existing Cycle Mode Share and Cycling Flows**



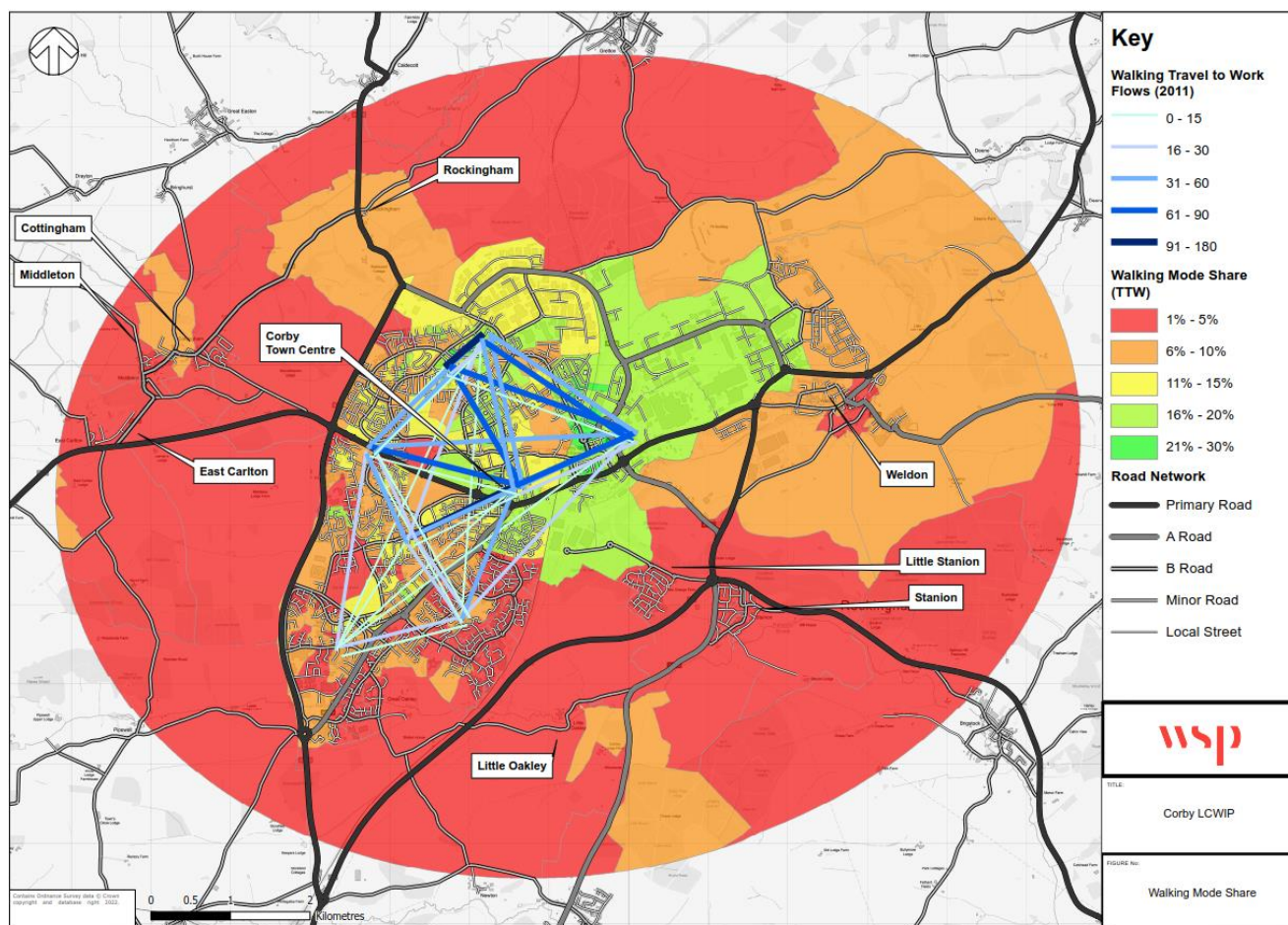
As shown in Figure 3-8, the level of cycle usage for work purposes varies across the study area. Areas of east Corby (near Corby Old Village), central Corby and north Corby have above-average levels of cycling (3.1%-12%); with the majority of the urban area being in line with the town and national average.

Figure 3-8 does highlight that a significant number of areas in the southern Corby urban area have relatively low levels of cycling to work. In addition, the majority of the rural area outside of Corby including East Carlton, Little Oakley, Rockingham and Little Stanion, has lower mode share compared to the Corby and national average.

**Existing walking mode share**

Figure 3-9 shows the walking mode share and flows for travel to work based on data from the 2011 Census. For context, the Corby walking mode share is 6.2%, which is less than the average England walking mode share of 6.9%.

**Figure 3-9 – Existing Walking Mode Share and Walking Flows**



Similar to the cycling mode share analysis, the level of walking to work varies throughout the study area, with east, north and central Corby having the highest levels of walking to work. Areas further to the east including Weldon Industrial Estate, Willowbrook Industrial Estate and TATA Steel also have higher than average levels of walking to work.

The southern half of the Corby urban area has relatively low levels of walking to work. In addition, the majority of the rural area outside of Corby including East Carlton, Little Oakley, Stanion and Little Station, has a walking mode share well below the Corby and national average; most likely due to the distance to walk to the main urban centre.

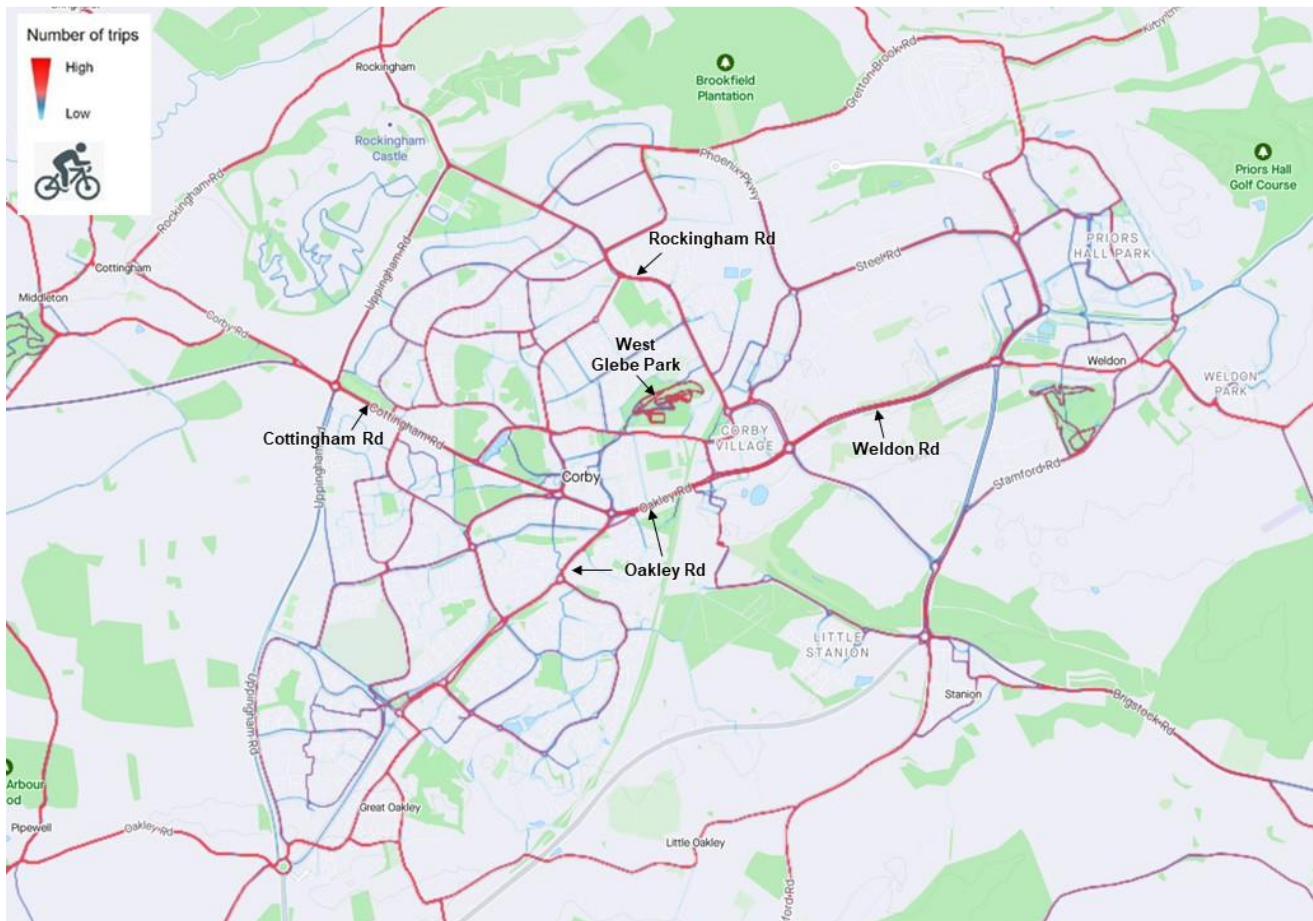
### Leisure trips

In addition to the movements associated with travel to work, school or amenities, travel demand is also derived from social, leisure and exercise trips. Whilst leisure and social uses aren't picked up by the Census data, information from Strava has been used to understand the main patterns of leisure trips. Strava is a popular online application for people recording their activities (mostly running and cycling) with GPS tracks.

It should be noted that the dataset does not cover all trips in the area but only those what are uploaded to the app. However, multiple studies show that there is a strong correlation between the travel patterns of Strava users and general public. Although people can also record cycle rides when they commute to work or to shops as well, it is more typically used by leisure riders.

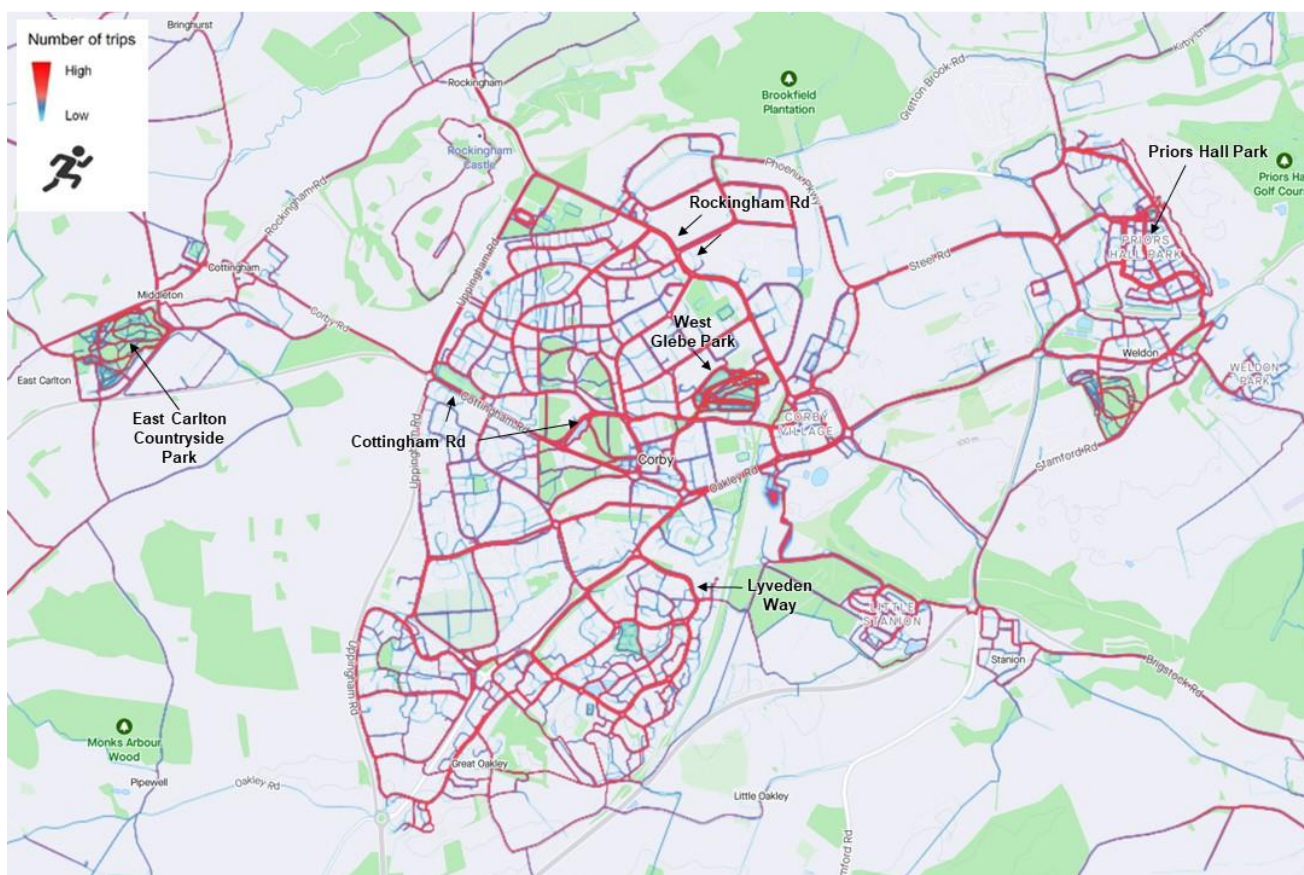
Whilst Figure 3-10 includes a snapshot from Strava heatmap illustrating popular cycle routes, Figure 3-11 illustrates where people go running.

**Figure 3-10 - Strava Heatmap – Cycling**



The outputs indicate that there is a high number of cyclists along some of the radial routes to the town centre such as Weldon Road, Oakley Road or Westcott Way/Cottingham Road. A high number of activities was recorded at West Glebe Park Pump Track, which is purely a leisure destination.

**Figure 3-11 - Strava Heatmap – Running**



Running activities are more widespread across the town. Unsurprisingly, a lot of activities have been recorded in green spaces of West Glebe Park, East Carlton countryside park or Weldon Woodland Park. Besides that, there are a lot of running activities recorded on roads which benefit from provision for pedestrians and/or cyclists such as Lyveden Way.

### 3.6 Propensity to Cycle Tool (PCT)

To support LAs across England in the development of LCWIPs, the DfT commissioned the development of the Propensity to Cycle Tool (PCT). The PCT has been designed to assist transport planners and policy makers in prioritising investments and interventions to facilitate cycling. The PCT answers the question: 'where is cycling currently common and where does cycling have the greatest potential to grow?'. The PCT can be used to identify existing cycle demand and where potential future demand could occur.

The PCT comprises two datasets, one is based on travel to work commuting journeys taken from the 2011 Census and the other data set is based on travel to school journeys taken from the 2011 National Schools Census. The tool does not include the 2021 Census data, which might be added later.

The PCT can be applied in two ways during the development of an LCWIP. First, the PCT can be used strategically to show the rate of cycling across an area, such as a LA area or a study area. Second, the PCT can also be used at a smaller scale by estimating the number of cycle users on a particular link in the highway network.

The PCT includes several scenarios for estimating cycle demand, they include:

- The baseline 'Census 2011' scenario is based on the journey to work patterns of cycle commuters recorded in the 2011 census. The dataset is a record of the location of origin (residence) and destination (workplace) and the associated number of cycle commuters. The PCT generates desire lines from this dataset based on the origin-destination pairs and the user can select the desire lines with the highest demand.
- The 'Government Target' scenario is based on cycle flows if UK Government targets to double cycling by 2025 were met, whereby cycle flows from the Census 2011 are uplifted. There are two Government Target scenarios, these being 'Near Market' and 'Equality'. Both sub-scenarios were

tested and demonstrated similar results; as such, only the Government Target Near Market scenario is presented in the analysis below.

- Another scenario, the 'Go Dutch' scenario, considers what would happen if people were as likely to cycle as the Dutch and had the same infrastructure as The Netherlands, but it adjusts the estimations to account for hilliness and trip distance. On average, people in the Netherlands make 26.7% of trips by bicycle, fifteen times higher than the figure of 1.7% in England and Wales. The 'Go Dutch' scenario highlights areas where cycling could be the natural choice for journeys, if suitable cycle infrastructure was in place and a cycling culture resembling that in The Netherlands were present. This is likely to highlight new priorities once accounting for the potential untapped demand for cycling.

The origins and destinations are grouped by Lower Super Output Area (LSOA). This level of disaggregation provides a robust understanding of overall cycle commuting patterns for the study area.

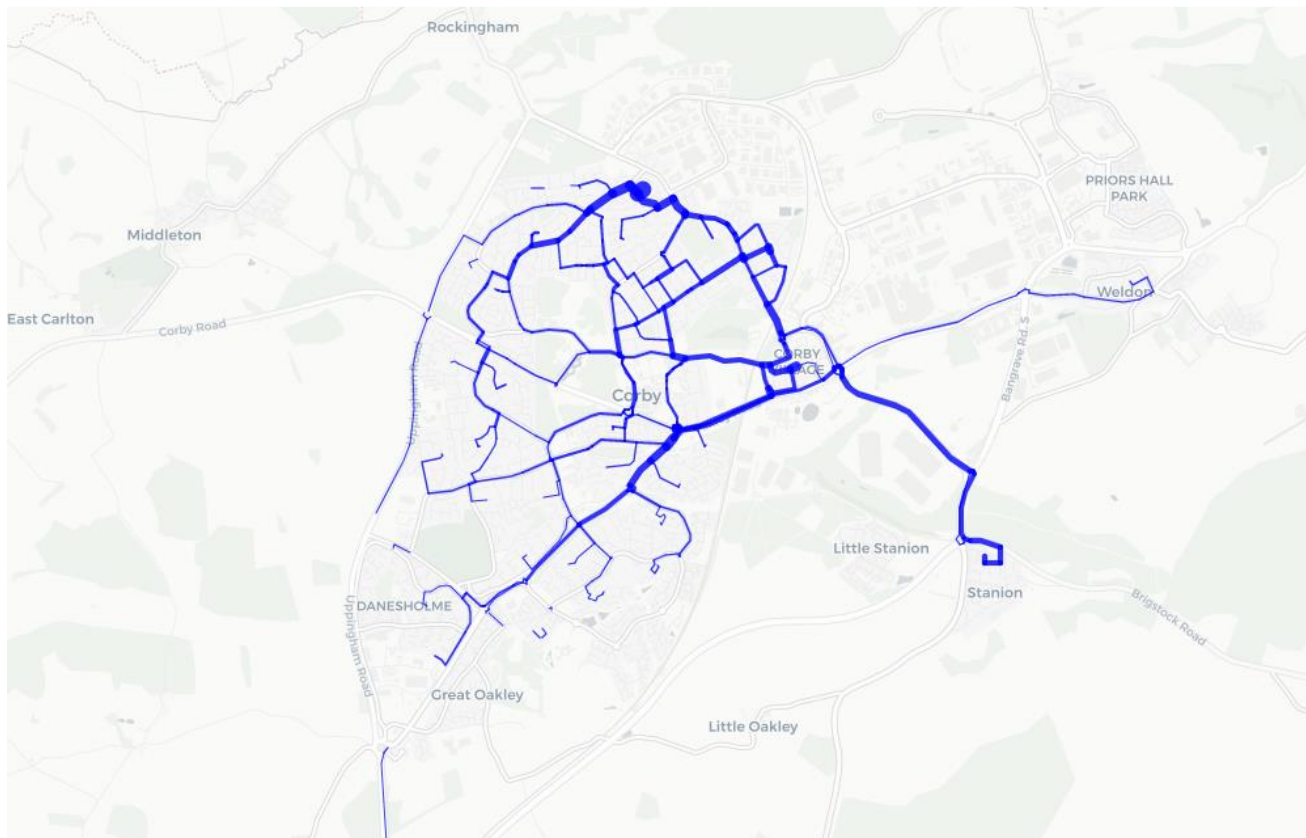
Whilst the PCT can identify existing cycle movements and where potential future demand could occur, it is based only on travel to work/school journeys and does not include other trip types such as to local shops or leisure facilities. Another limitation is that it is based on existing land use and therefore does not account for future development sites or new sites since 2011, which have made Corby one of the fastest growing towns in the country. Additionally, it does not show cycle journeys that have their start and finish points within the same LSOA.

The following section discusses each of the PCT scenarios for the study area and analyses the outputs in relation to the Corby LCWIP. The following scenarios are analysed:

- 2011 Census scenario – Travel to work
- Government target near market scenario – Travel to work
- Go Dutch scenario – Travel to work
- 2011 Census scenario – Travel to school
- Government target near market scenario – Travel to school
- Go Dutch scenario – Travel to school
- 2011 Census scenario – Travel to work

Figure 3-12 presents the cycle flows as per the PCT tool in the 2011 Census (travel to work) scenario.

**Figure 3-12 - PCT Cycle Flows (2011 Census travel to work scenario)**



In the Census 2011 scenario, the PCT tool estimates that the vast majority of links in Corby have under 50 cyclists. The highest number of cyclists (100-249) are along Willow Brook Road in north Corby, as well as Rockingham Road and Oakley Road in central Corby.

The number of cyclists throughout Corby is generally low, however it is noted that the number of cyclists using routes to the surrounding villages such as East Carlton, Middleton, Little Oakley, Little Stanion and Weldon is estimated to be particularly low.

It should be noted that cycling flows are automatically assigned to the road network using the PCT tool, based on the origins and destinations of those trips at LSOA level. Although this provides a useful model of how popular some routes may be, in reality the exact routes taken could be different due to highway conditions and traffic levels. In addition, the mapped routes use population weighted centroids rather than actual origins and destinations.

### **Government Target (near market) Scenario – Travel to Work**

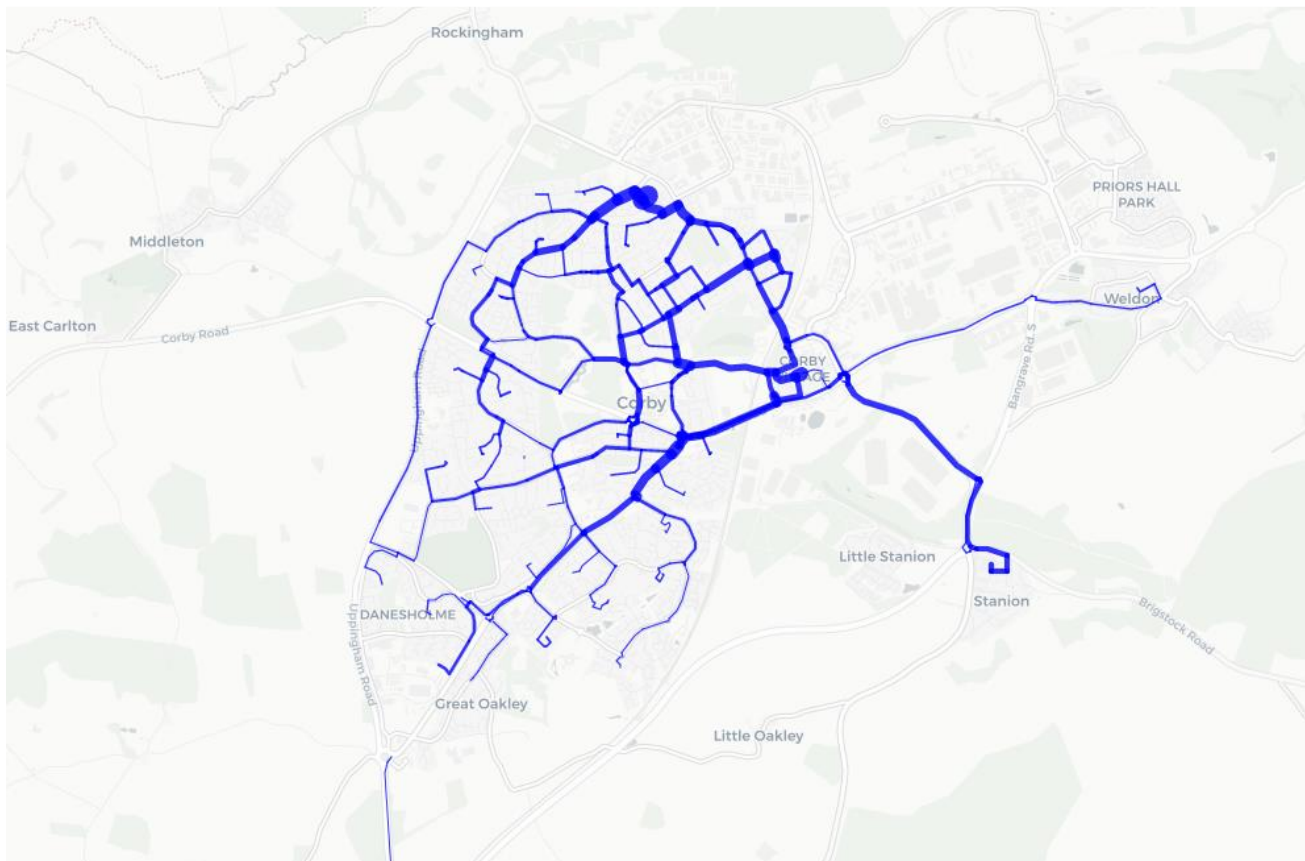
Figure 3-13 presents the cycle flows if government targets to double cycling were met. In this scenario, the cycle mode share identified in the 2011 baseline travel to work flows are uplifted in line with the following targets:

- Government target (Equality): Equitability across age, sex and other socio-demographic groups
- Government target (Near Market): Cycle usage increases as a function of trip distance and hilliness, plus a number of socio-demographic and geographical characteristics

As both government target scenarios have very comparable outputs, only the Near Market scenario is presented below.



**Figure 3-13 - PCT Cycle Flows (Government Target Near Market travel to work scenario)**



In both government target scenarios (Near Market and Equality), there is a general uplift in the number of cyclists across the study area. There are significantly more routes which have over 100 cyclists compared to the 2011 Census scenario, including Oakley Road, the A6086, Station Road, Cottingham Road, Willow Brook Road, Welland Vale Road, Rockingham Road, the A43 and Occupation Road.

**Go Dutch Scenario – Travel to work**

Figure 3-14 forecasts the most likely cycle movement corridors and cyclist numbers under the ‘Go Dutch’ (travel to work) scenario.

**Figure 3-14 - PCT Cycle Flows (Go Dutch travel to work scenario)**

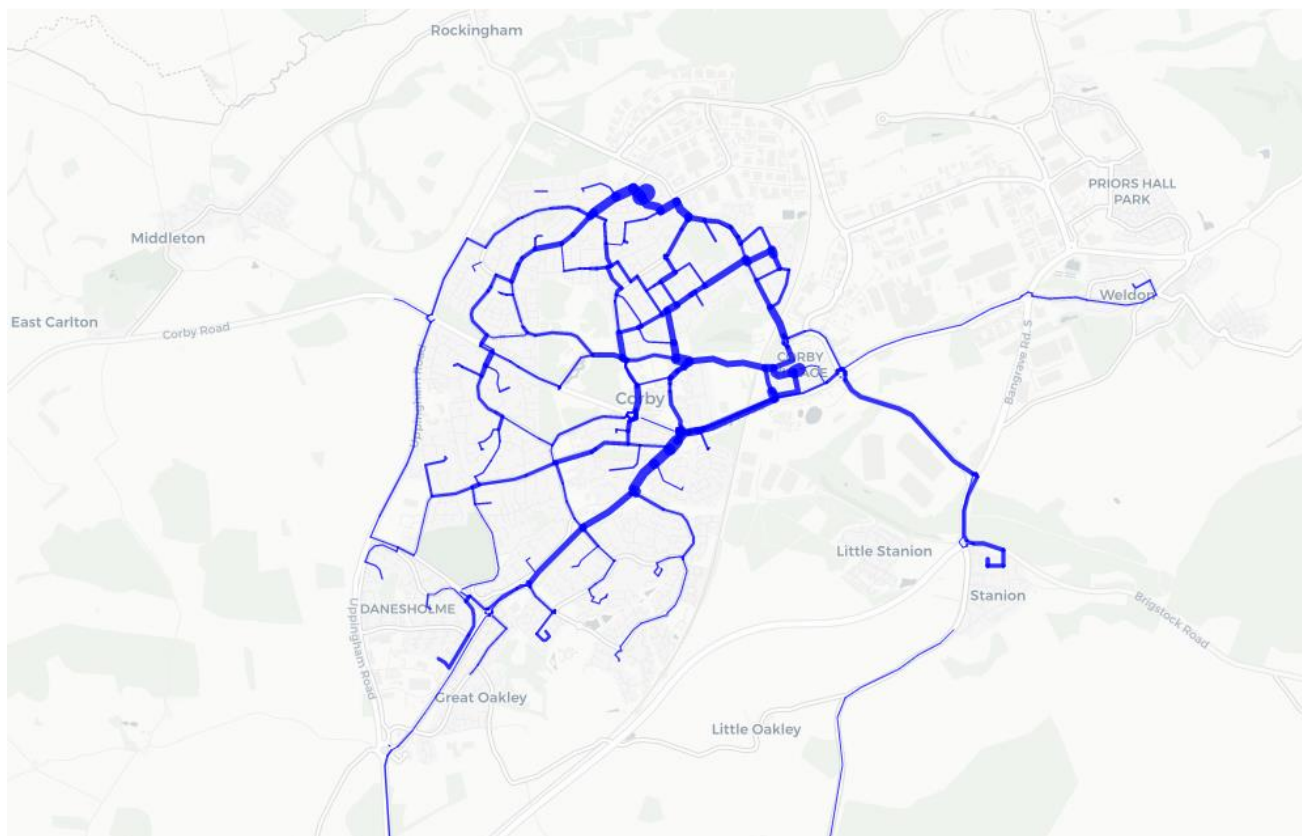


Figure 3-14 shows that under the 'Go Dutch' scenario, many routes have over 250 cyclists, such as Oakley Road, Cottingham Road, Occupation Road and Willow Brook Road. Under this scenario, the number of cyclists also increases on routes connecting to surrounding villages to East Carlton, Middleton, Stanion and Weldon.

Unlike the 2011 Census scenario which had under 50 cyclists along most links in Corby, the Go Dutch scenario has a majority of links with over 100 cyclists.

#### **2011 Census scenario – Travel to school**

Figure 3-15 presents the cycle flows as per the PCT tool in the 2011 Census (travel to school) scenario. The dataset excludes schools associated with the development sites, such as Weldon Village Academy.

**Figure 3-15 - PCT cycle flows (2011 Census travel to school scenario)**

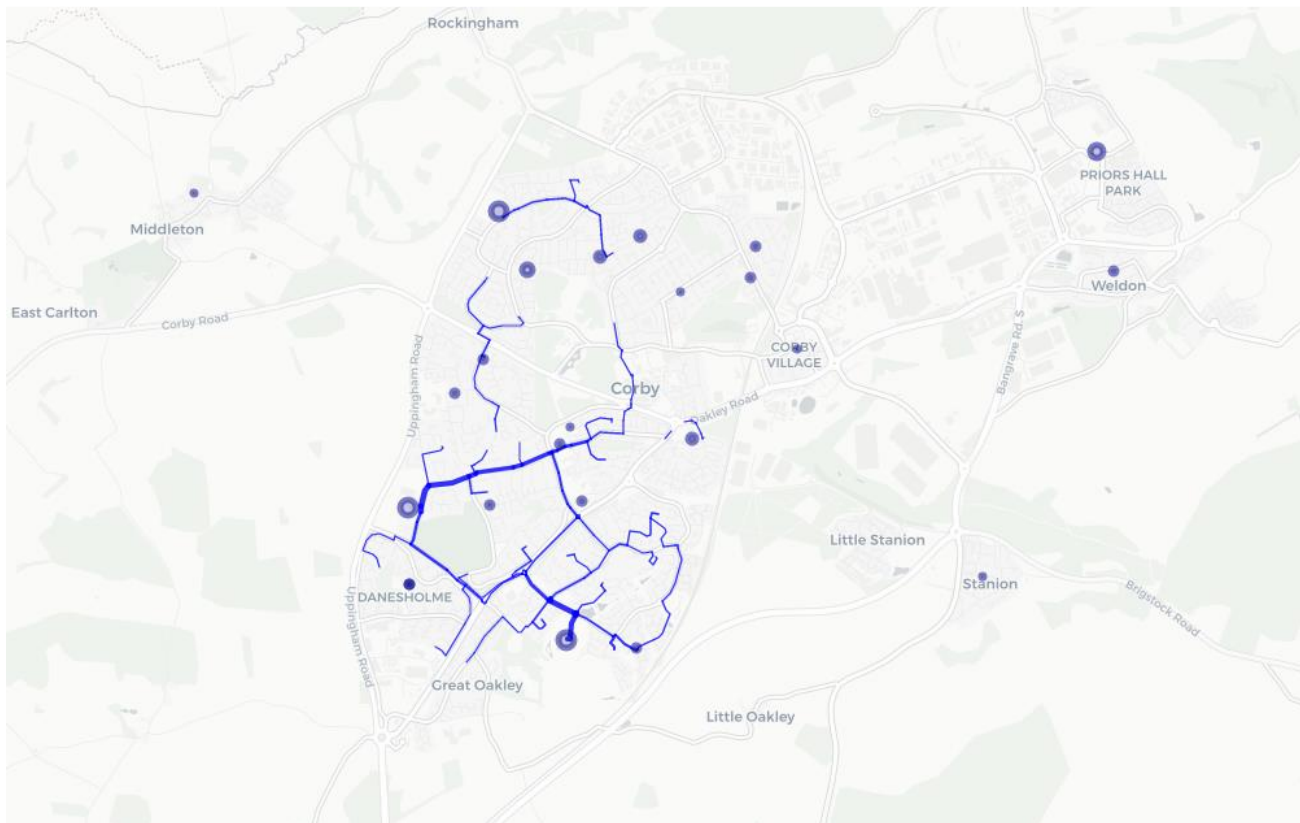


Figure 3-15 demonstrates that in the 2011 Census scenario, travel to school cycle flows are very low throughout the study area, particularly east of the town centre. Cycle flows are highest in the residential areas of Corby to the northwest and southwest of the town centre, in particular around the Danesholme and Great Oakley residential areas in southwestern Corby.

Highest cycle flows are seen along Danesholme Road, Gainsborough Road, A6014 Oakley Road, Sower Leys Road and Lyveden Road.

#### **Government target (near market) scenario – Travel to school**

Figure 3-16 presents the cycle flows if government targets to double cycling were met. In this scenario, the cycle mode share identified in the 2011 baseline travel to school flows are uplifted in line with the following targets:

- Government target (Equality): Equitability across age, sex and other socio-demographic groups
- Government target (Near Market): Cycle usage increases as a function of trip distance and hilliness, plus a number of socio-demographic and geographical characteristics

As only the Equality scenario is available in the government target using school trips, the equality scenario has been used.

**Figure 3-16 - PCT cycle flows (Government Target Equality travel to work scenario)**

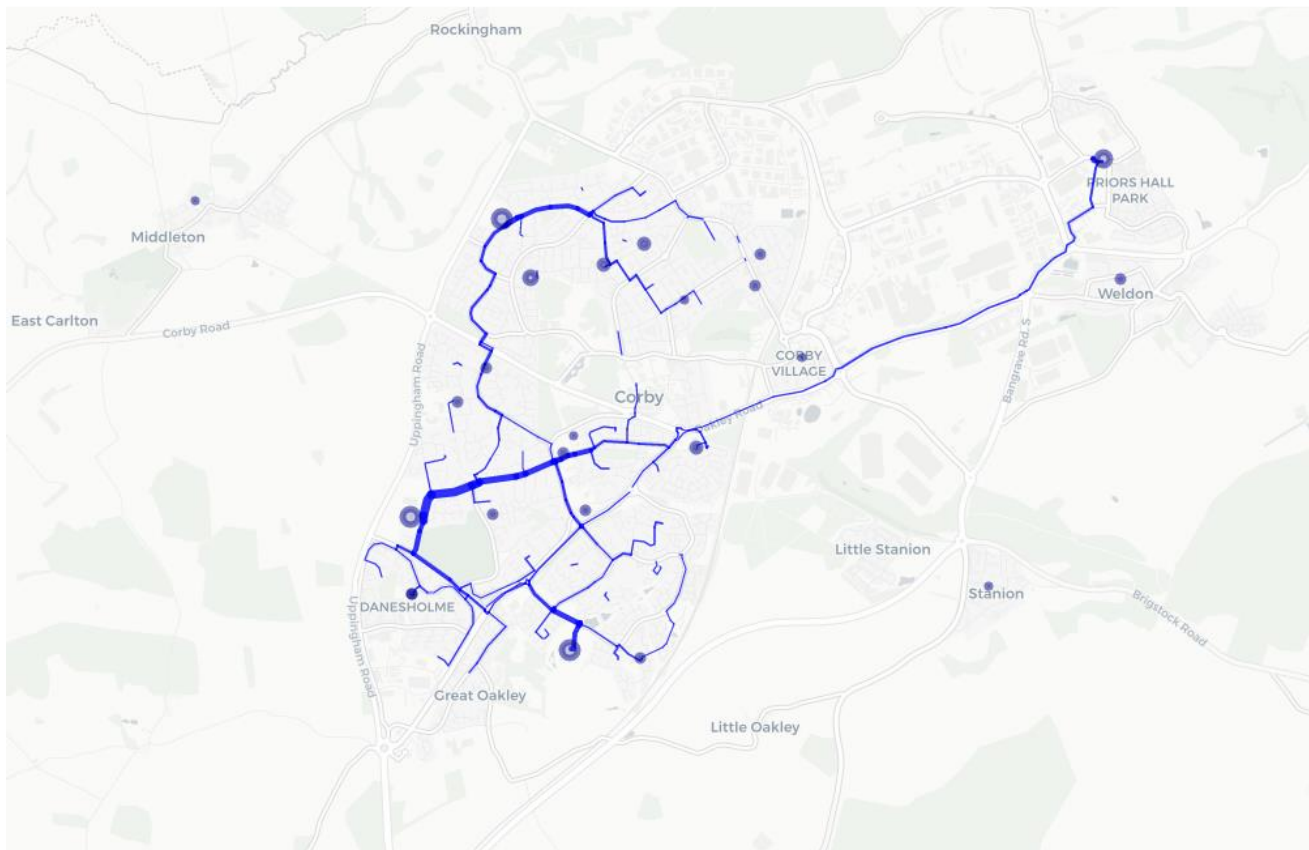


Figure 3-16 shows that in the government target equality scenario, cycle flows increase and become more widespread throughout the study area. In this scenario, cycle flows remain strong in the Danesholme and Great Oakley area; and also increase in northern Corby along Willow Brook Road and also to the east along A427 Oakley Road and A427 Weldon Road towards Priors Hall Park.

**Go Dutch scenario – Travel to school**

Figure 3-17 forecasts the most likely cycle movement corridors and cyclist numbers under the ‘Go Dutch’ (travel to school) scenario.

**Figure 3-17 - PCT cycle flows (Go Dutch travel to school scenario)**



Figure 3-17 shows that in the Go Dutch scenario, cycle flows further increase throughout the study area, with significant flows along Gainsborough Road, Lyveden Way, A427 Oakley Road, A427 Weldon Road, Willow Brook Road and within the Priors Hall Park SUE development. The demand along the A427 is even higher with the Weldon Village Academy located within Weldon Park SUE.

### **3.7 Rapid Cycleway Prioritisation Tool (RCPT)**

The Rapid Cycleway Prioritisation Tool (RCPT) was developed by Sustrans and the DfT to help to identify promising new cycleways in England, as well as showing an estimate of cyclists using these routes if the government's aim to double cycling by 2025 is met.

The tool's main purpose was to help direct investment in emergency active travel solutions during the response to the COVID-19 pandemic. The three types of cycle routes it identifies are:

- Top ranked new cycleways: Those that have the highest cycling potential and also have spare space for cycle schemes. Spare space is defined by the available width or whether there are two or more traffic lanes in one direction.
- Cycleways that form part of a 'cohesive network': This includes narrower streets in addition to those which already have spare space. The tool connects all the identified roads to form a single network. This layer might also help to identify areas that could benefit from area wide measures, such as modal filters.
- Existing cycleways: Where existing cycle infrastructure exists and gaps in the existing provision.

Figure 3-18 presents the output from the RCPT for the Corby area.

**Figure 3-18 - RCPT Output for Corby**

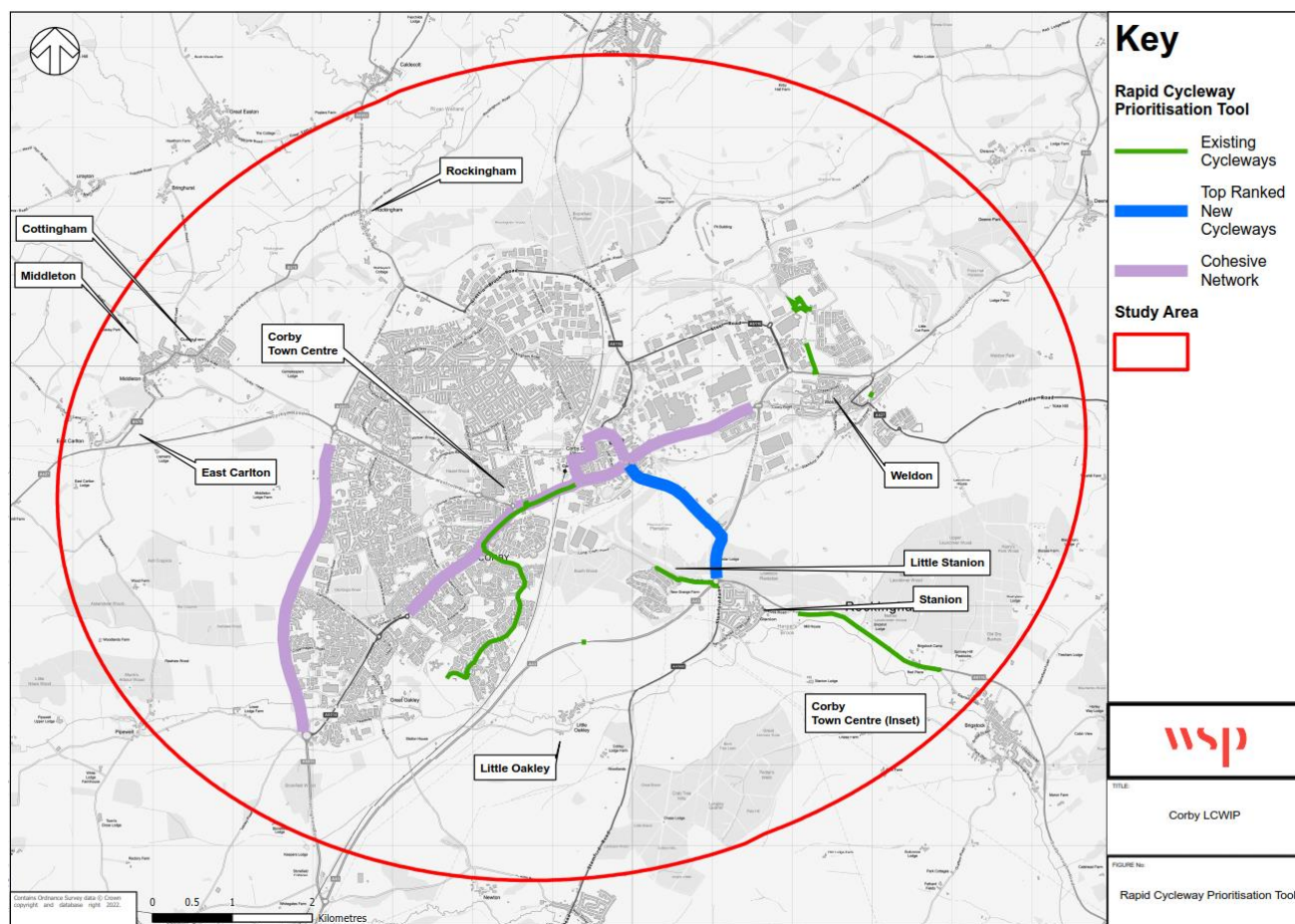


Figure 3-18 illustrates a section identified as the top-ranked new cycleway between the Corby Old Village area and Stanion. This section follows the A43 Stamford Road and the A6086 Geddington Road. It shows potential for available space and high demand along this route, which could serve as a major cycling pathway connecting large employment sites in the southeast and Stanion to Corby Old Village.

Additionally, Figure 3-18 highlights the links that form a cohesive network, primarily concentrated in and around Corby town centre and Corby Old Village. The main central route within this cohesive network runs from west to east, starting at Oakley Road and extending to the A427 Weldon Road. Another central route encircles Corby Old Village, following Station Road, High Street, The Jamb, and the A6086 Lloyds Road.

Another link categorised as cohesive network is a north-south connection along the A6003 Uppingham Road which forms the southwestern boundary of Corby.

### 3.8 Collision Analysis

Perceived and actual safety can be a barrier to taking up or continuing cycling and walking.

Pedestrian and cycle collision data was provided by NNC for the five-year period between May 2017 and April 2022. Within the study area, a total of 143 collisions involving either pedestrians or cyclists were reported, which equates to around 29 collisions per year and over 2 collisions per month on average.

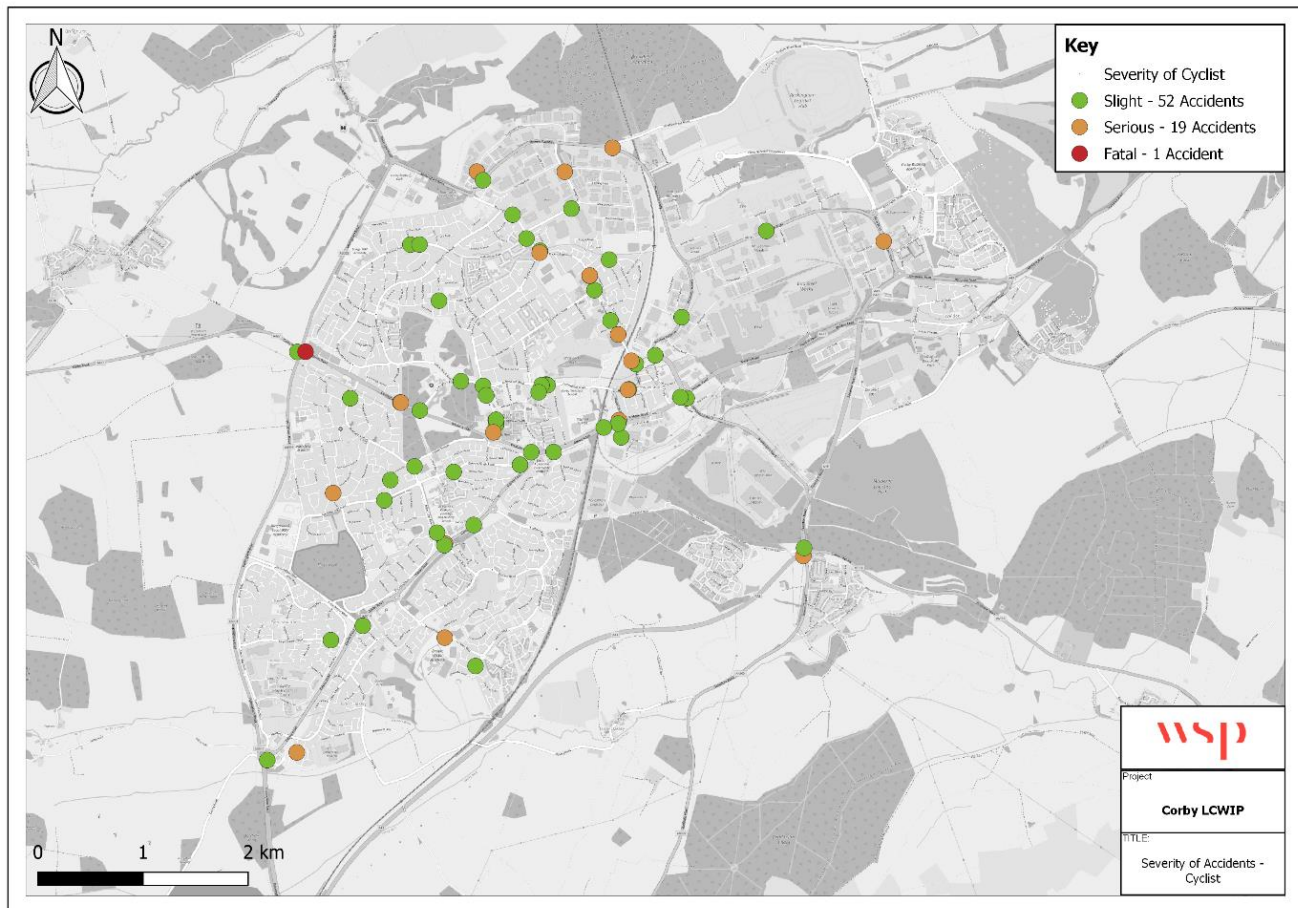
#### Collisions involving cyclists

Over the five-year period, there were 72 collisions involving cyclists in the study area, which equates to around 14 collisions per year and over 1 collision per month.

The following numbers of collisions, shown in Figure 3-19, were reported:

- 52 slight severity
- 19 serious severity
- 1 fatal (at the A427 Cottingham Road / A6003 Uppingham Road roundabout)

**Figure 3-19 - Collisions Involving Cyclists 2017-2022**



Collisions involving cyclists are generally spread out across Corby and the study area. However, clusters of collisions were identified along the A427 Cottingham Road, A427 Westcott Way, A427 Oakley Road, Rockingham Road, A6014 Oakley Road and the A43/A6116 junction near Stanion. It should be noted that for every injury shown on the map, there will be additional injuries and near misses not reported.

### **Collisions involving pedestrians**

Over the five-year period, there were 76 collisions involving pedestrians in the study area, which equates to around 14 collisions per year and over 1 collision per month.

The following numbers of collisions with pedestrians, shown in Figure 3-18, were reported:

- 41 slight severity
- 33 serious severity
- 2 fatal along Manton Road in Earlstrees Industrial Estate and Oldland Road

**Figure 3-20 - Collisions involving pedestrians 2017-2022**

Similar to collisions involving cyclists, collisions involving pedestrians are generally spread out across Corby and the study area. However, clusters of collisions were identified along the A427, Rockingham Road and the town centre.

## **3.9 Demographics**

### **Indices of multiple deprivation**

The Indices of Multiple Deprivation (IMD) 2019 provides a set of relative measures of deprivation for Lower Super Output Areas (LSOAs) across England, based on seven different domains of deprivation:

- Income Deprivation;
- Employment Deprivation;

- Education, Skills and Training Deprivation;
- Health Deprivation and Disability;
- Crime;
- Barriers to Housing and Services; and
- Living Environment Deprivation.

The IMD 2019 combines information from the seven domains to produce an overall relative measure of deprivation. This acknowledges that, for example, low income alone might not be the defining factor for deprivation and enables consideration and identification of where several of the Indices of Deprivation are present.

Figure 3-21 shows the IMD present within Corby, based upon their IMD rank in relation to the wider UK.

**Figure 3-21 - Indices of Multiple Deprivation in Corby**



Figure 3-21 demonstrates that there are several LSOAs within Corby that are within the 20% most deprived LSOAs in the UK; in particular around central, eastern and southern areas of Corby. The majority of LSOAs within the urban area of Corby are within the 20% or 40% most deprived LSOAs in the country. Conversely, the rural area and villages surrounding Corby are in the 40% least deprived LSOAs in the UK.

The map demonstrates that interventions, such as walking and cycling interventions, are required to help 'level-up' Corby. By improving accessibility and urban realm through investment in active travel, access to education and skills can be raised for those without a car; activity levels can be increased; and people's health can benefit.

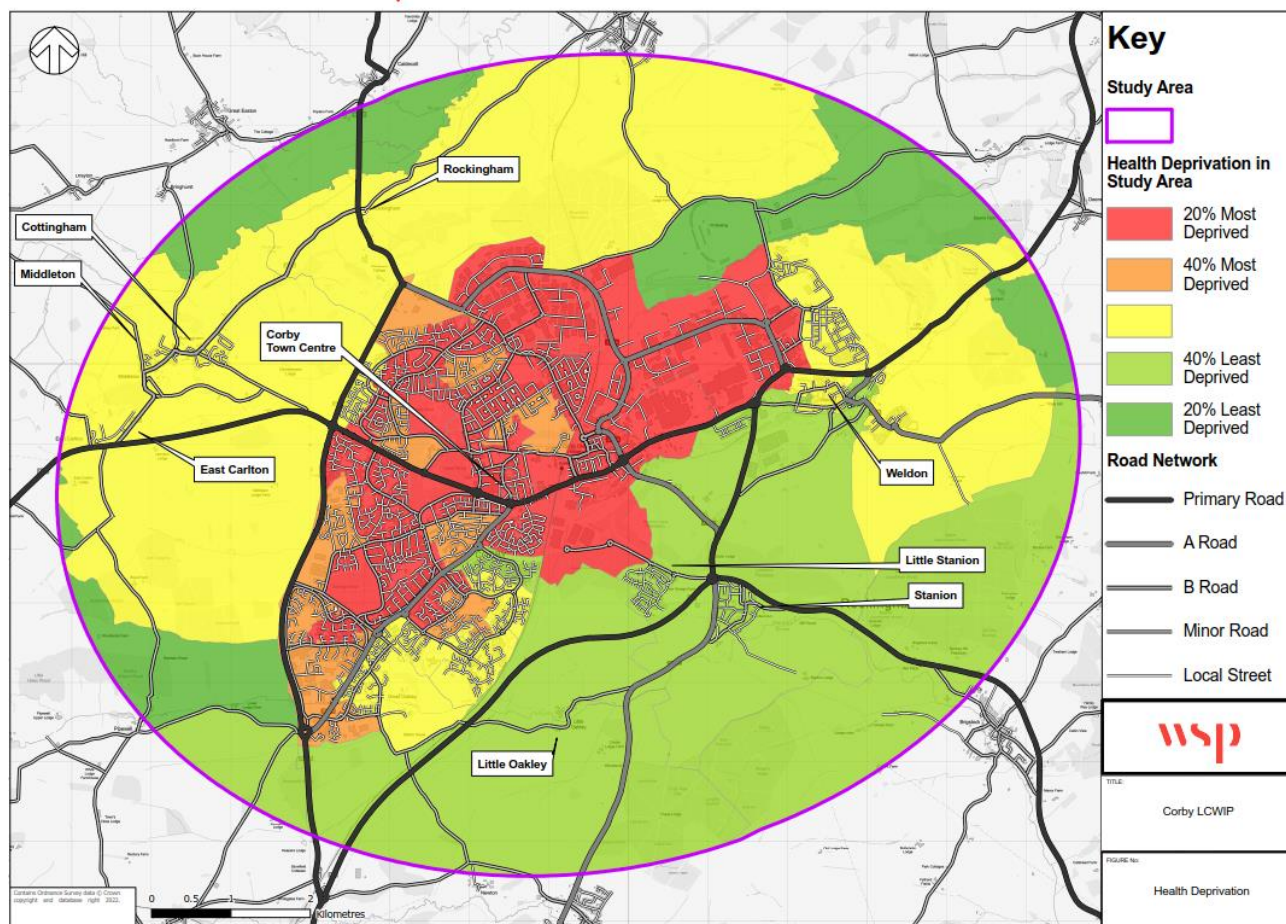
### Health indices of deprivation

Health is one of the seven domains of the IMD. A key element of this Corby LCWIP is to support increased physical activity levels and improved health outcomes through increased walking and cycling as a method to travel.

Figure 3-22 presents the IMD health domain for Corby.



**Figure 3-22 - IMD health domain in Corby**



The health IMD map demonstrates that health deprivation in comparison to overall IMD is more widespread throughout Corby; with the majority of the urban area LSOAs being in the top 20% most deprived.

In addition, to the west, the villages of East Carlton and Rockingham are not in the 40% least deprived compared to overall IMD; with the remaining rural areas being in the 40% least deprived LSOAs in the UK.

The map demonstrates that health deprivation is a key issue throughout Corby. As such, walking and cycling investment in Corby is vital to help encourage increased active travel and thus better health outcomes for residents.

### 3.10 Air Quality

North Northamptonshire's 2022 Air Quality Annual Status Report outlines that air pollution is associated with a number of adverse health impacts and is recognised as a contributing factor in the onset of health issues such as heart disease and cancer. Poor air quality particularly affects the most vulnerable in society: children and older people, as well as those with heart and lung conditions.

In North Northamptonshire, sources of air pollution include recent developments, industry and transportation. The report states that the main pollutant of concern in the district is associated with road traffic, being Nitrogen Dioxide (NO<sub>2</sub>).

In 2021, nowhere within the North Northamptonshire area registered the annual mean air quality objective of 40µg/m<sup>3</sup>, and as a result, there are no plans to introduce Air Quality Management Areas (AQMAs).

However, throughout 2021, a number of actions to tackle air quality across North Northamptonshire commenced, including:

- The Voi Scooter project, which successfully replaced 244,081 car trips with trips using electric scooters.
- Continued support for the Northamptonshire Greenway Project.
- Continued implementation of The East Midlands Air Quality Network (EMAQN) 'Air Quality and Emissions Mitigation - Guidance for Developers'.

The Air Quality Annual Status Report also outlines further measures to improve air quality, including promoting walking and cycling.

Since forming in 2021 North Northamptonshire has committed to becoming carbon neutral by 2030.

### 3.11 Future Plans and Proposals

#### Future growth context

Corby is one of the fastest growing towns in England and aims to realise its ambition to almost double its population to 100,000 by 2031.

The Priors Hall Park SUE development to the east of the town centre is already underway and will deliver 5,000 new homes, whilst the Weldon Park SUE development will deliver 1,000 new homes when completed. In addition, the West Corby SUE seeks to deliver 4,500 new homes and at least 2,500 new jobs, with outline permission granted in December 2019. Tresham Garden Village further to the east is a proposal including 1,500 homes and local amenities.

The Priors Hall Park and Weldon Park SUEs are located to the east of Corby near Weldon, with the West Corby SUE located to the west of Corby adjacent the A6003 Uppingham Road. These SUE locations are shown in Figure 3-1.

The North Northamptonshire Authorities Monitoring Report 2021/22 sets out that 4,853 housing completions have been recorded between 2011 and 2021. As such, leaving a Joint Core Strategy residual requirement of 4,347 new homes to be delivered between 2022 and 2031.

Both the recent and further anticipated growths are forecast to lead to an increased travel demand, including increased footfall in Corby town centre. This will have a positive impact on the local economy, strengthening the town's position in the region as a key centre.

However, much of Corby's growth is currently planned for the periphery of the town. This could lead to increased road traffic, more congestion and more pollution. This would reduce the benefits of greater patronage of the town centre.

On this basis, the major challenge and opportunity presented by this growth is to not only provide more sustainable transport options to facilitate this, but to enhance the environment of the town centre for visitors, businesses and residents as well as encouraging more active journeys to improve health and well-being.

#### Kingswood

Kingswood and Hazel Leys have been identified by the Government as a 'left behind' area as part of the 'levelling-up' agenda.

Making connections within and beyond Kingswood and establishing new connections to the local centre were identified within the master planning for the Kingswood area as being necessary to tackle the fundamental problems affecting Kingswood and ensure regeneration of the estate. The extract in **Figure** below from the master plan included within the Kingswood Area Action plan illustrates the proposed priority routes.



Figure 3-23- Kingswood and Hazel Leys

#### Corby Station Link Scheme

It is essential that the Corby LCWIP outlines key cycling and walking schemes that are proposed to be delivered in the coming years. Of significant importance within central Corby is the proposed

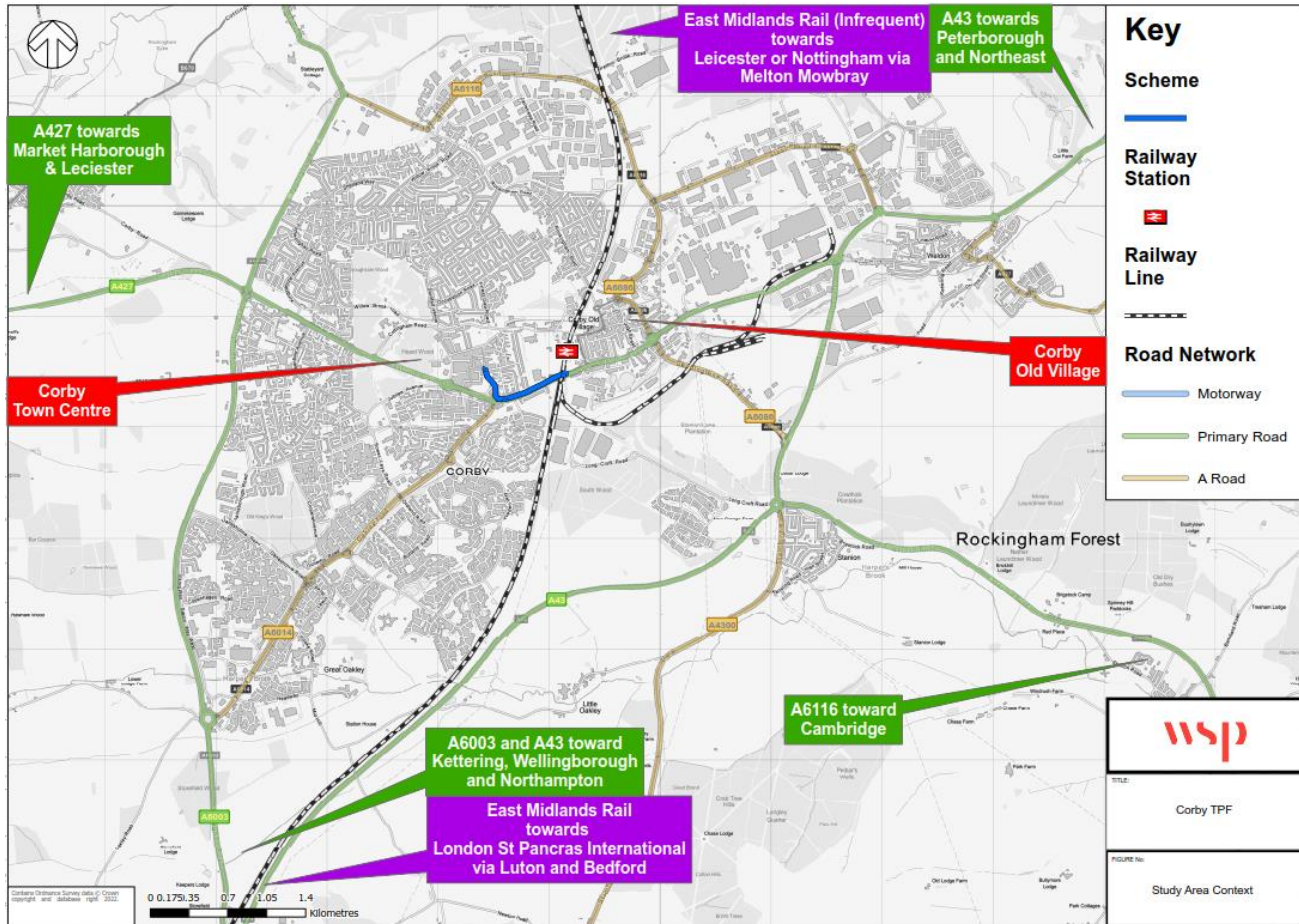
Station Link scheme which seeks to improve the pedestrian and cyclist facilities between Corby Railway Station and Corby Town Centre.

The proposed Corby Station Link scheme seeks to deliver a segregated two-way cycle track and improved footpaths along Oakley Road and Elizabeth Street, as well as improving crossing points. NNC have submitted a business case and concept design for funding for the improvements and ran a public engagement period in September 2022.

The project has secured funding in 2023 and works are scheduled to commence later in 2023 with the aim for scheme opening in 2025.

Figure 3-24 presents the location of the proposed Corby Station Link scheme.

**Figure 3-24 - Proposed Corby Station Link scheme**



**North Northamptonshire Greenway**

NNC are currently working on the North Northamptonshire Greenway Strategy, which will create traffic free routes throughout the area. The Greenway will provide new links between settlements and enhance the opportunities for leisure walking and cycling. The plans are currently under development and are aligned with this LCWIP as well as LCWIPs of other towns. The aim of the Greenway Strategy is to build on these and fill in any gaps to create a comprehensive network across North Northamptonshire.

**Ise Valley Strategic Plan**

The Ise Valley Strategic Plan (IVSP) has been produced by the Nene Rivers Trust on behalf of and with input from the River Ise Partnership. The IVSP seeks to act as a tool to attract funding to support the delivery of projects within the Ise Valley to enhance the natural environment and improve active travel connectivity.

The IVSP launch event took place in October 2022, with the plan seeking to put the Ise Valley on the map; catalysing what the valley has to offer; creating a vision with clear desired outcomes; and ultimately supporting benefits to residents and businesses in North Northamptonshire.

A key flagship project is the ‘Ise Valley Way’, a proposed link between the towns of Corby, Kettering and Wellingborough, through the Ise Valley, for cyclists and pedestrians.

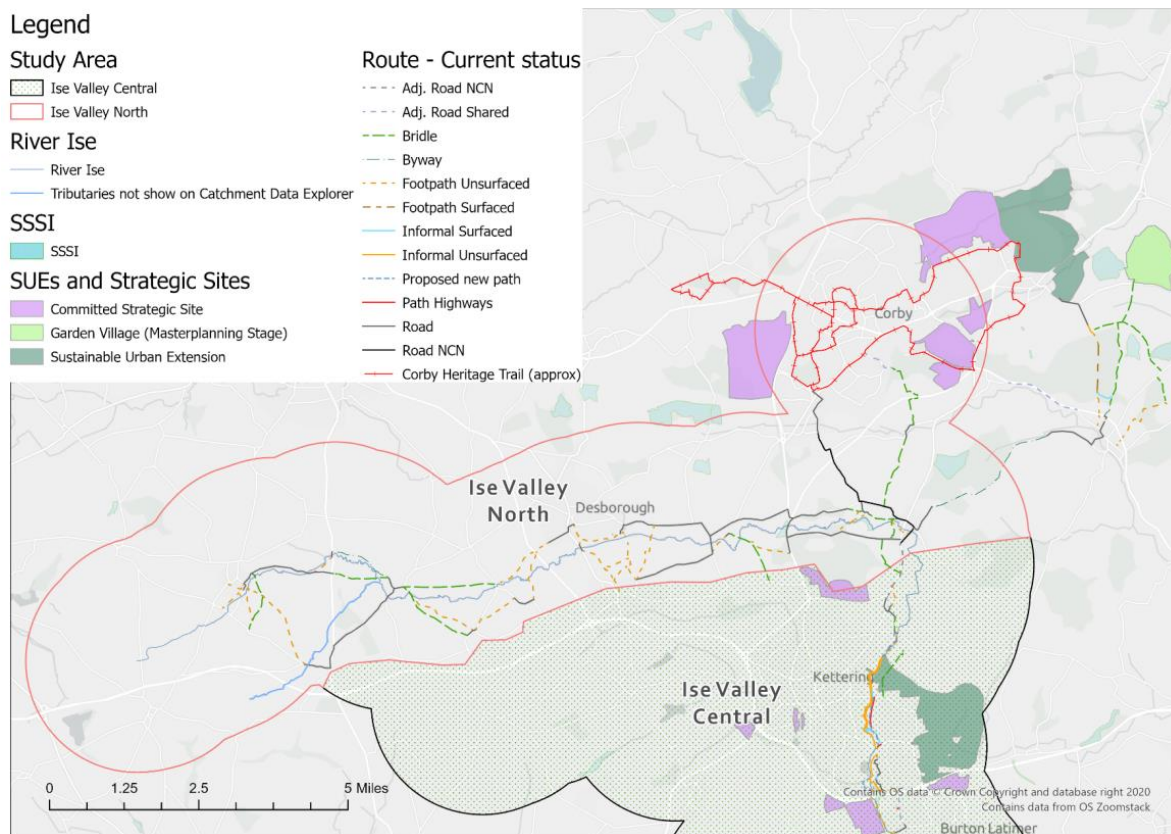
The IVSP also identified other opportunities for spur routes off the main route, to add to broader accessibility to other settlements or key network routes. The route will capitalise upon the green infrastructure resources which the Ise Valley contributes to the area by providing green transport options, recreational opportunities, and access to the natural environment, as well as linking new Garden Communities as they develop.

The River Ise Partnership aspires to create full access for both pedestrians and cyclists from Wellingborough through to Geddington and out towards Corby that follows the Ise as closely as possible.

Corby is located in the 'Ise Valley North' Zone, which includes parts of the route from Corby to Boughton House, also passing through the villages of Geddington and Newton. The route can link to Corby's Heritage Trail, Weldon Park Sustainable Urban Extension and several Strategic Sites.

Figure 3-25 below has been taken from the Ise Valley Strategic Plan and shows the Proposed new paths included in the document.

**Figure 3-25 - Proposed paths in Ise Valley North from the Ise Valley Strategic Plan**



### 3.11 Existing Public Opinion

#### Safer Streets

In 2020, the former Northamptonshire County Council undertook a county-wide survey seeking people's opinions on walking and cycling within the County. The survey was undertaken using the Commonplace platform and received 11,000 replies from 3,000 respondents.

Within Corby, there were several key themes and concerns:

- Fast traffic and high volume of vehicles
- Lack of safe crossing points (such as Elizabeth Street and the A43)
- Traffic rat-running, particularly in surrounding villages
- Cycle tracks and footpaths not wide enough and too busy
- Overgrown trees and bushes narrow cycle tracks and footpaths further
- Poor footpath surfaces
- Lack of cycle parking

- Cycle infrastructure around Corby is not coherent and connected.

### **Widen My Path**

In addition, the Widen My Path website ([www.widenmypath.com](http://www.widenmypath.com)) offers a platform for general public to comment on, and suggest improvements, for active travel across the UK.

Specifically for Corby, there were over 30 responses, with the following key suggestion themes:

- Providing additional footpaths due to a lack of footpaths including Saxon Way East; A6086 Geddington Road (one side only); and between Priors Hall Park and Weldon
- Widening existing footpaths due to being too narrow including Viking Way; A427 Westcott Way; Rowlett Road; Cottingham Road; Stamford Road; and A6116
- Poor condition of footpaths
- Providing more crossing points and dropped kerbs due to a lack of safe crossing points including the A43/A427 roundabout and along the A6086 Lloyds Road
- Priority crossing for pedestrians and cyclists including St Mark's Road
- Reducing traffic limits to 20mph including adjacent educational facilities at A427 Oakley Road; Cottingham Road; Occupation Road; Rockingham Road; Rowlett Road; and Willow Brook Road
- Removal of restrictive bollards along existing cycle paths including between Long Croft Road and Weldon Road

### **Stakeholder workshops**

Three stakeholder workshops were undertaken in total for the Corby LCWIP. For all three workshops, attendees included local councillors, representatives from healthcare, local employers and other groups of interest such as local campaign groups and local cyclists. These were held both virtually and in person and helped to identify the key issues and shape the key network as described further in Chapters 4 and 5.

The first stakeholder workshop, which took place in July 2022, was a digital stakeholder workshop which gave an overview of the LCWIP process and gained input from stakeholders to ensure key issues, challenges and opportunities were identified at an early stage.

The focus of the second stakeholder workshop (September 2022) was to identify 5 key cycling routes and 5 key walking routes, which contributed to Stage 3 network planning for cycling and Stage 4 network planning for walking.

A first draft of the Walking and Cycling Network Plans were presented in December 2022 in the third workshop with the aim to obtain initial feedback before Stages 3 and 4 were finalised.

### **Engagement with public**

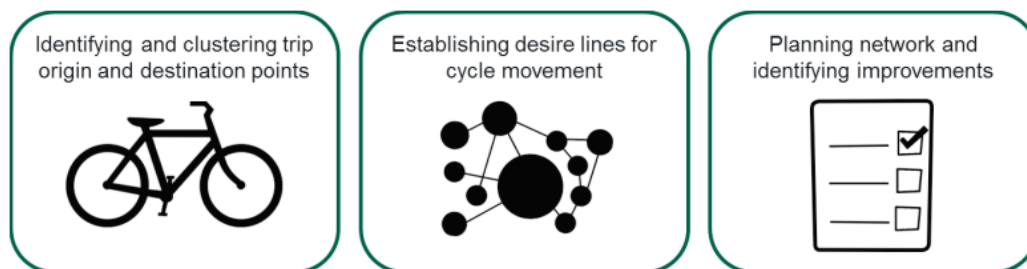
The Corby Commonplace platform (<https://corbytravel.commonplace.is>) was launched in August 2022 to inform the public and gather views, feedback and comments for the LCWIP.

Corby LCWIP Engagement Report in **Appendix A** contains an overview of the received feedback and describes other forms of how the project team engaged with the general public.

## 4.0 STAGE 3: NETWORK PLANNING FOR CYCLING

### 4.1 Introduction

The LCWIP Technical Guidance for Local Authorities states that Stage 3 of the LCWIP process should involve:



The key output for Stage 3 is a Cycle Network Plan, detailing preferred cycle routes for further development, which involves an evidence-based review to identify key desire lines between origins and destinations. There are several compelling reasons to promote walking and cycling as modes of transport.

The key output for Stage 3 is a Cycle Network Plan, detailing preferred cycle routes for further development, which involves an evidence-based review to identify key desire lines between origins and destinations.

The process is founded on the principle of connecting people to places, ensuring that the proposed networks correspond to the routes people currently take, and those people are likely to want to take, both now and in the future. This method also helps to identify the long-term vision for the networks, while ensuring investment is focused on the key routes and the needs of cycle users. The resulting outputs are networks that are evidence-based and facilitate strategic development.

This section then summarises the following:

- Network Design Principles
- Development of Cycle Network Plan
- Proposed Primary and Secondary Cycle Networks
- Overview of potential types of improvements.

The Cycle Network Plan has been produced considering a number of inputs:

- Findings summarised in Stage 2 Information Gathering
- Identified current and future Origins and Destinations
- Findings of the Cycle Audit and site visits
- Propensity to Cycle Tool
- Patterns observed from Strava
- Stakeholder Workshops
- Feedback from Commonplace platform
- Findings of Corby and Kettering Intelligent Transport SYSTEM Strategy

## 4.2 Design Principles

It is important to consider the key design principles and key considerations throughout the development of the cycle network, undertaking auditing and when considering potential improvements. The following documents have informed our key design considerations for the LCWIP:

- LTN 1/20: Cycle Infrastructure Design;
- Gear Change: A Bold Vision for Cycling and Walking; and
- The 2022 Highway Code.

An overview of the design principles in each document is provided in **Appendix B – Policy Note**.

The summary principles that are pertinent to the network development and scheme identification stages, that form the basis of this LCWIP are presented below in Table 4-1.

**Table 4-1 - Summary principles to inform the Corby LCWIP**

Network Design Principles	
Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.	Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. The Government's aim is that thousands of cyclists a day will use many of these schemes.
Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.	Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.
Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.	Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.
Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.	Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.
Cycle parking must be included in substantial schemes, particularly in town and city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.	The simplest, cheapest interventions can be the most effective.
Schemes must be legible and understandable.	Cycle routes must flow, feeling direct and logical.

The principles in the table were considered during network planning and the development of interventions to support the delivery of high-quality infrastructure that will promote mode shift.

## 4.3 Cycle Desire Lines

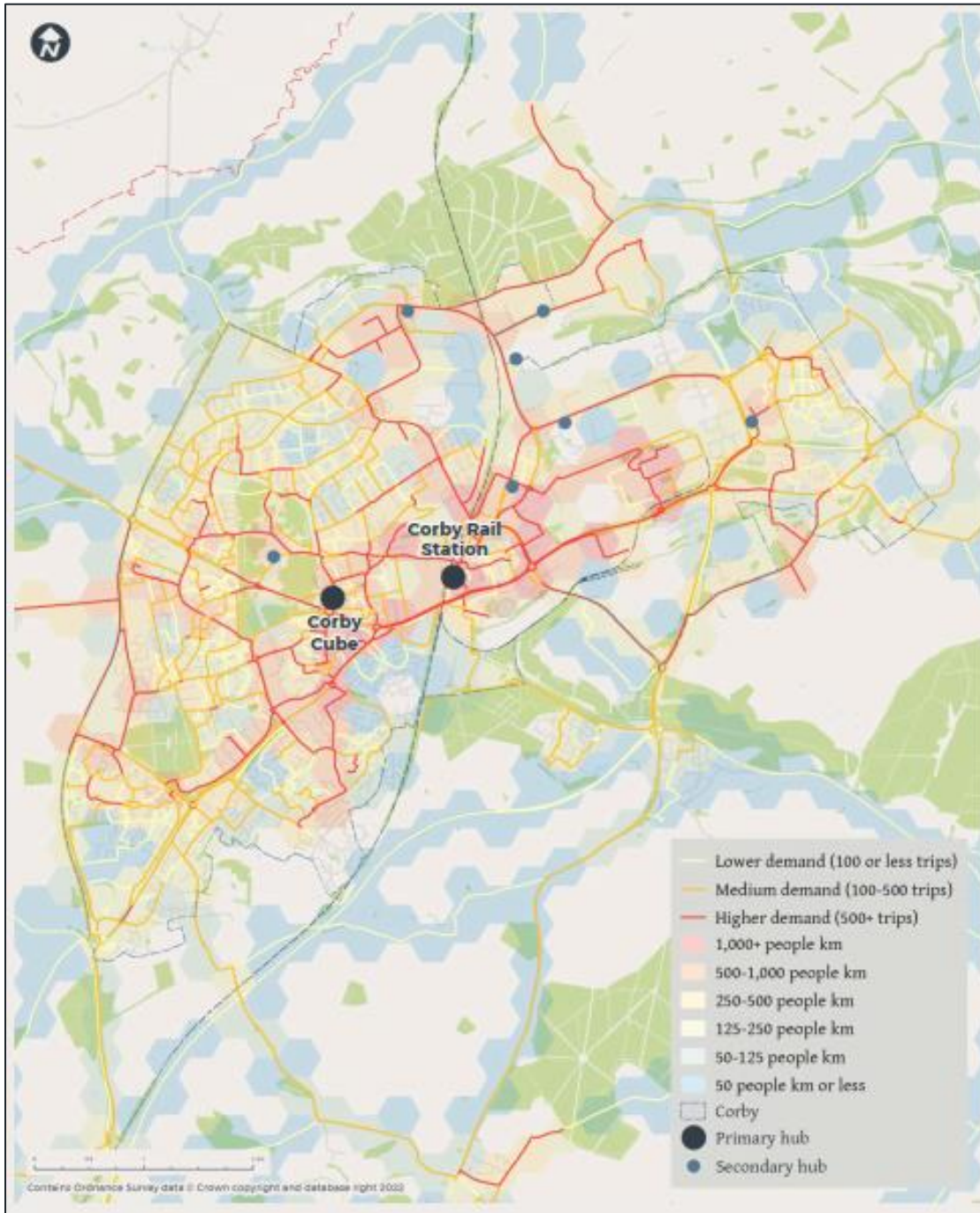
As described above in Chapter 3.3, the main trip origin and destination points were mapped to identify any demand patterns. In line with the guidance, census output areas were chosen to represent journey origins from existing residential areas. It should be noted that besides the existing residential areas, there will be further significant housing developments within the identified SUEs.

## Opportunity to shift modes

As part of North Northamptonshire to Net Zero (NN2NZ), WSP was commissioned by Electric Corby to develop a Corby and Kettering Intelligent Transport System Strategy (CoKITS) for North Northamptonshire. The CoKITS included an analysis of Opportunity to Shift Modes based on the trip patterns and travelled distances included in the Northamptonshire Strategic Transport Model (NSTM).

Figure 4-1 shows the cycling potential for Corby. This includes the number of daily trips that have the potential to be switched from current driving trips. The report calculated that this equates to a daily carbon saving of 15,001 kg CO<sub>2</sub> for Corby alone.

**Figure 4-1 - Cycling potential in Corby**



## Stakeholder workshops

The second stakeholder workshop, which took place in September 2022, was held both in person (AM) and online (PM) to allow for choice on how the stakeholders wanted to attend and contribute to the workshop. The objective of the stakeholder workshop was to define 5 key cycling routes and 5 key walking routes, which contributed to Stage 3 network planning for cycling and Stage 4 network planning for walking.



The format of the second workshop was:

- Introductions and purpose of the workshop
- Setting out what an LCWIP is and the LCWIP process
- Outlining work completed as part of Stages 1 and 2 including baseline analysis
- Workshop session defining the core cycle network and core walking zone

In the in-person stakeholder workshop, the stakeholders were split into three sub-groups annotating three separate maps to avoid over-crowding. In the online workshop, which had fewer attendees, ideas and corridors were verbally expressed and consolidated onto one virtual map.

Figure 4-2 demonstrates all the outputs of the second stakeholder workshop, which comprises three hand drawn maps from the in-person workshop and one virtually drawn map from the online workshop.

All lines drawn on the maps (of any colour) were corridors identified by all stakeholders as potential cycling corridors to be improved. In terms of walking corridors, the majority of stakeholders set out that the current pedestrian provision within Corby town centre and Corby Old Village already have suitable pedestrian infrastructure; and in fact, suggested that walking improvements should also be implemented where possible along the cycling corridors suggested.

**Figure 4-2 - Corby LCWIP second stakeholder workshop cycling corridor outputs**

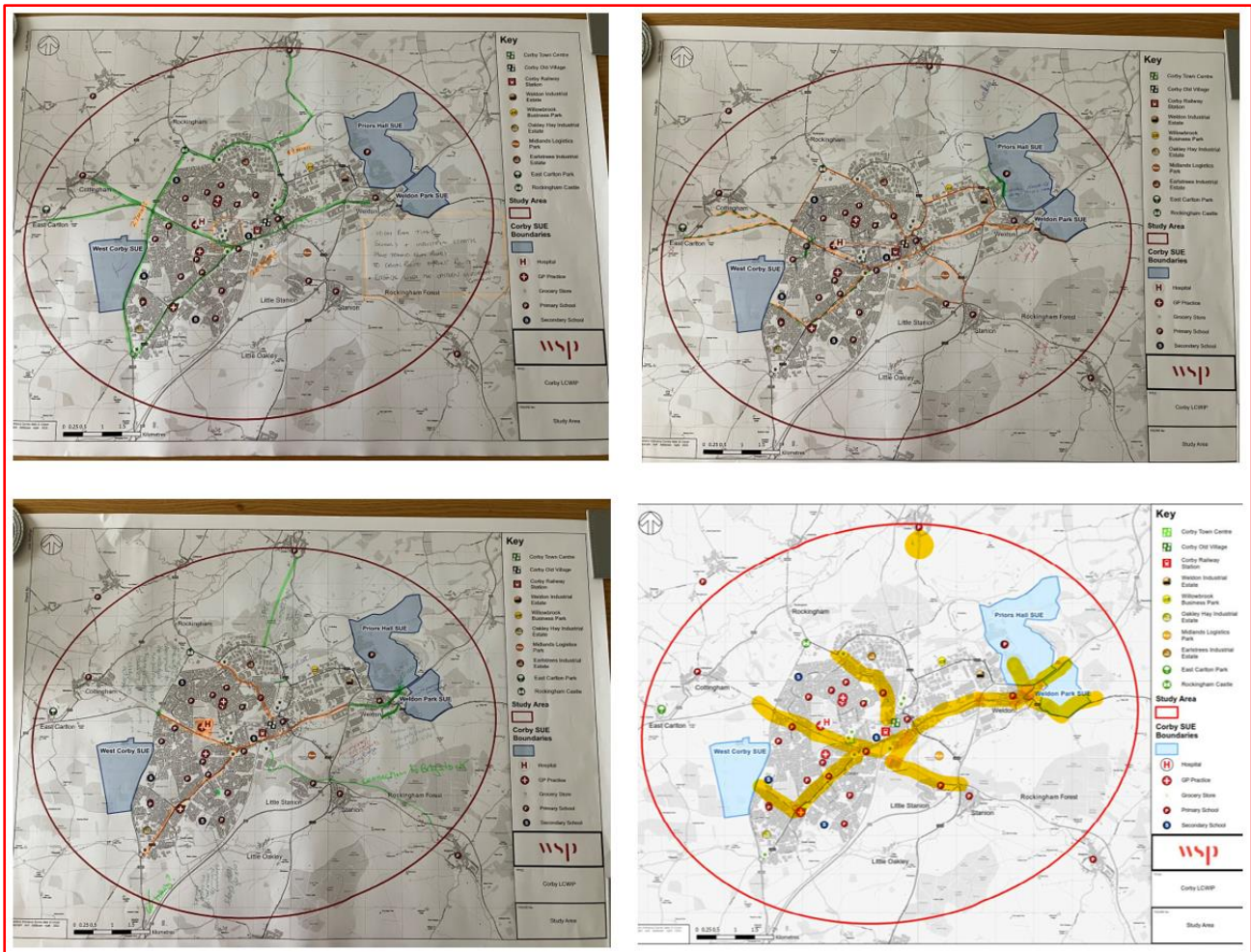
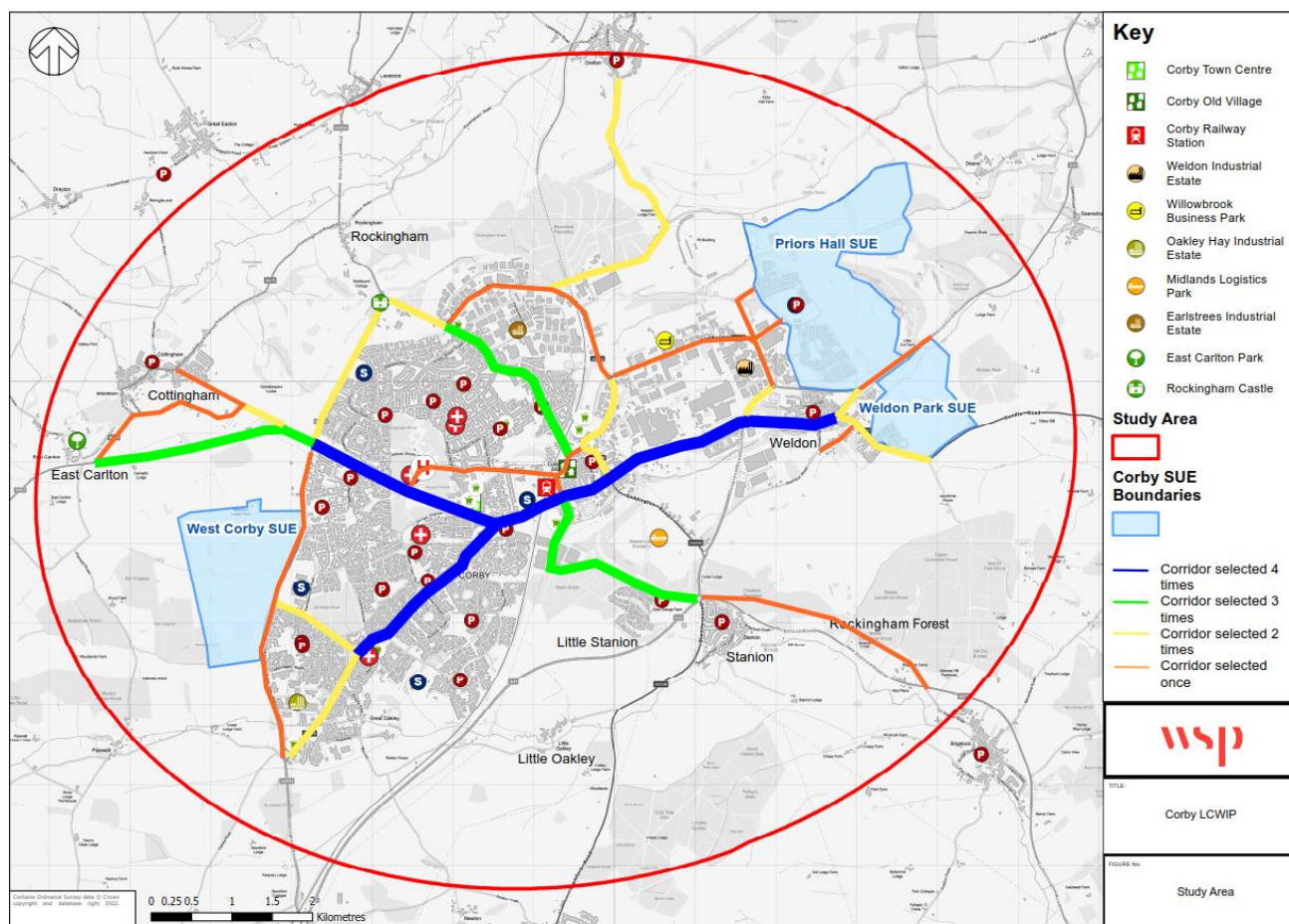


Figure 4-3 below provides a summary of the second stakeholder workshops, combining all four maps into one summary figure, with the following important to note:

- Corridors selected in all four groups are identified in blue
- Corridors selected three times are identified in green
- Corridors selected twice are identified in yellow
- Corridors selected once are in orange

**Figure 4-3 - Corby LCWIP second stakeholder workshop cycling corridor summary map**



The map demonstrates that the following corridors were identified in all four groups (blue corridors):

- A427 Cottingham Road / A427 Westcott Way to town centre
- A427 Oakley Road / A427 Weldon Road / Corby to town centre
- A6014 Oakley Road to town centre

The stakeholder feedback aligns with the PCT outputs as well as OD links and Strava.

#### 4.4 Proposed Cycle Improvements

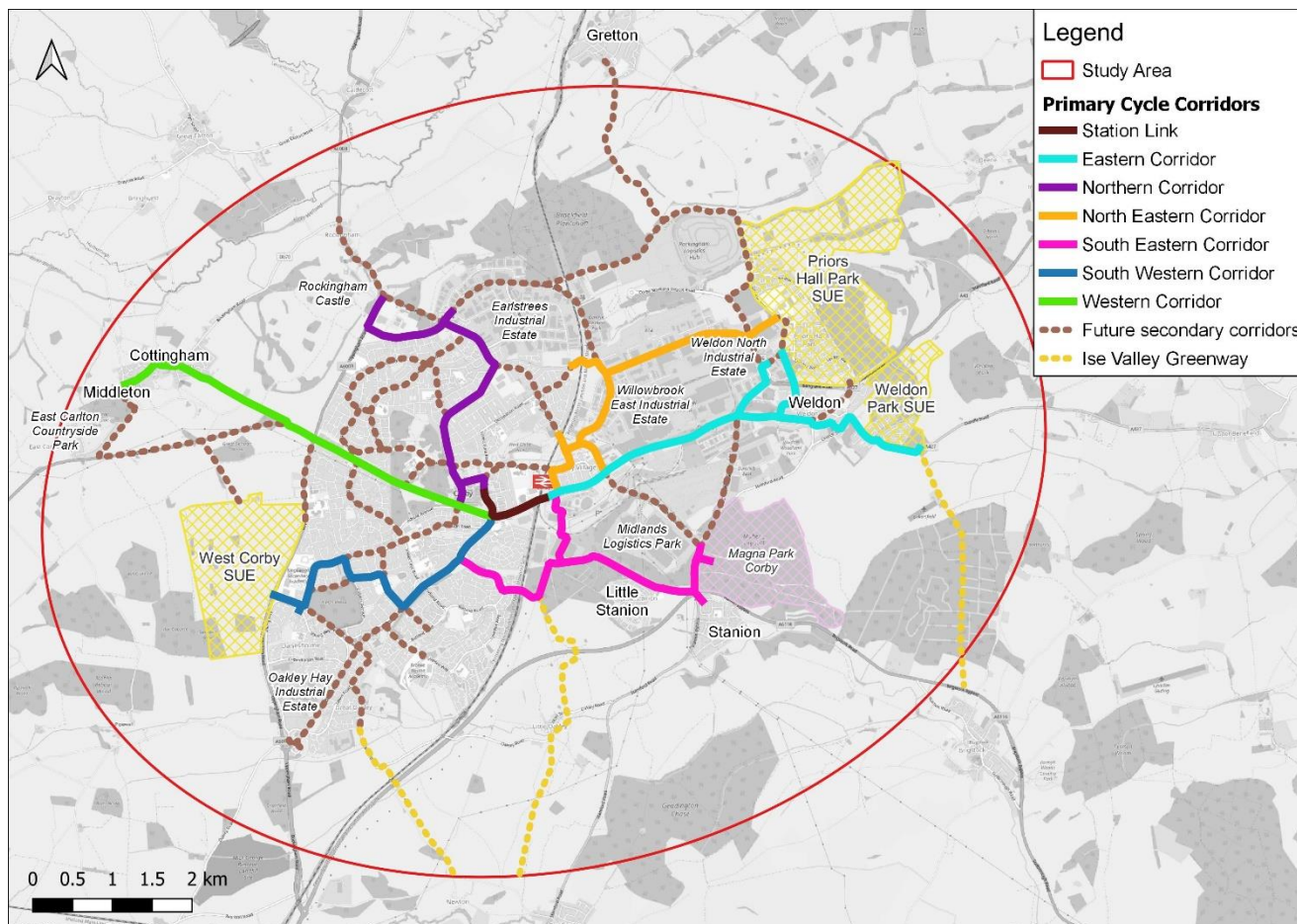
Having determined the desire lines, the next stage of the process is to identify routes that can accommodate these desire lines. This could be through appropriate schemes to upgrade existing roads or paths to the latest standards, or identifying opportunities to create new links.

The importance of each link and route needs to be understood in terms of their overall significance in the network. This will largely relate to the numbers of cyclists that each will cater for in the future. The following hierarchy was therefore applied to the links in the network:

- **Primary:** The primary routes are generally those which align with the agreed desire lines, and are therefore most likely to attract the highest number of cyclists. These are supplemented by forecast flows from the PCT, DfT AMAT Uplift Tool, CoKITS, Strava, as well as local knowledge;
- **Secondary:** Secondary routes are those with lower expected flows of cyclists, generally those links that connect to specific attractors such as schools, colleges, employment sites or a sole village; or which add to the 'mesh density' of the overall network. The density of the network is the distance between the routes which make up the grid pattern ensuring that a high-quality infrastructure is never too far from its users.

Figure 4-4 displays the suggested Cycle Network Plan.

**Figure 4-4 - Cycling Network Plan**



**Primary Cycle Network**

The Primary Cycle Network has been developed to prioritise connectivity for everyday journeys such as commuting to help increase active travel in order to reduce car journeys. The network presented provides key connections in the town, recognising that it is not possible to connect everywhere. The Plan therefore focuses on the most important routes to secure funding for.

Six main corridors have been identified to form the Primary Cycle Network with the Corby Station Link connecting them together. The total length of the Primary Cycle Network is 33.7km.

Figure 4-5 shows the area within 400m from the Primary Cycle Corridors. It covers a majority of the town with only small residential areas to the west and south of Corby, a part of Earlstrees Industrial Estate and some villages (Great Oakley, Little Oakley, Rockingham and Gretton) being further than 400m. Although Priors Hall Park and West Corby are also not covered, there is a high-quality provision within the new developments already in place or will be delivered as the SUEs develop. The primary corridors focus on connecting the SUEs to the town.

**Figure 4-5 - Primary Cycle Network - 400m 'mesh density'**

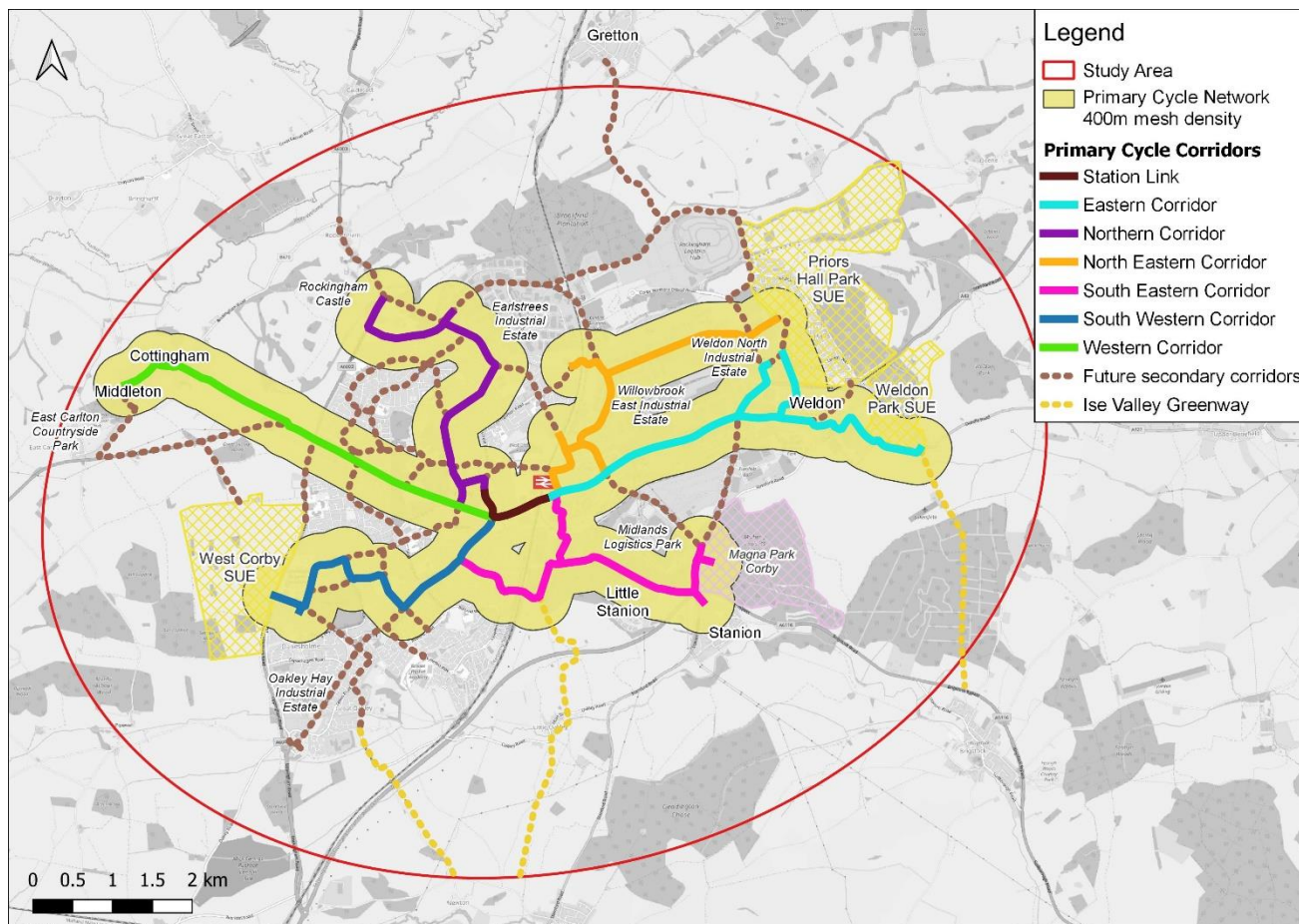


Table 4-2 includes a description of each of the primary corridors and its benefits.

**Appendix E - Primary Cycle Corridors** contains details of what measures can be considered along each of the six corridors to address the identified issues. However, it should be reiterated that the purpose of the LCWIP is not to carry out a feasibility study or to design the improvements. These are initial suggestions of what might overcome the major barriers to cycling and are considered potentially feasible based on initial observations. Further detailed feasibility studies would need to be undertaken for any routes taken forward for further consideration.

**Table 4-2 - Primary Cycle Corridors**

Corridor	Length	Description	Reasons for selection	Estimated Cost (in Millions £)
Station Link	1.03 km	<p>A high-quality cycle link in the central part of Corby between the centre and the railway station along Elizabeth Street and Oakley Road.</p> <p>Consultants Kier who are currently working on this scheme propose it to be a two-way segregated cycle track where the space allows.</p> <p>A number of crossings are proposed to be upgraded and existing footways will be resurfaced.</p>	<p>Key central location with a high volume of movements.</p> <p>The link joins other corridors together.</p> <p>Improves connectivity between the town centre and the station with a scope for further improvements at both ends.</p> <p>Plans are further developed than other corridors (a separate public consultation was carried out in 2022).</p>	<p>£4.21 M</p> <p>(Cost for direct works estimated by Kier in Feb 2023)</p>

Corridor	Length	Description	Reasons for selection	Estimated Cost (in Millions £)
Eastern Corridor	7.15 km	<p>A corridor along the A427 Weldon Road between the railway station and eastern parts of the town, including Weldon and Priors Hall Park.</p> <p>Three spurs at its eastern end to Adrenaline Alley, Priors Hall Park and Weldon Park with improved crossings across the A43 which currently presents a barrier for movements.</p> <p>Potential for a fully segregated cycleway along Weldon Road and a possible new link towards Weldon Park.</p> <p>A number of improvements at busy junctions are required.</p> <p>Scope to introduce a 20mph speed limit zone in the village of Weldon.</p>	<p>Connects the town and Weldon, Priors Hall Park and Weldon Park where thousands of houses are being built.</p> <p>Provides a connection between the town and Adrenaline Alley, a significant leisure destination as well as Weldon Village Academy, which was recently completed.</p> <p>Improves connectivity between Weldon and the two SUEs.</p> <p>Supports the neighbourhood green infrastructure corridor.</p> <p>22 comments received, general positive consensus at the workshop.</p> <p>Strong local support.</p> <p>Existing provision along the A427 does not meet the current standards.</p>	£7.01 M (excludes the cost of a potential new bridge across the A43)
Northern Corridor	5.55 km	<p>An important north-south connection between the town centre and the north of the town with a spur to the industrial estate to the north and links within the town centre to the south, where it will tie into the Station Link.</p> <p>Segregated cycleway along Studfall Avenue with scope to enhance public realm around the local centre.</p> <p>Improved cycle route through a service road along Rockingham Road.</p> <p>A proposed new traffic-free route from the cemetery, around the sports pitches to Rockingham Castle to these leisure destinations.</p>	<p>Links large residential areas and the town.</p> <p>Includes trip generators such as Rockingham Castle, sports pitches, tennis courts and a local centre on Studfall Avenue.</p> <p>Provides a link to a large employment site to the north with a high potential of cycle trips.</p> <p>Offers opportunity to enhance the Neighbourhood Green Infrastructure Corridor.</p> <p>6 comments received on Commonplace.</p> <p>Currently poor provision.</p>	£5.01 M
North Eastern Corridor	5.10 km	<p>A corridor between the Old Village, retail off Phoenix Parkway, large employment sites off Steel Road and Priors Hall Park.</p> <p>Potential to improve connectivity across the railway line to enhance west-east connectivity.</p> <p>Safe, fully segregated cycleways around Old Village and A6086</p>	<p>A strategic corridor for connecting the town, industrial estates and Priors Hall Park.</p> <p>Retail around ASDA generating a high number of trips.</p> <p>Currently busy roads and dangerous crossings around Old Village. These roads can be utilised to accommodate through traffic and as such</p>	£5.00 M

Corridor	Length	Description	Reasons for selection	Estimated Cost (in Millions £)
		<p>with improved crossings to retail park.</p> <p>Existing shared use path along Steel Road to be retained with junction improvements to give priority to cyclists.</p> <p>Scope to introduce a Liveable Neighbourhood in Old Village to restrict through traffic and enhance the public realm and placemaking in the setting of a former village with a number of local amenities.</p>	<p>the Old Village is in a favourable location which could benefit from a Liveable Neighbourhood.</p> <p>Improvements to the existing bridge across the railway line with a new link to Phoenix Parkway will improve permeability. This will also connect an employment development site off Cockerel Road.</p> <p>Current provision of a shared use path along Steel Road is in good condition and sufficient for the number of pedestrians and cyclists in the areas considering its distance from the town centre.</p> <p>Received 13 comments on Commonplace highlighting issues.</p>	
South Eastern Corridor	5.52 km	<p>A corridor between the villages and employment sites to the southeast of Corby and the A427 Weldon Road and A6014 Oakley Road will create better links into Little Stanion and Stanion (and improve connectivity between them).</p> <p>Upgrade of a footpath through the woods to the east of the railway line and a link into Lyveden Way across the railway line will shorten west-east journeys between residential areas and employment.</p> <p>Path along Long Croft Road to be widened and cyclists to be segregated. A new segregated two-way cycle track to be provided along the A43 to ensure the Magna Park Corby development site is well connected to the town via this corridor as well as via Geddington Road. The shared use path along Lyveden Way to be segregated. The existing path between Tesco and Long Croft Road to be widened.</p> <p>Better signage to be provided.</p>	<p>Cluster of Stanion, Little Stanion and employment sites.</p> <p>Magna Park Corby development site with thousands of jobs.</p> <p>Includes Tesco generating a high number of trips.</p> <p>New link across the railway line will increase permeability.</p> <p>Opportunity to enhance the green infrastructure corridor.</p> <p>11 comments received on Commonplace.</p> <p>A43 Holiday Inn roundabout highlighted as a safety concern.</p>	£4.76 M

Corridor	Length	Description	Reasons for selection	Estimated Cost (in Millions £)
South West-ern Corridor	4.18 km	<p>A main corridor along Oakley Road between the town centre and residential areas to the southwest of the town.</p> <p>Proposed segregation of cyclists along Oakley Road with junction improvements to give priority to cyclists and improvements to crossings.</p> <p>Improvements across the A6014 to connect Kingswood and the estate to the SE of Oakley Road.</p> <p>Routing via Kingswood improvement area with dedicated traffic-free links.</p>	<p>Strategic link between residential estates and the town centre.</p> <p>Includes Kingswood Academy and provides opportunity to strengthen connections to West Corby SUE.</p> <p>Reduces the barrier effect of the A6014 Oakley Road.</p> <p>Opportunity to create a new high street / local centre and enhance public realm by high quality placemaking in Kingswood.</p> <p>Opportunity to enhance the green infrastructure corridor.</p> <p>Importance highlighted 4 times at the workshop.</p>	£4.62 M
West-ern Corridor	5.19 km	<p>A corridor along the A427 Westcott Way / Cottingham Road between the town centre and a cluster of villages to the NW.</p> <p>Includes improvements to the Oakley Road / Westcott Way / Elizabeth Street roundabout with crossings in all directions.</p> <p>Improvements are required not only along the A427 but also with new and improved crossings between Hazel Wood and Boating Lake increasing safety and reducing traffic speeds.</p> <p>Potential to provide a two-way segregated cycle track along most of the corridor.</p> <p>Villages with limited space and on-street parking need extra consideration. Introduction of measures to reduce traffic speeds to provide a safer environment.</p> <p>Links into West Corby SUE are required to be considered in the future.</p>	<p>Cluster of Cottingham, Middleton and East Carlton.</p> <p>General consensus at the stakeholder workshop.</p> <p>Currently poor provision and paths are too narrow despite sufficient space.</p> <p>Improved crossings across Cottingham Road will improve safety for all users.</p> <p>Opportunity to enhance the green infrastructure corridor</p> <p>Potential to accommodate some trips associated with West Corby SUE due to its proximity.</p>	£4.27 M

Consultants Kier are currently working on the Corby Station Link. Although the design has not been finalised at the time of writing, the plans have been progressed significantly further than with the other corridors.

### Secondary Cycle Network

The Primary Cycle Network provides an ambitious and comprehensive network for the area and represents the strategic pieces of infrastructure required to bring forward a cohesive network that is likely to form the

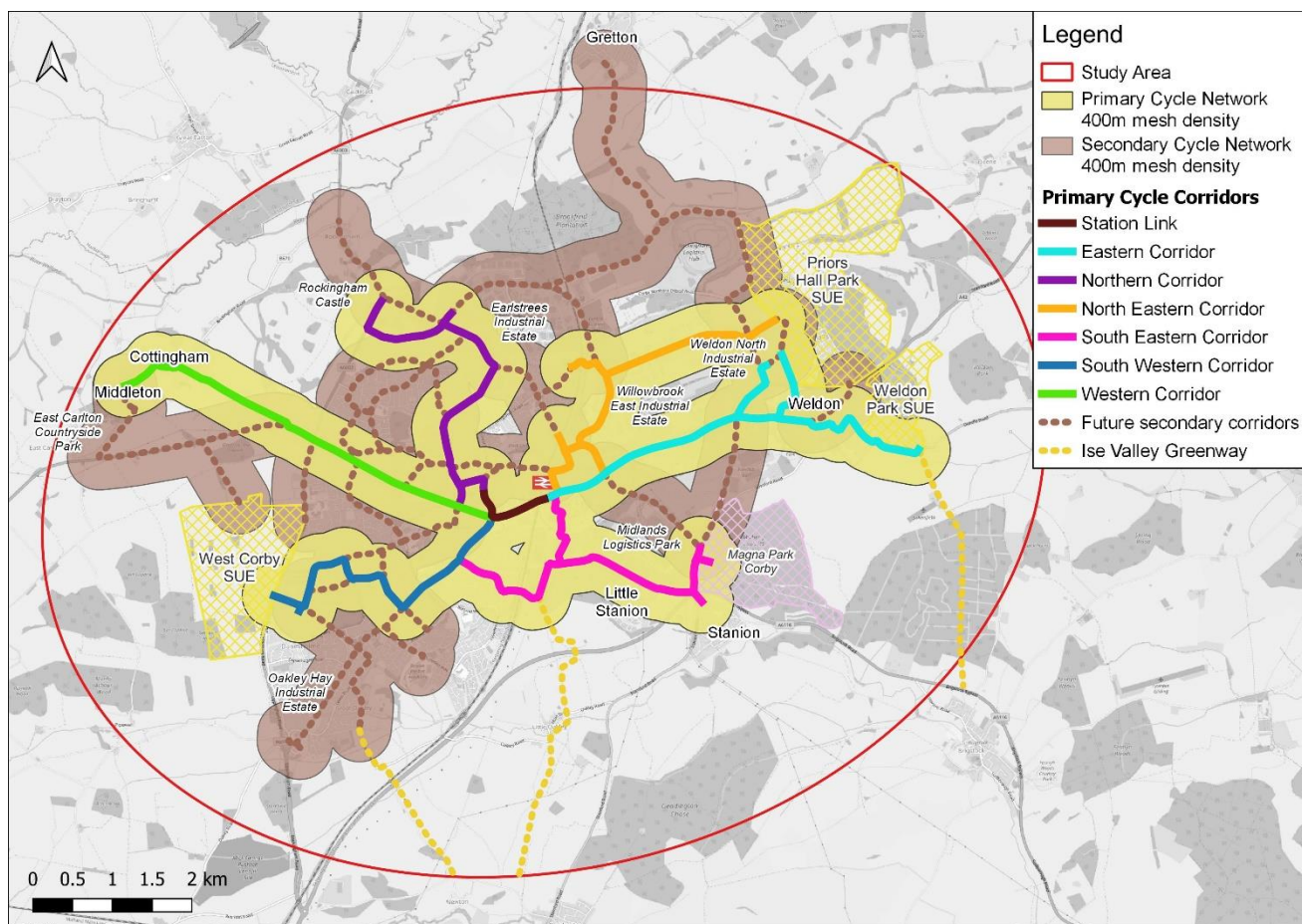
basis of future central government funding bids. However, the ambition of the LCWIP is not limited to this network.

The Cycling Network Plan also indicates a wider network of secondary routes (those of lower usage) that provides a greater ‘mesh density’ and ensures that people are always close to high quality cycle routes. The length of the Secondary Cycle Network is approximately 40km and would cover almost the entire town as well as provide links to the surrounding villages as shown in Figure 4-6.

These routes will be investigated in collaboration with delivery partners over the life of the LCWIP to consider additional links, such as connections through residential areas or direct connections into schools, health cares, surrounding villages and other discreet locations. As such, some of the secondary links shown in the maps are rather indicative. For example, there are potentially a few options how to provide a high-quality cycle link into the village of Gretton.

Another important part of the cycle network are links within the development sites. These have not been included in the development of the Cycling Network Plan. However, it is strongly recommended that the Council continues working closely with the developers to ensure that each site benefits from high-quality cycle infrastructure. There should be Internal links within the site for local journeys as well as connections to the cycle network outside the SUEs. Poor and unattractive infrastructure within the sites could lead to residents deciding not to cycle at all.

**Figure 4-6 - Secondary Cycle Network - 400m 'mesh density'**



## 4.5 Potential Infrastructure Types

The Primary Cycle Network broadly identifies the types of improvements that could be implemented. These have been considered in accordance with the LTN1/20. Although a design of any improvements is not the objective of the LCWIP, it is considered highly beneficial to suggest improvements which are realistic and could be potentially delivered. However, a preliminary design study will be required for each route to identify the best possible solutions.

The section below outlines what improvements have been or could be considered:



## **New on-highway segregated cycleway**

### **Segregated Cycleway**

A fully segregated cycle track usually runs at carriageway level, with a buffer between the track and the carriageway as well as the footway. The route may be next to, or sometimes completely away from the carriageway. A fully segregated track will generally offer the greatest level of service for cyclists, although they are also the most expensive option and can require significant changes to the highway to incorporate. It can be one-way or two-way.



### **Stepped Cycle Track**

Stepped cycle tracks run at an intermediate height between the carriageway and the footway, directly adjacent to the carriageway. Although more space efficient than a fully segregated cycleway, a stepped cycle track does not offer the same level of safety and are therefore unsuitable for high-speed roads.



## **New off-road cycleway (greenways, rural routes)**

### **Shared Use Path**

A footway converted to legally permit cycling. Can also refer to other places where cyclists and pedestrians are unsegregated, such as a bridleway or Vehicle Restricted Area. Shared use paths are generally unsuitable except where pedestrian flows are very low, as they can result in actual and perceived safety issues for both users. They are therefore most suitable for greenways, PROWs which permit cycling, or rural connections with few people on foot.



## **Upgrades to existing facilities**

### **Light Segregation**

Vertical infrastructure that can be placed within existing traffic lanes (including cycle lanes) to convert them to protected space. They are easy to install, comparatively cheap, and can be used to trial a new cycle path. Cyclists can leave the path easily but vehicles are prevented from entering. However, light segregation provides only limited protection from motor traffic, with other solutions providing a greater feeling of safety.



## Removal of Centre Lines

Removing the centre line can reduce traffic speeds and may be a suitable solution on relatively quiet roads where the carriageway is too narrow to accommodate cycle lanes. In addition to providing marked space for cyclists, the lanes have a psychological traffic-calming effect by visually narrowing the carriageway, further helping to reduce speeds.



## Contraflow Cycle Route

Contraflow cycle lanes are an easy and low-cost way of increasing an area's permeability to cycles, by permitting cycling on one-way streets.



## Modal Filters

Removing through traffic can enable cycling in mixed traffic streets by lowering traffic volumes. Encouraging traffic to use main roads can provide benefits for pedestrians and residents as well as enabling cycling. A modal filter typically consists of a bollard, planter, or other barrier that allows pedestrians, cyclists, and occasionally public transport to pass, but not other motor traffic.



## 20 MPH Zones and Traffic Calming

Traffic calming includes features that physically or psychologically slow traffic. 20mph limits refers to 20mph areas enforced by signs only. 20mph zones refers to 20mph enforced by signs and traffic calming.



## New road crossings

### Continuous Footway/Cycleway Crossing

A method of giving people walking and cycling priority over motor vehicle movements at side junctions. The footway and / or cycleway material continues across the junction, giving a strong visual priority. There are a number of different ways to achieve this depending on the characteristics of the location.



## Parallel/Tiger Crossing

A parallel crossing is similar to a traditional zebra crossing, but with a cycle crossing provided alongside. Drivers must give way to cyclists and pedestrians using the crossing. As with traditional zebra crossings, parallel crossings can be divided into two parts with a central refuge to improve the ease of use.



## Signalised Parallel (Sparrow)/Toucan Crossing

These are usually appropriate where vehicle flows, and speeds are higher. Toucan crossings should be avoided and only used where it is necessary to provide a shared facility. Instead dedicated cycle crossings should be used, and a pedestrian crossing used alongside if necessary. Such design is also known as a 'sparrow' crossing.



## New junctions

Providing separation between conflicting streams of traffic (including pedestrians and cyclists) can improve road safety at junctions where most conflicts occur.

Junctions are often the most hazardous and intimidating parts of a journey for cyclists, and a junction that does not provide safe facilities may be the reason people will not use the remainder of the route.

## CYCLOPS Junction

The best UK example of segregated junctions are Manchester CYCLOPS junctions (Cycle Optimised Protected Signals). CYCLOPS junctions are equipped with cycle tracks on each arm.



## 'Dutch' Roundabout

Segregated roundabouts use parallel crossings on each arm of the roundabout to separate pedestrians, cyclists, and vehicles. On entering the roundabout vehicles must give way to pedestrians and cyclists circulating the roundabout.



## **Provision of secure cycle parking facilities**

### **Cycle Stands and Hubs**

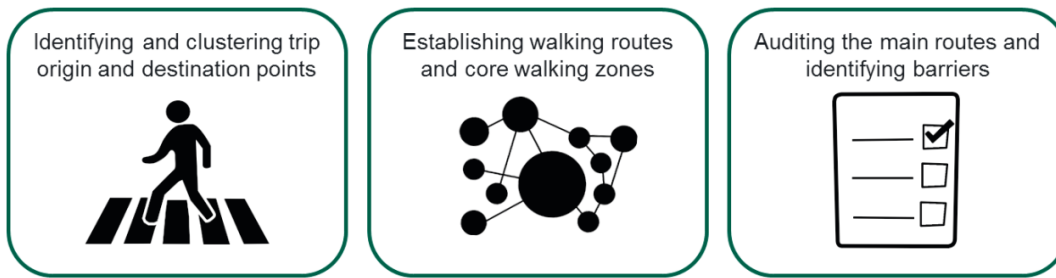
Cycle parking should be carefully considered against the type of expected user, the duration of their stay, and the need for enhanced security. While standard “Sheffield” stands can be sufficient for short stay parking needs, such as local shops or in the town centre, it will seldom meet the needs of longer stay commuters, who will require facilities that are at least covered and well overlooked, if not fully secure lockable facilities. High quality cycle hubs should be considered at strategic locations, such as schools or transport interchanges.



# 5.0 STAGE 4: NETWORK PLANNING FOR WALKING

## 5.1 Introduction

Stage 4 of the LCWIP process involves:



This chapter outlines the existing walking routes in the study area and provides an audit of their quality, condition, comfort, directness and attractiveness before identifying which are most suitable for improvements.

The key output for Stage 4 is a proposed future Walking Network Map, detailing preferred walking routes and Core Walking Zones (CWZs) for further development. When the routes and zones identified on the map are not of sufficient quality to meet the needs of people who would wish to travel by foot, Walking Infrastructure Improvements will need to be identified.

Developing a network for walking is similar to cycling in that this process is founded on the principle of connecting people to places, ensuring that the proposed networks correspond to both the routes people currently take and those people are likely to want to take, both now and in the future. This method also helps to identify the long-term vision for the networks while ensuring investment is focused on the key routes and the needs of pedestrians. The resulting outputs are networks that are evidence-based and facilitate strategic development.

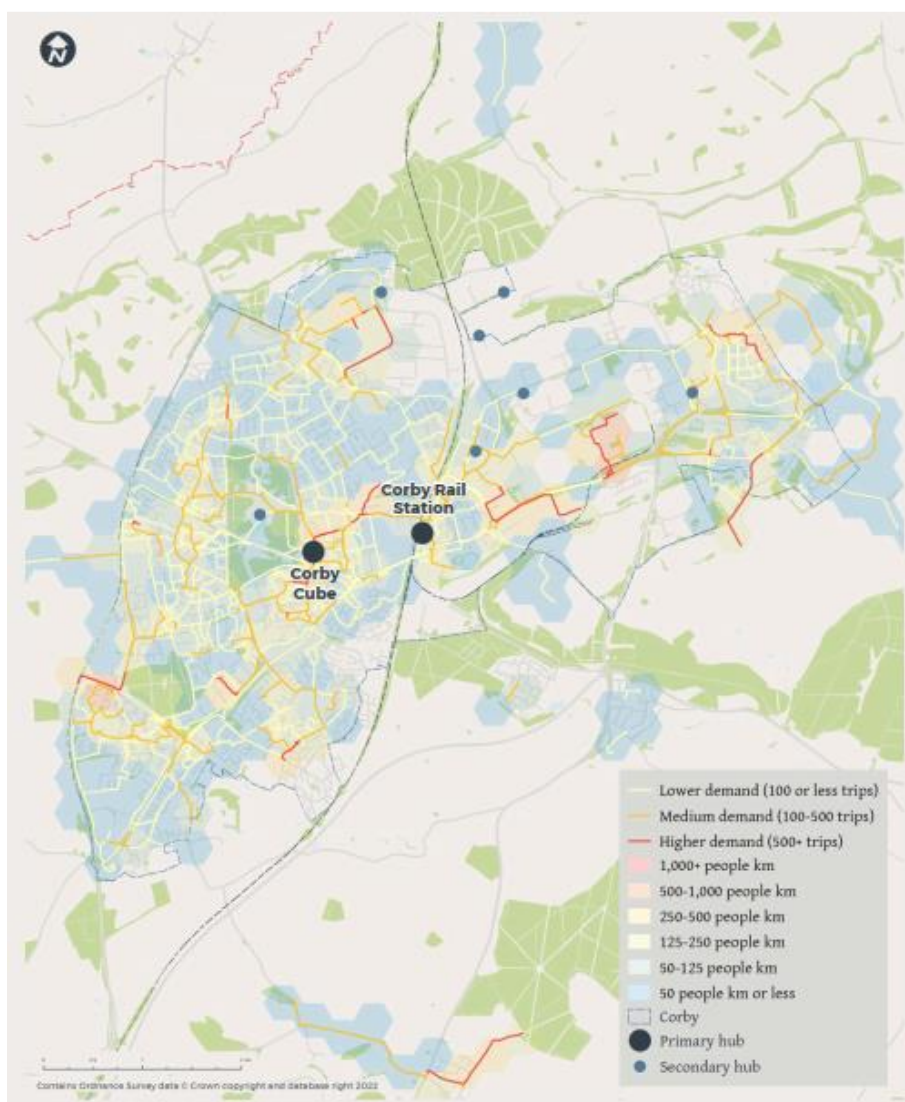
## 5.2 Walking Routes

### Opportunity to shift modes

The analysis undertaken as part of the CoKITS project identified routes where walking can be a realistic option to replace car journeys.

Figure 5-1 displays outputs from the Opportunity to Shift Modes tool showing the walking potential in Corby for the number of switchable car trips. The study estimated that if all of the identified walking trips were walked in Corby, a carbon saving of 3,333 kg CO<sub>2</sub> per day could be realised.

**Figure 5-1 - Walking potential in Corby**



### **Stakeholder workshops**

At the stakeholder workshops, it was perceived that the town centre has good pedestrian links, with the main feedback being that walking improvements along central areas of the cycling routes would be beneficial (particularly along the three corridors identified in all workshop groups). As such, the stakeholders did not specify a single Core Walking Zone with specific walking routes leading to it.

### **5.3 Existing Situation**

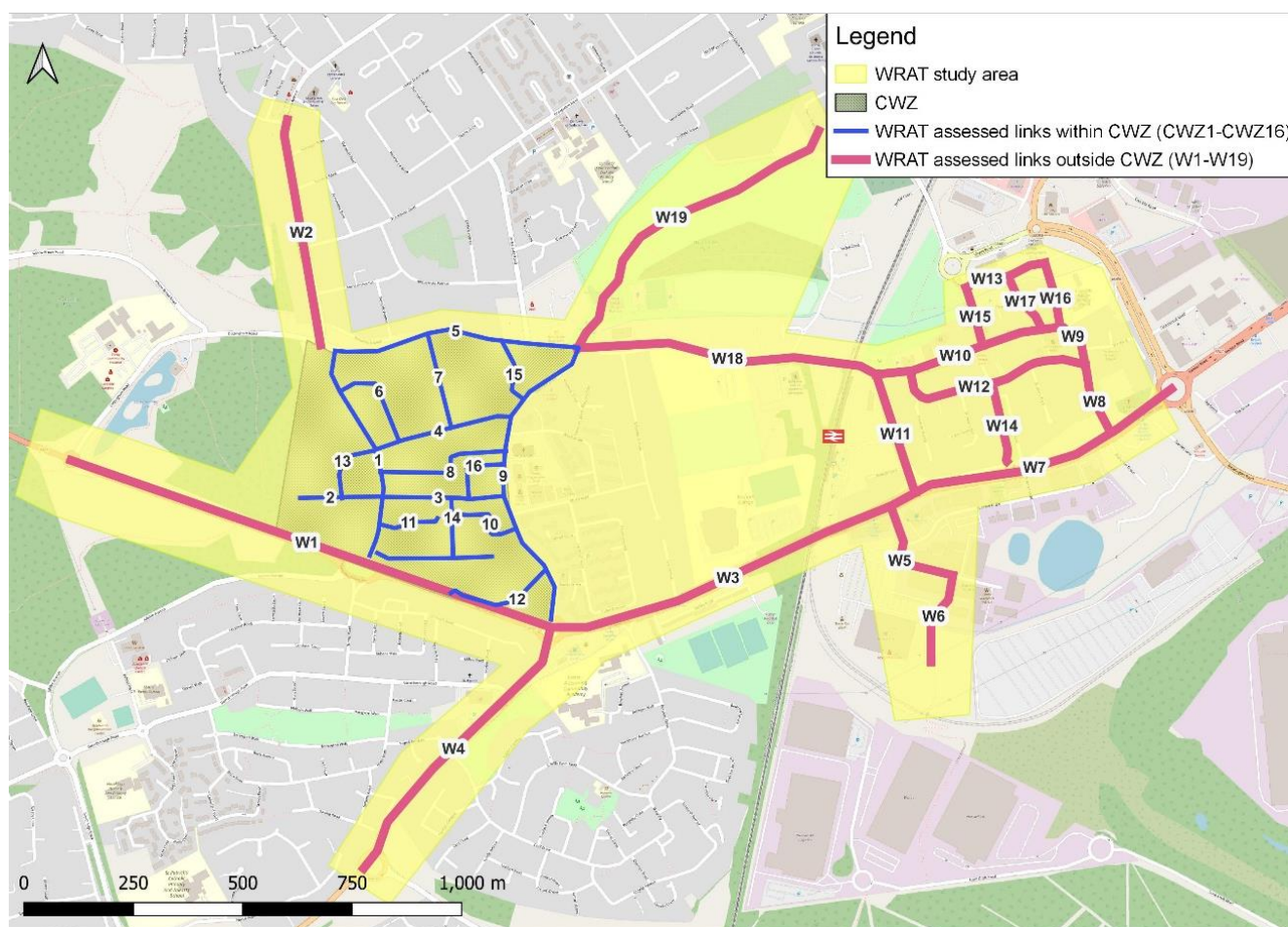
Following the confirmation of the Corby LCWIP study area in Stage 1, further investigation was undertaken to define the Core Walking Zone and walking routes.

Minimum footway provision has been a core part of design guidance and scheme delivery for many decades and most roads in Corby do have footways. However, there is still a need to improve conditions for walking, including footway provision where it does not currently exist, helping to unlock increased walking rates within the town.

Based on the data presented in Stage 2, and the outcomes from the stakeholder workshops, potential walking corridors and a Core Walking Zone (CWZ) were identified for audit. The CWZ and Key Walking Routes are shown in Figure 5-2.

For legibility a distinction has been drawn between the CWZ, comprising Corby's new and partially pedestrianised town centre, and Key Walking Routes, which include connections around Corby's old town centre and routes to and from the new town centre.

**Figure 5-2 - CWZ and Key Walking Routes Plan**



To inform the walking audit, an initial assessment of user-appraised information was gathered from Commonplace and Widen My Path. This provided a firm grounding of the views of residents with everyday experience of the walking network. An overview of the comments can be found in Table 5-1. The views contained within them have been used to guide decision making around proposed improvements.

**Table 5-1 - Summary of user appraised comments**

Road Name	Summary of Comments
Elizabeth Street	No footpath between British Heart Foundation and the Corby Candle Public House - pedestrians have to walk in the road in the middle of the town centre.
Westcott Way	High traffic volumes Difficult to cross Narrow footway
Oakley Road (A427)	Traffic is too fast, particularly past the school. Narrow footway Difficult to cross Elizabeth Street safely at the Oakley Road roundabout
Oakley Road (A6014)	Feels unsafe Traffic congestion Difficult to cross Gainsborough Road
St Mark's Road	Feels unsafe High traffic volumes Difficult to cross

Weldon Road	Feels unsafe Traffic congestion High traffic volumes HGVs and lorries Difficult to cross, no safe crossing points
High Street	Uneven/poor surface Traffic congestion and high traffic volumes Narrow footway No wayfinding Insufficient dropped kerbs and tactile paving at crossing points
Station Road	No protected cycle lane Uneven/poor surface

## 5.4 Walking Audits

Subsequently, the CWZ and key walking routes were audited by the project team. The process used the DfT's Walking Route Audit Tool (WRAT). The WRAT scores each route on five different characteristics: attractiveness, comfort, directness, safety, and coherence.

Each team member scored the five attributes as either green (2), amber (1) or red (0) providing a potential maximum score of 40 for any given route. The WRAT scores by different assessors were averaged to give the audit score.

For legibility, this score out of 40 was converted to a score out of 10 with scores below 3/10 earning a 'red' rating, scores between 3/10 and 7/10 an 'amber' rating and scores above 7/10 a 'green rating'.

Within the CWZ there were 16 separate streets which were audited, these can be seen as the blue lines in Figure 5-2. Outside the CWZ, there were 19 walking routes that connected the CWZ to key trip attractors, such as the Old Village and the railway station. The additional walking routes (W1 - 19). As such, a total of 35 walking routes were audited using WRAT.

**Table 5-2 - Walking route audit scoring table**

CWZ	Road Name	Attractiveness	Comfort	Directness	Safety	Coherence	Score (out of 10)
1	George Street	5.20	8.60	7.60	5.60	1.40	7.10
2	Corporation Street (West)	6.40	10.00	8.80	5.80	2.00	8.25
3	Corporation Street (East)	6.00	9.00	8.80	5.80	1.80	7.85
4	Alexandra Road	4.00	8.00	7.00	3.60	1.20	5.95
5	Cottingham Road	4.60	6.60	6.00	2.80	1.20	5.30
6	Wood Street	2.00	3.50	2.75	4.75	0.50	3.38
7	Richmond Road	6.00	7.75	8.00	6.00	1.25	7.25
8	Everest Lane	2.50	4.75	6.00	4.75	0.75	4.69
9	Elizabeth Street	3.00	6.40	3.60	3.40	0.60	4.25
10	Windsor Place	3.50	5.50	5.75	5.00	1.50	5.31
11	Cardigan Place	2.75	5.50	6.00	4.25	0.50	4.75
12	Anne Street	3.50	5.00	4.50	5.00	1.00	4.75
13	Victoria Place	4.00	6.75	5.00	5.25	1.00	5.50
14	Willow Place	5.75	10.00	10.00	6.00	2.00	8.44
15	Coronation Park	4.67	7.67	9.67	6.00	2.00	7.50



W	Road Name	Attractiveness	Comfort	Directness	Safety	Coherence	Score (out of 10)
16	Unnamed Town Centre Walk	4.67	9.67	10.00	5.67	2.00	8.00
1	Westcott Way	3.00	7.50	3.50	4.00	1.00	4.75
2	Studfall Avenue	5.50	7.00	5.50	4.50	1.00	5.88
3	Oakley Road (A427)	2.67	7.67	2.33	1.33	1.00	3.75
4	Oakley Road (A6014)	3.50	8.50	6.00	4.00	1.00	5.75
5	St Mark's Road	1.50	4.50	7.00	3.50	0.00	4.13
6	St Luke's Road	2.50	7.00	5.00	4.00	1.00	4.88
7	Weldon Road	2.00	6.33	3.00	0.33	0.67	3.08
8	High Street (Weldon Road to South Rd)	3.67	5.00	4.67	4.67	0.33	4.58
9	High Street (South Road to Stocks Ln)	5.00	10.00	7.00	5.50	1.00	7.13
10	High Street (Stocks Lane to Station Rd)	3.33	5.67	5.00	3.33	1.00	4.58
11	Station Road	3.00	6.67	4.67	3.00	0.67	4.50
12	South Road	4.50	7.00	7.50	4.50	0.50	6.00
13	Tunwell Lane	4.50	5.50	6.00	6.00	0.00	5.5
14	Southall Road	5.00	8.50	6.00	6.00	0.00	6.38
15	The Jamb	3.33	5.67	5.67	3.00	0.67	4.58
16	Meeting Lane	4.00	5.00	7.00	5.50	0.00	5.38
17	Stocks Lane	4.67	7.00	6.33	5.33	0.67	6.00
18	Cottingham Road (between Station Rd and Elizabeth St)	3.50	8.00	8.00	4.00	1.00	6.13
19	Link through the park between Cottingham Rd and Kelvin Grove)	4.50	9.00	10.00	6.00	1.50	7.75

Table 5-2 provides a summary of the scorings by walking route. The full WRAT scoring spreadsheets are provided in **Appendix F – Walking Route Audit Tool Results**.

The scores from the WRAT audit are visualised in Figure 5-3.

**Figure 5-3 - WRAT score summary plan**

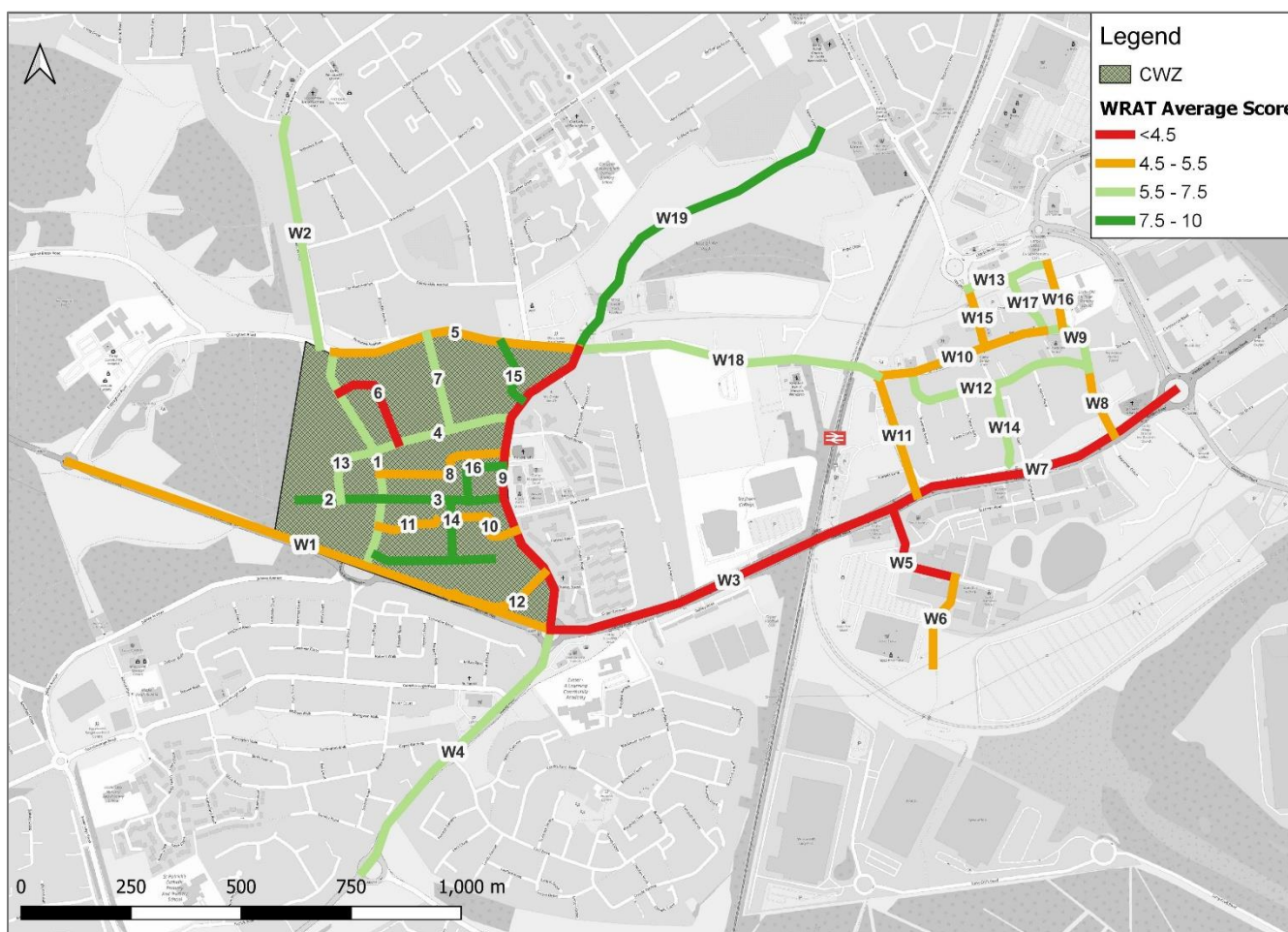


Figure 5-3 shows that Elizabeth Street and the A427 Oakley Road score very low for the current level of provision for walking. This will be addressed by the Station Link, which is currently being prepared. There are also some links with poor scores within the CWZ - many of these streets are used as servicing yards behind existing commercial premises and for parking although they do link to the pedestrianised parts of the town centre. It is unlikely that this can be remedied without wholesale redevelopment of the buildings adjoining them.

While superficially similar, Weldon Road scores less favourably than Oakley Road. The footway along Weldon Road is not separated from the carriageway by a grass verge (which provides some sense of safety and shielding from the traffic) and its poor landscaping results in unintuitive crossing opportunities. There is also not a single crossing point at the Geddington Road roundabout that meets current accessibility requirements or that is signalled.

For the purposes of the WRAT, Corporation Street has been split into 'East' and 'West' corresponding to the sections in the 1960s town centre and the more recent development respectively. While both sections give a 'green' score, Corporation Street East suffers more due to its poor surfacing, and difficult onward connections through much narrower pedestrian route to Elizabeth Street. Both sections of Corporation Street would benefit from improvements to onward walking connectivity such as better lighting, wayfinding and a more coherent identity as a single street through public realm changes.

The southern portion of George Street provides a better pedestrian environment than the northern half and further development in the town centre is likely to continue the enhancements that have already been undertaken.

Alexandra Street suffers from a lack of active frontage and an unintuitively located crossing point which does not provide an immediately legible walking route to Richmond Road.

The walking links outside of the CWZ and the Old Village, including Station Road, achieve low-medium scores for walking environments according to the WRAT. Most are let down by missing dropped kerbs, insufficient safe crossings, lack of active frontages and traffic dominance. The A6014 Oakley Road is a notable exception which provides sufficient separation from traffic, generous and well-maintained footway

provision, sensibly located crossing points and adequate natural surveillance to achieve a higher score in spite of its heavy traffic.

The Corby Old Village walking routes, though experiencing low levels of traffic, are poorly maintained, too narrow and prioritise vehicle parking over the public realm. Reducing on-street parking, widening pavements, and introducing greenery will soften what is at present a harsh space. Options should include redesigning the current junction with The Jamb to yield sufficient space to provide a level footway of sufficient width as far as Station Road.

## 5.5 Proposed Walking Improvements

Improvements are recommended along the worst scoring routes from the WRAT assessment. Several of the lowest scoring routes in the CWZ are loading bays behind shop frontages and are unsuitable for significant improvements without wholesale redevelopment of the site around them. However, parking restrictions might be an effective solution in certain locations.

The walking routes which have been identified for prioritised pedestrian environment improvements are listed in Table 5-3.

**Table 5-3 - Potential walking improvements summary**

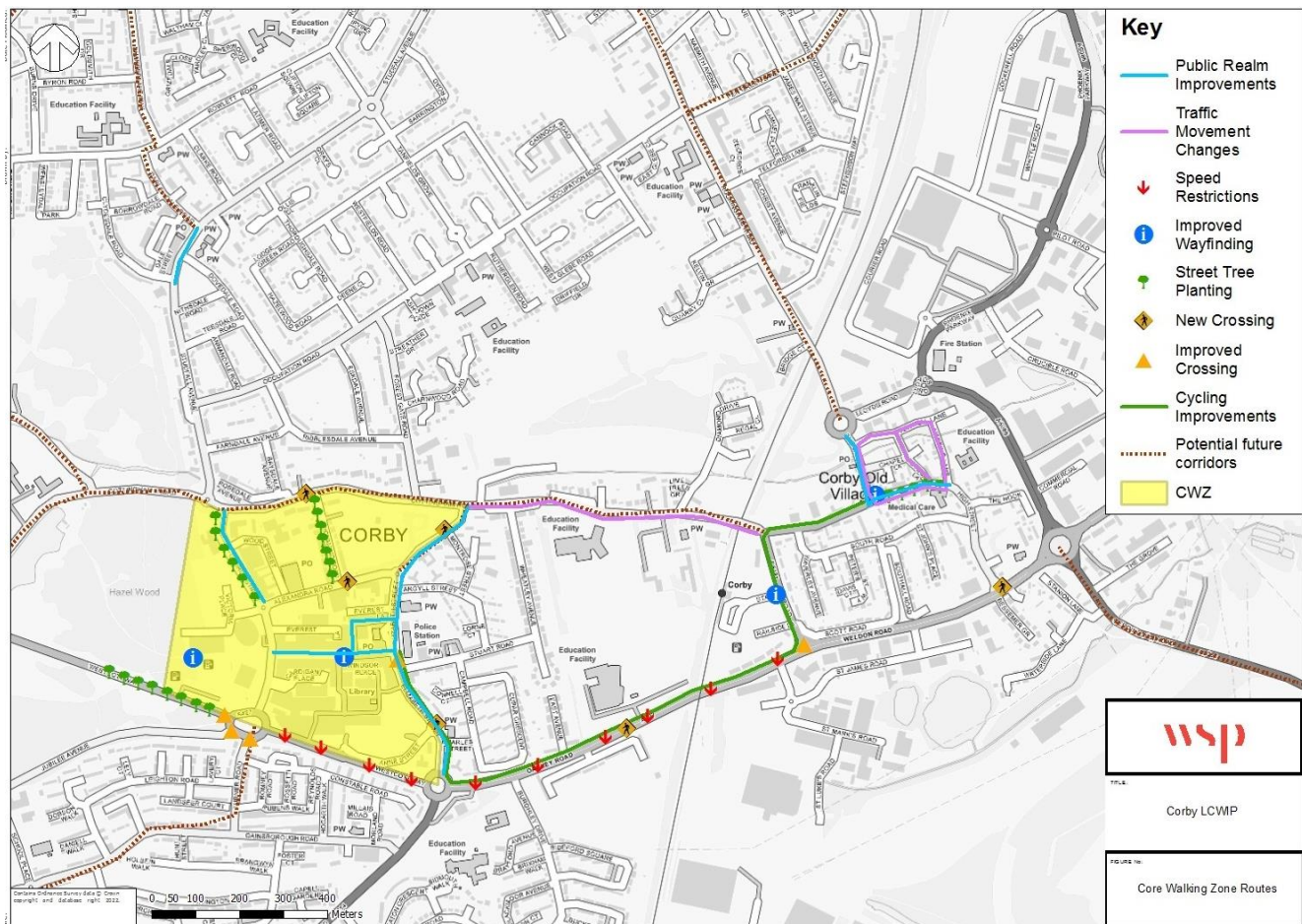
Route	Location	Summary of Recommended Improvements
CWZ1	George Street	Improve the public realm to bring it up to the same standard as 'lower' George Street, creating better crossing facilities for pedestrians and cyclists.
CWZ2	Corporation Street (West)	Improve wayfinding, visual connections and lighting on the route to Westcott Way and the hospital across the park.
CWZ3	Corporation Street (East)	Create consistent public realm across the pedestrianised area of the town centre and enhance through connections to Elizabeth Street. These are presently through very narrow alleyways without any active frontage.
CWZ4	Alexandra Road	Improve crossing facilities to support desire lines and increase accessibility between Richmond Road and the town centre. Improve lighting conditions. Continue encouraging the redevelopment of sites along the road's southern side to create active frontages.
CWZ5	Cottingham Road	Improve crossing facilities to support desire lines and increase accessibility between Baysdale Avenue and the town centre. As the bridge was recently closed, revised traffic flows should be studied to see the impact of a future closure and road space reallocation initiative. Explore an option to create a one way traffic loop (utilising the other lane for a bidirectional segregated cycle lane) which would reduce car dominance and create an alternative direct link between the town centre, the Old Village and the station.
CWZ7	Richmond Road	Discourage inconsiderate verge and footway parking through the provision of formal bay parking, new street trees and SUDS.
CWZ9	Elizabeth Street	Utilise the space to provide a segregated cycle lane along the full length of the street and introduce public realm enhancements. This can connect with a future scheme along Cottingham Road. Improve crossing facilities to minimise two stage crossings and narrow the carriageway.

Route	Location	Summary of Recommended Improvements
		Better connect and signpost access to the town centre via Corporation Street. Redevelopment of the buildings fronting both Elizabeth Street and Corporation Street will open up views of the town centre and encourage better pedestrian connectivity.
W1	Westcott Way	Tree or hedgerow planting would improve the environment and aesthetics of this main route to the town centre. Provision for cycling could be accommodated to prevent shared use and minimise conflict. Existing crossing points need improving across the junction with George Street. Although uncontrolled crossings are present with dropped kerbs and tactile paving, pedestrians have to step out into fast moving traffic across a two-stage crossing to traverse the roundabout. Additional safe crossing points will improve permeability between the town centre and both Turner Road and Jubilee Avenue.
W2	Studfall Avenue	Crossing Studfall Avenue at the mini-roundabout requires walking across the grass verge - more coherent access is required. There are implied crossing points to traverse Cottingham Road represented by gaps in the railings, but this is unsafe. A new crossing point and revised verge planting would create a more legible and safe means of traversing the street.
W3	Oakley Road (A427)	Reduce traffic speed through a speed limit change or changes to the carriageway, particularly in front of the school. Improve crossing facilities at the roundabout junction with Elizabeth Street.
W4	Oakley Road (A6014)	Better differentiate the wide footway to separate pedestrians and cyclists and minimise conflict.
W5	St Mark's Road	Improve junction for both cyclists and pedestrians by altering the traffic light phasing. Address pavement parking throughout the industrial estate.
W6	St Luke's Road	Address pavement parking throughout the industrial estate. Improve lighting and onward connection legibility.
W7	Weldon Road	Introduce an at grade crossing improvement to the junction with High Street. The level change poses problems for people accessing the bus stop.
W8	High Street (Weldon Road to South Road)	Resurface the road and introduce a footway where there presently isn't one, providing dropped kerbs and tactile paving. Introduce improved signage. Create a pocket park with places to dwell in the underutilised green space at the South Road and High Street junction. Reduce through traffic, perhaps by restricting access to High Street from Weldon Road.
W9	High Street (South Road to Stocks Lane)	In partnership with the Road Safety Team investigate alternatives to the bollards obstructing pedestrian movement between Page's Walk and Meeting Lane.

Route	Location	Summary of Recommended Improvements
		Consider extending one-way streets to create a one-way loop between High Street, Meeting Lane, Stocks Lane and Tunwell Lane to facilitate widened footways.
W10	High Street (Stocks Lane to The Jamb)	<p>Reallocate road space from on-street parking to public realm improvements to improve the trading environment for businesses.</p> <p>Introduce places to dwell, outdoor seating and shading street trees.</p> <p>Improve crossing facilities.</p> <p>Redesign the mini-roundabout at the junction with The Jamb as a T-junction with priority given to vehicles on High Street. This should enable further public realm improvements and footways wide enough for increased accessibility for disabled people.</p>
W11	Station Road	Introduce dropped kerbs and tactile paving outside the bus depot.

The location of the identified opportunities for improvements are shown in Figure 5-4.

**Figure 5-4 - Location of identified potential interventions**



## 5.6 Corby Old Village

To address traffic congestion and encourage behavioural change within Corby Old Village, a concept of Liveable Neighbourhood could be considered.

Such schemes reduce traffic by preventing 'rat running' and diverting through traffic onto more appropriate roads to create safer streets for cycling and walking. Vehicular access is maintained but through traffic is prevented. As journeys in private cars are made longer and more inconvenient, cycling, walking and public transport becomes more attractive.

The idea of Liveable Neighbourhoods and how it could be introduced in the Old Village was presented at the third stakeholder workshop organised in December 2022 and was generally well received with people expressing their interest to know more.

## 5.7 Types of Improvements

Improvements were developed according to the latest design standards, with key improvement types shown below.

### Maintenance

Where this is highlighted as an issue, the route likely requires immediate maintenance to bring it to standard, and it may be that a longer-term programme of maintenance needs to be developed in order to ensure that this route is maintained to a standard commensurate with its importance in the active travel network.

### Increased Surveillance

Increased surveillance can increase both the perception of and actual level of safety for users. This can be through technology, such as CCTV or 'help' points, or natural surveillance such as that afforded by good sightlines (which could be linked to maintenance), higher levels of activity, additional access points and permeability, or police patrols where deemed necessary.

### Place-Based Interventions (Greening, Streetscape, Seating etc)

These are measures that enhance the look and feel of an area, including tree planting, street art, paving, seating, and other features to make public spaces more attractive.

This is likely to be very bespoke to each area where required, but can be as simple as planting, such as trees or rain gardens (perhaps as part of Sustainable Urban Drainage Systems). Another option could include significant changes involving use of materials, sculpture, art installations, or water features.



### Footway Widening

Wider footways increase the level of comfort for all users, especially parents with pushchairs or pedestrians with impairments. However, widening the footway can be problematic, particularly where superfluous carriageway doesn't exist. Where this is recommended, it may be most feasible where undertaken alongside cycle schemes which also require significant changes to the highway.

### Parking Controls

Where indiscriminate parking creates an issue for pedestrians, this could be due to various issues and a bespoke solution is likely to be required. This could be through provision of dedicated bays on carriageway, appropriate parking permit schemes, or perhaps greater enforcement of existing restrictions.

### New Crossing Point Following Desire Lines

Where across a major road, this is likely to be a new dedicated crossing point. A more detailed study would be required to determine the exact type and what additional changes may be required in order to implement it.

### Traffic Signals

Potential traffic signals improvements include widening central refuges, improved timings or revising multistage crossings. Altering any junction is likely to incur significant costs, and additional feasibility work including a traffic



impact assessment is likely to be required. New signals can be also installed at roundabouts that do not benefit from pedestrian facilities.

### **New Access Point to Buildings/Car Parks**

This is likely to include new access points on desire lines where these have not been provided as part of the development. These may require third party agreement.

### **Speed Reduction Scheme**

Any speed reduction scheme needs to be self-enforcing, and the methods employed to do so effectively will be bespoke to the specific location. This could be through enforcement cameras (including average speed limit zones), or through physical traffic calming measures, but could also be through a wider scheme which changes the fundamental purpose and feel of a street, including public realm, parking controls, and reduced kerb radii.

### **Reduced Kerb Radii**

Kerb radii affect vehicle speeds and pedestrians' ability to cross minor roads on their desire line. Where it is safe to do so, a reduced kerb radii can be carried out in conjunction with other interventions (such as a speed reduction scheme or blended footway) to create a low-speed environment where pedestrians are afforded priority over vehicles.



### **Dropped Kerbs/Tactile Paving**

Dropped kerbs provide level access for pedestrians between the footway and carriageway. They are essential for most wheelchair users to provide them with an accessible means of crossing a road safely and coherently. Tactile paving helps people with sight impairments understand the street and crossing points.

It is very important for visually impaired people that tactile paving is present, correct and adheres to standards as it can communicate to visually impaired pedestrians information about the environment that they are in.

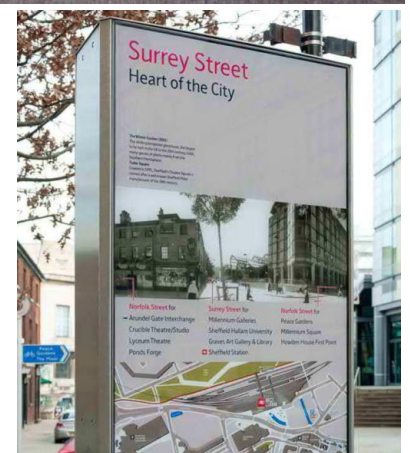
### **BLENDED FOOTWAY**

'Blended footways' describe a footway which continues over the minor arm of a priority junction, enforcing the Highway Code (rule 170) through good design. These can be implemented through various techniques, including at carriageway level, raised tables (footway level), use of materials, and the positioning of road markings. The appropriate design solution will need to be determined in each instance.



### **Wayfinding**

This intervention encompasses all of the ways in which people orient themselves and navigate from place to place. Wayfinding improvements could be as simple as directional and distance signage at key junctions, but could also be larger maps or even interactive screens where appropriate (such as a town centre).



## 6.0 STAGE 5: PRIORITISING IMPROVEMENTS

### 6.1 Introduction

Stage 5 of the LCWIP process involves prioritisation of the proposed improvements in the short, medium and long term.



The guidance states that priority should be given to improvements that are most likely to have the greatest impact on increasing the number of people who choose to walk and cycle, and therefore the greatest return on investment. Other factors may also influence the prioritisation of improvements such as the deliverability of the proposed works or opportunities to link with other schemes or projects. As such a multicriteria assessment has been undertaken to prioritise the proposed improvements.

### 6.2 Prioritising Improvements

A bespoke prioritisation framework has been produced based on the DfT LCEIP guidance to ensure consistency when prioritising walking and cycling infrastructure improvements. The framework includes the following criteria:

- **Effectiveness** – based on the potential number of walking or cycling trips that might use the route.
- **Policy Alignment and local priorities** – considering the Local Plan, local priorities and alignment with ongoing workstreams.
- **Economic factors** – Including scheme cost, value for money and likelihood of attracting funding.
- **Deliverability** – Including engineering constraints, land ownerships and level of stakeholder support.

### 6.3 Cycle Route Appraisal

#### Cost estimates

Initial high-level costings have been undertaken to estimate the capital costs of each the six Primary Cycle Corridors.

To develop the cost estimate, a range of standard unit cost rates for different intervention types was applied. The costs are based the prices published by Active Travel England in their Active Travel Fund 4 Uplift Tool last updated in January 2023.

The following assumptions were made:

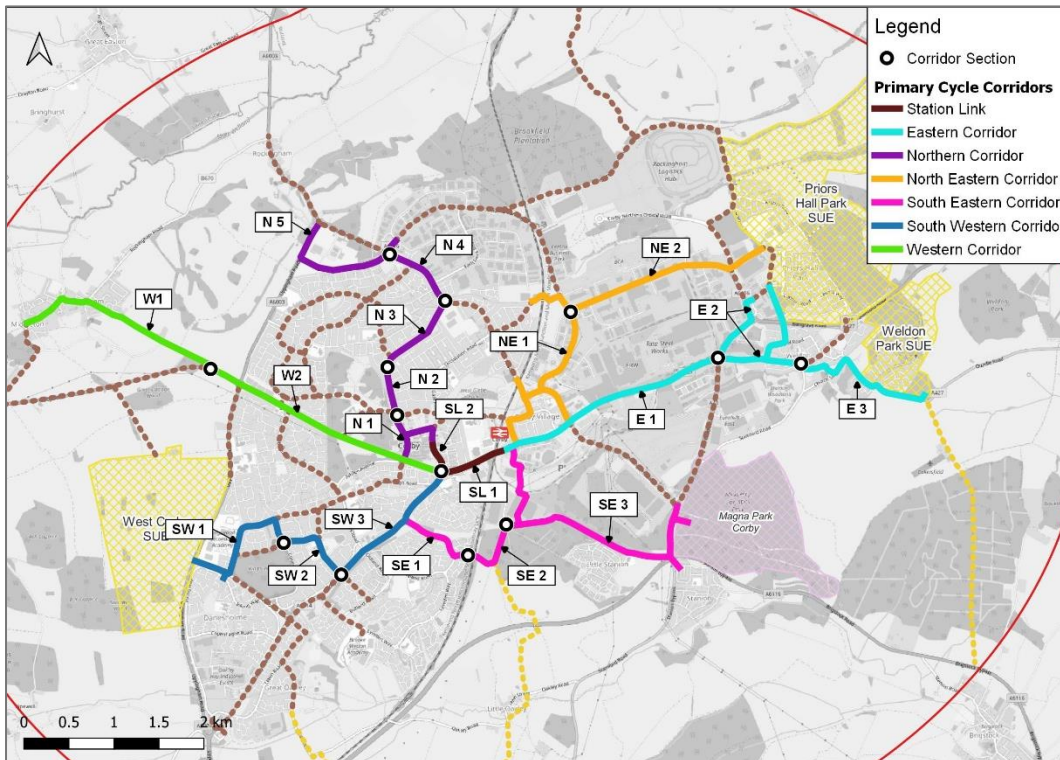
- 5% maintenance cost is assumed every 10 years;
- Optimism bias of 15% is assumed in all cases; and
- Additional 50% risk allowance to account for costs including but not limited to preliminaries, site preparation, land preparation and design costs.
- It is also important to note the following key information, assumptions and exclusions for the cost rates:
- The cost rates are based on Q1 2023 and have been adjusted to the midpoint of construction.



- All costs are exclusive of VAT, Stamp Duty, costs associated with legal issues, land taken etc;
- All rates and prices are net of Contractors Fee/Overheads & Profit; and
- Indirect costs for items such as contingencies, general allowances and traffic management are assumed to be a percentage of the construction cost build ups. These are also based on typical percentage uplifts commensurate for this early stage of the study, based on previous experience.

Considering the length of the Primary Cycle Corridors, it is likely that some of them might be split as funding becomes available. The cost estimate and appraisal have been therefore carried out for sections which could potentially bring benefits even in isolation. While there are several ways how the works could be phased, the assumed sections are illustrated in Figure 6-1.

**Figure 6-1 - Sections assumed for the appraisal**



### Value for Money

A high-level assessment of the Value for Money (VfM) for each cycle route has been undertaken by calculating an indicative Benefit - Cost Ratio (BCR) based on the limited information available at this stage of development.

The DfT's Active Modes Appraisal Toolkit (AMAT) (November 2022) has been used to appraise the proposed cycling interventions. This ensures that the calculation of benefits is in accordance with DfT guidance, set out in Transport Analysis Guidance A5-1 'Active Mode Appraisal' and its VfM can be consistently compared against other proposed schemes.

AMAT quantifies a wide range of potential benefits of active travel interventions including:

- Health improvements;
  - Improvements to journey quality; and
  - Modal shift impacts.
- In order to calculate the impacts, the AMAT requires the following inputs:
- Scheme opening year (assumed 2024);
  - Last year of funding;
  - Type of area scheme is located;
  - Number of walking and cycle journeys per day without the proposed scheme;

- Number of walking and cycle journeys per day with the proposed scheme;
- The average proportion of a trip which uses the scheme infrastructure;
- Current walking and cycling infrastructure for the route;
- Proposed new walking and cycling infrastructure;
- Proportion using the walking and cycling scheme to commute to work;
- Appraisal period (assumed 20 years); and
- Number of days the scheme data is applicable.

A number of assumptions are also included within the AMAT, where the DfT has provided default values based on a number of DfT defined sources and research.

The high level cost estimates and BCRs calculated for each of the section forming the Primary Cycle Network using the AMAT is presented in Table 6-1.

**Table 6-1 - Estimated cost and Benefit-Cost Ratios**

Corridor	Section	Route	Cost Estimate (millions £)	High Level BCR
Station Link	Total (as estimated by consultants Kier)		£4.21 M	1.70
Eastern Corridor	E 1	A427 Weldon Rd	£4.38 M	1.86
	E 2	A43 and new links between Weldon and Priors Hall	£0.58 M + bridge	1.77
	E 3	Corby Road-Oundle Road	£2.05 M	1.65
	Total		£7.01 M	1.79
Northern Corridor	N 1	George St-Cottingham Rd	£1.80 M	2.09
	N 2	Studfall Avenue-Clydesdale Rd	£0.54 M	1.85
	N 3	Studfall Avenue-Rockingham Rd	£0.84 M	2.00
	N 4	Rockingham Rd	£0.27 M	2.35
	N 5	Around sports pitches	£1.56 M	1.30
	Total		£5.01 M	2.02
North Eastern Corridor	NE 1	A6086	£2.44 M	2.30
	NE 2	A6116	£2.56 M	1.44
	Total		£5.00 M	1.86
South Eastern Corridor	SE 1	Lyveden Way	£0.06 M	3.72
	SE 2	b/w Lyveden Way-Longcroft Rd (in the woods)	£0.64 M	1.69
	SE 3	Longcroft Rd-St Luke-Mark's Road	£4.06 M	1.82
	Total		£4.76 M	1.83
South Western Corridor	SW 1	Danesholme Rd-Gainsborough Rd-Colyers Ave	£1.73 M	1.86
	SW 2	Curloss Walk	£0.82 M	1.67
	SW 3	Oakley Rd	£2.06 M	2.21

	Total		£4.62 M	1.98
Western Corridor	W 1	Berry Rd-High St-Corby Rd	£1.24 M	1.70
	W 2	Cottingham Road	£3.03 M	1.88
	Total		£4.27 M	1.83

The calculated BCRs should be considered as indicative, given the level of uncertainty associated with the schemes at this early stage of development.

The appraisals will need to be updated and sensitivity tests undertaken as the schemes are progressed. Consideration should be given to additional benefits not captured in the AMAT. These could include benefits associated with improved safety or wider economic benefits. Therefore, it is likely that the benefits achieved through the proposed schemes have been underestimated, which would further strengthen the VfM case.

The appraisal aspect of the LCWIP is designed to feed into the prioritisation framework in that the BCR for each route can be recorded on the framework once it has been established.

The AMAT summary sheets for each cycle route can be found in **Appendix G - AMAT**.

**Prioritisation framework.**

Table 6-2 presents details of the prioritisation framework criteria and scoring methodology.

**Table 6-2 - Prioritisation criteria**

Category	Criteria	Definition	Low (0)	Medium (1)	High (2)
Effectiveness	Catchment population with direct benefit	Number of residents living with a direct access to the corridor/section	< 1,500	1,500 – 2,500	> 2,500
	Employment	Number of existing workplace zone centroids	0 sites	1 – 2 sites	> 2 sites
	Forecast increase in the number of trips	Calculated forecast increase of walking/cycling journeys	< 100	101 – 400	> 400
	Education	Number of schools / colleges benefiting from the corridor	0 schools	1-2 schools	>2 schools
	Network development	How does the corridor section contribute to form a cohesive network?	Limited benefit	Some benefit	Creates new connections
	Road safety	Number of hotspots involving pedestrians / cyclists or locations with safety concerns	No safety concerns	1 – 2 locations	> 2 locations
	Degree of deficiency of the existing infrastructure	Quality of the current provision	Good	Acceptable	Poor
Policy alignment and local priorities	Development sites	Number of significant future housing / employment sites supported by the corridor/section	0 sites	1 site	> 1 site
	Alignment with ongoing workstreams	Does the corridor align with other schemes or other planner transport improvements?	No	Potentially / to a certain limit	Yes
	Car ownership	Percentage of households with no car	< 20% of households	20 – 40% households	> 40% households
	Health & deprivation	Households not deprived in any dimensions	> 60% households	40% – 60% of households	< 40% of households
	Leisure & tourism	Access to green spaces or other leisure destinations	No sites	1 – 3 sites	> 3 sites
Economic	Scheme Cost	Total scheme cost estimate	>4 million	1 – 4 million	< 1 million
	Value for Money (BCR)	Assessment of scheme benefits vs costs	BCR <= 1.5	1.5 < BCR < 2.0	BCR >= 2.0
Deliverability	Scheme feasibility	Known land ownership issues, environmental or other constraints	Constraints unlikely to be overcome	Potential constraints, likely to be overcome	No issues, scheme likely to be feasible
	Local support & acceptability	Likelihood of support or opposition for the scheme based on the received comments from public and key stakeholders.	Likely to be opposition	Neutral / unknown	Likely to be supported
	Dependency on other schemes	Does the scheme depend on other schemes?	Wholly dependent on the delivery of another scheme.	Will require integration with another scheme but with limited impact on delivery	Can be delivered as a standalone scheme

Scoring of each section of the primary corridors is summarised in Table 6-3.

**Table 6-3 - Scoring & Prioritisation of the Primary Cycling Network**

Corridor	Section	Effectiveness							Policies & Local Priorities					Economic		Deliverability			Total Score	Prioritisation
		Catchment population	Employment	Increase in the number of trips	Education	Network development	Road safety	Degree of deficiency	Development sites	Alignment with ongoing workstreams	Car ownership	Health & deprivation	Leisure & tourism	Scheme Cost	Value for Money (BCR)	Scheme feasibility	Local support & acceptability	Dependency on other schemes		
Station Link	Station Link	1	2	2	1	2	2	1	0	1	2	2	0	1	1	2	2	24	Short term	
Eastern Corridor	E1	0	2	2	1	2	2	2	2	0	1	1	0	1	2	2	2	23	Short term	
	E2	1	1	0	2	1	1	2	2	1	0	1	1	2	1	1	2	20	Medium term	
	E3	1	0	2	1	0	0	1	1	1	0	0	0	1	1	1	2	13	Long term	
Northern Corridor	N1	0	2	1	0	2	2	2	0	1	2	2	1	2	2	2	2	25	Short term	
	N2	0	0	1	0	2	1	2	0	0	1	2	1	2	1	1	2	17	Long term	
	N3	2	1	1	1	0	1	2	0	0	1	1	0	2	2	1	1	18	Medium term	
	N4	1	2	0	0	1	2	2	0	0	1	1	1	2	2	2	1	20	Medium term	
	N5	1	1	1	0	0	0	1	0	0	1	1	2	1	0	2	1	14	Long term	
North Eastern Corridor	NE1	1	2	2	1	2	2	2	1	1	1	2	1	1	2	2	2	27	Short term	
	NE2	1	2	2	1	2	0	0	1	1	1	1	0	1	0	1	1	17	Long term	
South Eastern Corridor	SE1	1	0	0	0	1	0	0	1	0	1	2	1	2	2	1	2	16	Long term	
	SE2	0	2	1	0	2	0	2	1	1	0	1	1	2	1	1	1	18	Medium term	
	SE3	1	2	2	1	1	1	2	1	1	0	1	1	0	1	2	1	20	Medium term	
South Western Corridor	SW1	2	0	1	1	1	0	2	1	1	1	2	1	1	1	2	1	20	Medium term	
	SW2	1	0	1	1	1	0	2	1	2	2	2	1	2	1	1	0	19	Medium term	
	SW3	2	1	2	2	2	1	0	1	1	1	2	0	1	2	2	1	23	Short term	
Western Corridor	W1	0	0	0	1	2	0	2	1	1	0	1	1	1	1	2	1	16	Long term	
	W2	2	1	2	1	1	2	2	0	0	1	2	1	1	1	1	2	22	Short term	

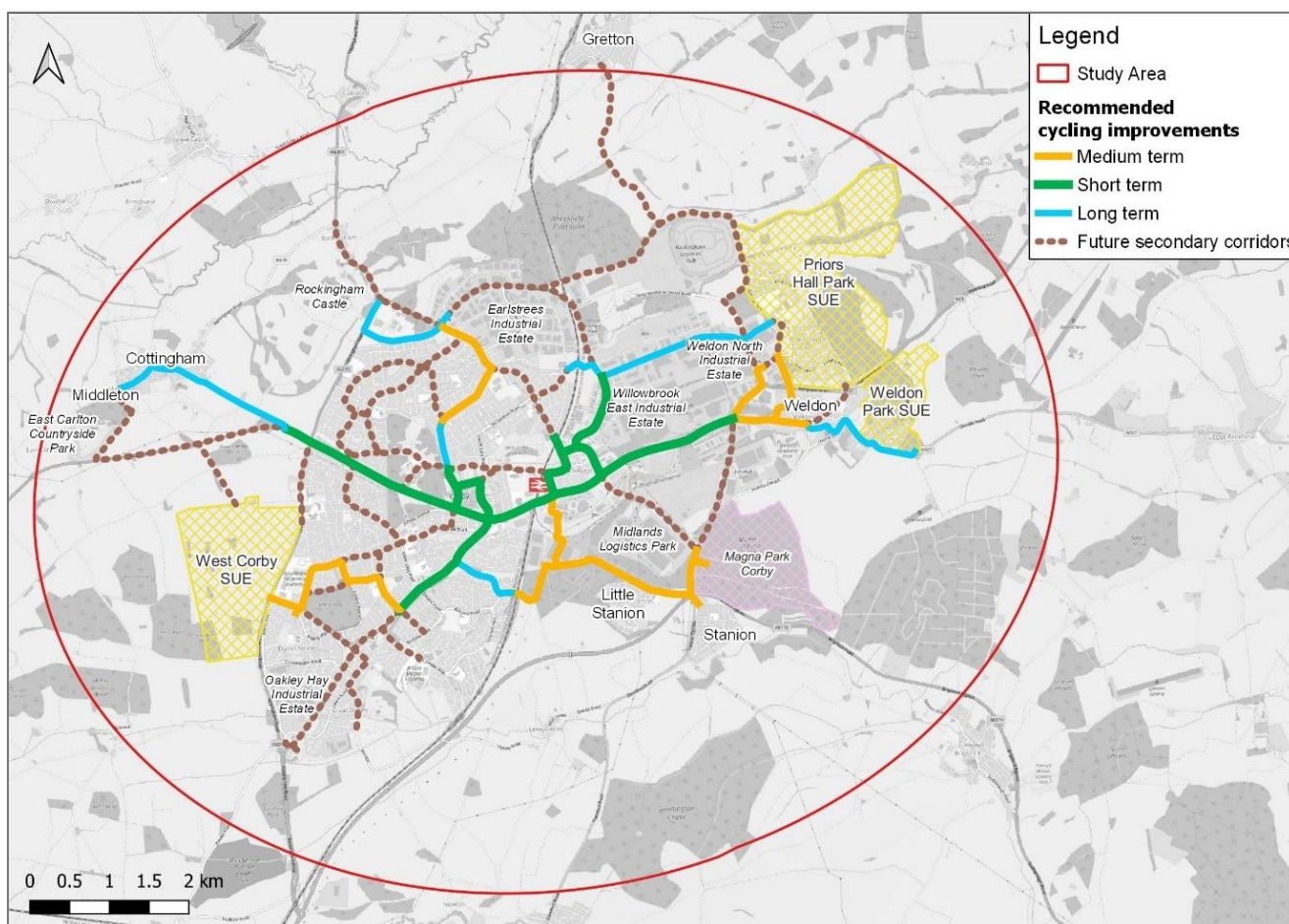
Based on the scoring assessment presented in Table 6-3, the Cycling Network Plan has been divided into three categories:

- **Short term improvements** (total score 22 or higher) – These are improvements which constitute the core of the LCWIP network. These are located along the key routes in Corby and would provide the biggest benefits. The length of the network is 11.9km and the associated cost has been estimated to be £17.9 million
- **Medium term improvements** (total score between 17.5 and 21.5) – These are improvements that are mostly a little further from the town centre and build upon the improvements identified for short term action. They include further 11.8km of the Primary Cycle Network estimated to cost £8.9 million.
- **Long term improvements** (total score 17 or lower) – These are improvements where the overall benefits are comparatively lower. As such, they are not recommended for immediate action. These include 10km of the network estimated to cost £8 million.

In addition to the Primary Cycle Network, a further 40km of the Secondary Cycle Network have been identified to provide improvements across the town.

The prioritisation results are visualised in Figure 6-2.

**Figure 6-2 - Recommended prioritisation**



### Walking Route Prioritisation

There are clear synergies between walking and cycling improvements. For example, improved signalised crossing provision or traffic calming measures have benefits for both pedestrians and cyclists. As such, while the walking improvements could be delivered in isolation, where these overlap with the Primary Cycle Network, it is expected that the improvements would be delivered together (assuming funding is available) and form high quality active travel routes.

Most of the recommended walking improvements listed in Table 5-3 align with the suggested Primary Cycle Network. 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).

- **Corporation Street** – Although Corporation Street is currently pedestrianised, some potential improvements have been identified. It is one of the streets with highest footfall and the surrounding links have been recommended for short term improvements. As such, Corporation Street is also recommended for **short term** improvements.
- **Richmond Road** – Richmond Road would open up the town centre from the north and improve the connectivity between the retail and housing. This improvement is recommended for **medium term**.
- **High Street** – As described above in Chapter 5.6 Corby Old Village is well positioned for a successful Liveable Neighbourhood. Whilst it is recognised that this must be considered sensitively, the surrounding links are recommended for short term improvements and as such, the Liveable Neighbourhood is also recommended for **short term**.
- Some of the walking improvements (such as dropped kerbs, improved wayfinding or street lighting) could be delivered on an entirely separate basis, potentially on a street or area basis or through small, localised improvements. It is expected that these will be delivered on an ad-hoc basis as funding become available. Similarly, the sections that need urgent maintenance could be prioritised to bring immediate benefits without any substantial design work or planning process.

## 7.0 NEXT STEPS

### 7.1 Integration and Application

The final stage of the LCWIP process considers how the Corby LCWIP should be integrated into local policy, strategies and plans, as well as practical applications of the outputs of the LCWIP.

Consideration should be made during the production of key documents such as the Local Plan to fully integrate the outputs from the LCWIP into local policy so that a stronger and more holistic case for government funding is made. Stage 5 of the LCWIP process involves prioritisation of the proposed improvements in the short, medium and long term.

### 7.2 Funding Mechanisms

The LCWIP sets out the case for future funding for cycling and walking infrastructure. As set out in this LCWIP, there are a number of compelling reasons for central government to invest in active travel infrastructure to level up cycling and walking provision in Corby. In addition, local funding contributions are likely to be available from developer contributions, other bids and potentially contributions from limited LA budgets.

High level consideration has been given to the potential funding sources that could be pursued in the delivery of the LCWIP interventions and next steps. The interventions identified in this LCWIP could potentially be supported by multiple funders and future funding opportunities including, but not limited to:

- DfT Active Travel Fund;
- The Levelling Up Fund;
- The Capability Fund;
- Future High Streets Fund;
- Heritage Horizon Awards and other National Lottery Heritage Fund opportunities;
- Network Rail 'Access for All' Programme;
- Towns Fund;
- Private developer contributions (e.g. Section 106);
- Future iterations of Access Fund-type funding;
- Synergies with ongoing workstreams within Corby;
- Integrated Transport Block;
- Maintenance funding;
- Local Growth Fund and synergies with potential large local major schemes;
- National Productivity Investment Fund (NPIF);
- Housing Infrastructure Fund (HIF);
- Private financing initiatives;
- Other innovative fiscal mechanisms to help fund investment in infrastructure;
- Reprioritisation of Vehicle Excise Duty; and
- Other government funding streams not yet announced.

It is important to note that the LCWIP sets out the case for investment from the above funding sources, but also from funding sources to be released in the future. The emphasis of funding for active travel interventions has increased over the years leading to a record amount of government investment in cycling and walking. There may also be opportunities to incorporate cycling and walking improvements as part of other transport schemes.

This is demonstrated by recent government initiatives such as the DfT Active Travel Fund. This significantly increased active travel funding to restart local transport and build on active travel momentum following COVID-19; and also the Levelling Up Fund which provides funding to improve infrastructure (such as active travel) in order to improve people's everyday lives, make journeys easier and ultimately level up opportunities across the UK. These funding streams are particularly relevant to Corby, in terms of boosting the economy, improving much needed active travel connectivity and reducing deprivation levels.

Considering the rapid growth within Corby, there is also an opportunity for the Council to secure funding from private developers through S106, S278 and S38 contributions.

### **7.3 Active Travel England**

Due to the government investing a record amount in active travel to help deliver a healthy, safe and carbon-neutral transport system, DfT created a new executive agency, Active Travel England (ATE) in January 2022.

ATE ensure that active travel investment is well spent and help raise the standard of cycling and walking infrastructure. ATE now manage the national active travel budget; and inspect finished schemes and ask for funds to be returned if works have not been completed as promised or to incorrect timescales. ATE also assess LAs performance on active travel through inspections and reports; with findings influencing the funding that authorities receive across all transport modes.

### **7.4 Reviewing and Updating**

In line with other transport plans, it is envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation. It may also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

# Appendix A – Corby LCWIP Engagement Report



# Appendix B – Corby LCWIP Policy Note

# Appendix C – Corby Cycle Infrastructure Audit

# Appendix D – Census Comparison 2011 - 2021

# Appendix E – Primary Cycle Corridors

# Appendix F – Walking Route Audit Tool Results

# Appendix G – AMAT

