

# Corby LCWIP Engagement Report

June 2023





# Introduction and Contents

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## Introduction

**This report is a summary of the engagement activities undertaken with or by Brightwayz social enterprise and the resulting data which has been used to prepare the Corby Local Cycling and Walking Infrastructure Plan (LCWIP).**

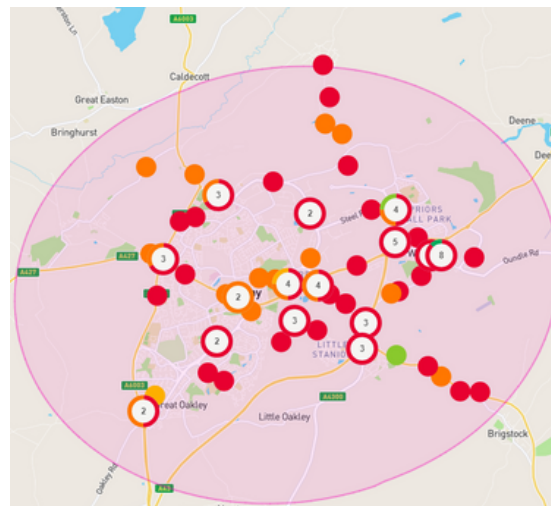
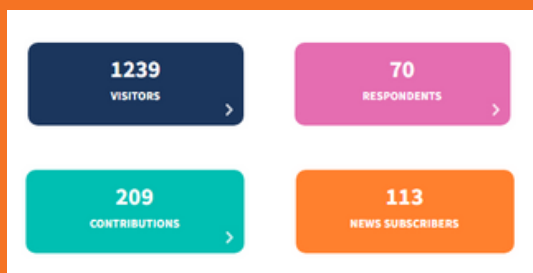
- Commonplace Overview
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# Commonplace Overview

- The Corby Commonplace platform has been used to inform the public and gather views, feedback and comments for the LCWIP.
- Launched in August 2022, it is scheduled to remain open until after the second stage public consultation in 2023.

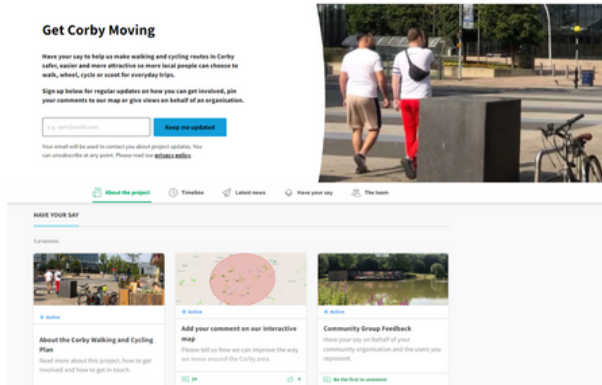
## Engagement stats for corbytravel.commonplace.is



Distribution of comments on Commonplace heatmap in Corby LCWIP study area. (to Feb23)

- Respondents were mainly in the 35 to 75 year age bracket.
- Gender split was fairly even.
- 50% work full time.

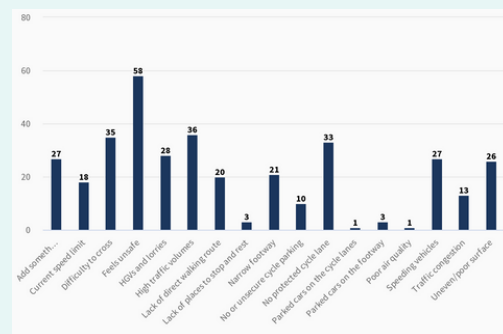
## The Corby Commonplace Home Page



## Overall Commonplace responses:

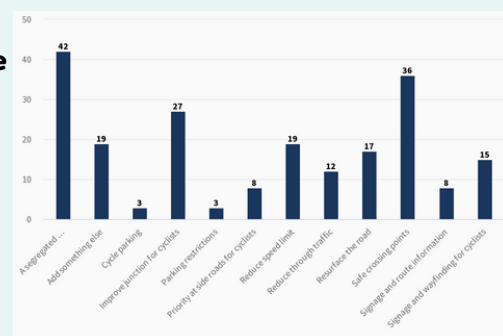
### What do you believe are the current issues here?

- 58% feels unsafe
- 36% high traffic volumes
- 35% difficulty to cross
- 33% no protected cycle lane



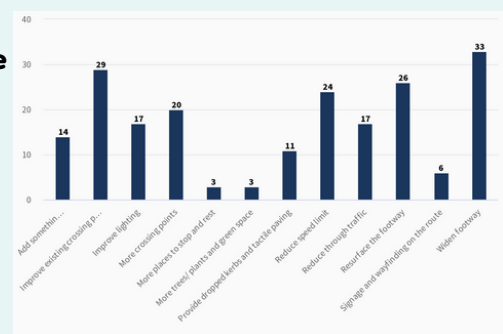
### What would encourage you to cycle here, or cycle more often?

- 42% segregated cycle path
- 36% safe crossing points
- 27% improve junctions for cyclists



### What would encourage you to walk here, or walk more often?

- 33% widen footway
- 29% improve existing crossing points
- 26% resurface footway
- 24% reduce speed limit



## Word Cloud from Map Comments

### Top 11 words used:

road, crossing, route, footpath, cross, cyclists, path, safe, cycle, Weldon, traffic



# Radio, Print and Social Media

To increase public awareness of the LCWIP project and encourage engagement, the Commonplace platform was promoted via a range of local media:

- Print advertisement in 'Focus on Corby' local magazine with distribution to over 25,000 homes and businesses in Corby and Weldon.
- 30 second radio advertisement on Corby Radio broadcast three times daily for a fortnight during September 2022.
- Printed posters with prominent QR code linking to Commonplace were distributed via local contacts such as key stakeholders who came to workshop and local businesses.
- A5 printed flyers with QR code handed out at events and to contacts to distribute.
- Posts on Brightwayz and 'Focus on Corby' social media (twitter and facebook).
- Engagement with local community groups such as 'Greener Gretton' to increase awareness of the Commonplace platform and connect with potential key stakeholders for the workshops.





# Key Stakeholder Workshops

Three key stakeholder workshops were held to get the views and ideas from a range of local people and enable a core network to be identified.

- **Attendees** to the workshops included a mix of local town and parish councillors, local authority officers, club leader and representatives from businesses, police and community organisations.
- **The first workshop was held online** as a way of introducing stakeholders to the project and getting their initial views.
- It quickly became apparent that **Weldon Parish Council** has already done a great deal of work looking for traffic solutions in their community and were very keen participants.
- **The second workshop** was held in person in the Council Chambers with an online option available in the afternoon. The participants worked in groups to identify key routes. This information was used to establish the basic network.
- **The third workshop** was held only in person in the Council Chambers. The core network was presented to participants along with explanations of the measures that could be taken and the background research already done. Their responses were recorded and queries answered. A key criticism heard was that a route to **Gretton** had not been included. It was therefore added as a secondary route (with the potential to link to Corby via the future Greenway extension).
- All workshops were well attended, with the final one including the **Portfolio Holder for Transport** in attendance as an observer.



# Face to Face Engagement

Several face-to-face engagement activities took place to explain the project, answer questions and gather views and information.



- A presentation was made to **Corby Town Councillors** at their council meeting. Maps of the proposed network were given out. Notes from the meeting including suggestions, concerns and questions were made and shared later with the project team.
- Key Feedback:
  - Concern about lack of link to Gretton and old rail route suggested as alternative to roadside.
  - Existing concern about station link project cost and feeling that will affect local support negatively.
  - Need for better pavements for mobility scooter users.
- A **summer family fun day event** was held at West Glebe Park which attracted hundreds of local people. A local cycle map was on display and members of the public gave their views about particular routes or hot spots they thought the project should address.
- Key Feedback:
  - A keen local skater highlighted the importance of smooth paving surfaces.
  - Need good connections from the station to the sports centre in north west.
  - Lack of footpaths north of Eurohub roundabout.
  - Need better link from Little Stanion to Corby.
- A **meeting and cycle tour of Weldon** was led by Pete Dowsett of the Parish Council.
- Key Feedback:
  - Concern about increase in traffic when new secondary school opens.
  - Have been strongly campaigning for 20mph speed limit in village.
  - Need safe crossing across A43 to connect Weldon with Priors Hall Park.



# Face-to-Face Engagement

- A visit to **Adrenaline Alley** urban sports centre and a discussion with founder Mandy Young and Marketing Director Harry Tucker helped us see the need for young people to be able to access the area in active ways.
- Key Feedback:
  - The future growth potential for the site to become even more of a venue means good travel options will be increasingly important.
  - Many of their visitors arrive in the town by train so good link to station is important.
  - Cottingham Road (west Corby) is very dangerous to cross or come onto.
  - Keen to cycle to work but it doesn't feel safe enough.

- A visit to **Corby Old Village school** for a meeting with the Head and the local residents association organiser gave an insight to local traffic issues. This led to an invitation to the **local residents group meeting** at the Cardigan Arms which gave further insights.

- Key Feedback:
  - School and residents association both want crossing back on 'The Jamb'.
  - Cars too fast coming along the Jamb.
  - The old village was closed to motor traffic for the Corby Pole Fair - some concerns about access/lack of info from residents and businesses.
  - Would like improvement to path across park behind the Jamb into Corby as it is a key walking route.



- A short presentation about the Walk and Cycle plan and it's relevance to local businesses was made at a **Love Corby network event** attended by 22 local business people at the Priors Hall Golf Club/meeting venue.

- Key Feedback:
  - It was asked if the (NNC-owned) golf club could be linked by a path to Priors Hall, so local people could walk or cycle there.
  - They are keen to support and promote the second public engagement stage.

- A visit to **Cottingham Primary School** for a meeting with the Business Manager and Head revealed that this school is keen to promote active travel.

- Key Feedback:
  - Bad parking is a big issue and upsets neighbours.
  - Fast traffic on main road is a concern.
  - Would love a safe cycle route to Corby.

- Other engagement included promoting the consultation through the **VCSE (voluntary, community and social enterprise) network group** to encourage them to respond as voice of their users, eg disability group **Teamwork Trust**. Also promoted via **Local Area Partnership (LAP)** meetings within the emerging ICS (Integrated Care Strategy) and local NHS representatives.

# School Travel Surveys

Children's needs can easily go unnoticed unless a special effort is made to understand and include them. We carried out travel surveys with nine local schools to find out the travel habits and preferences of over 2,000 Corby area pupils.

- All 31 schools (primary, secondary and SEN) in the Corby area were contacted and invited to take part in a school travel survey with an email flyer and printed flyer sent by post.
- They were offered free reflectors as an incentive to complete the survey.
- Ten primary schools agreed to take part and nine of them successfully completed the surveys, all with over 80% response rate from pupils.
- Participating schools also displayed a copy of the poster promoting the Commonplace platform.
- Some schools also shared a digital version of the poster to parents via email.

**School gate congestion?  
Lack of good cycle paths?  
Speeding traffic?**



**Help us make  
Corby streets safer  
and receive a free  
Reflector Shop Pack  
worth £144**



- We are working with North Northamptonshire Council to develop a 10 year walking and cycling network plan for the Corby area.
- Children have the most to gain from good, safe walk and cycle routes and their voices need to be heard.
- To help us ensure the needs of local children and their families are addressed we are asking you to help us in two easy ways:

- **DISPLAY A POSTER:** Please display the enclosed poster where parents can see, to encourage them to take part in the main online consultation.
- **CLASS SURVEYS:** Help us understand how pupils usually travel and how they would like to travel by completing our easy class survey which we will provide on request.

As a thank you for taking part, we will send your school a free School Reflector Shop Pack (190 assorted reflectors) worth £144 once the completed pupil survey is returned to us. Full pack details can be seen at [www.brightkidz.co.uk/product/reflector-shop-starter-pack](http://www.brightkidz.co.uk/product/reflector-shop-starter-pack).

**To take part or find out more email us today:  
[info@brightwayz.co.uk](mailto:info@brightwayz.co.uk) or tel 01536 903401**

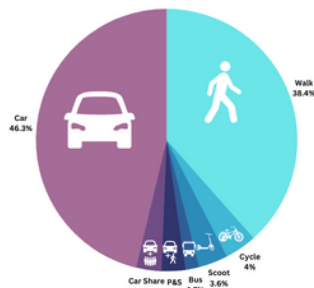
Please reply by **Friday 16 Dec 2022** to reserve your free pack (survey to be completed by Friday 20 January).



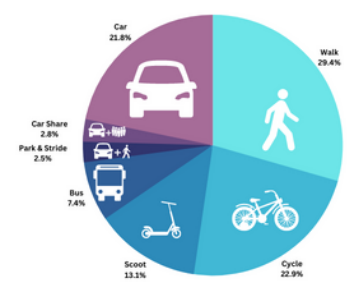
- The survey results have been compiled into a separate report for each school as well as an overall report.
- The most significant aspect of the results was the high number of pupils who want to cycle or scoot but don't, and the high number who are driven to school but would prefer to not be.
- We also visited Corby Old Village School and Cottingham Primary School to discuss in depth.

## Summary Results for Corby Area School Travel Survey

How Corby Pupils\* USUALLY Get to School



How Corby Pupils WOULD PREFER to Get to School

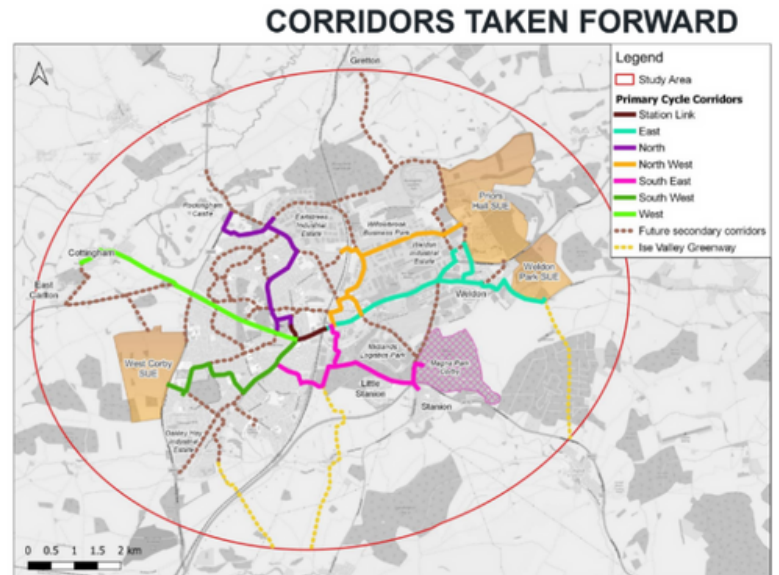


\*Based on whole school surveys of nine participating primary schools in the Corby area, January 2023.



# Responses by Area

The network is divided into a series of routes as shown. Comments from Commonplace, school survey data and other stakeholder responses are shown here split by route.



## Station Link - town centre to train station

No comments yet on this route - possibly because there has recently been a separate consultation just on this route.

## East - town centre to Weldon/Priors Hall south

- Weldon, Oundle Road: "This road is blighted by greatly increased traffic volumes due to the developments are Weldon Park and Priors Hall Park. Stopping the road off to motor vehicles should be considered."
- Weldon centre: "These streets should be the heart of Weldon Village. Currently they are a traffic intersection and rat-run that has got rapidly worse..."
- Bangrave Road, north of A427 roundabout: "There's no safe crossing place as the current crossing point has no dropped kerbs either side, and a very narrow central reservation..."
- A427: "Like a lot of cycleways around Corby poorly looked after."

## North - Rockingham triangle via Earlstrees and Studfall Ave to town centre

- Uppingham Road A6003 (north): Popular route to Earlstrees Industrial estate for cyclists and walkers to Rockingham. Footpath is narrow and adjacent to a 60mph road.
- George Street from Westcott Way roundabout: little option for cyclists other than dismounting to walk through the town centre. No other alternative routes available as paths are either too narrow or roads are heavily congested and dangerous.

## North East - train station to Priors Hall Park via Phoenix Parkway and Steel Road

- A6086/Weldon Road roundabout: "I genuinely feel unsafe in my living area to the point I'm avoiding walking and cycling to work and to the shop as this is very busy junction where it's very difficult to cross. I'm young and Fit, yet fill scared crossing there. I'm dreading walking my child to school. Every day errand becoming a tactical game with time planning when is best to go, to be able to cross the Rd and from which direction.. it's terrible!!!! "
- Phoenix Parkway/Steel Road: "Very dangerous junction for cyclists to cross."

# Responses by Area - Continued

## South East - Stanion to train station and Oakley Vale via Little Stanion

- Stanion roundabout: "Traffic lights with a pedestrian crossing at the junction so could walk or mobility scooter to town..."
- Little Stanion, Longcroft Road: "unsafe, poor paths, speeding cars and lorries".
- Path from Little Stanion: "If possible a solitary cycle route or a bridle-path/way with a direct link from Little Stanion and other nearby villages to Corby town.
- St Marks Road junction with Oakley Road: "The traffic light phasings for this junction never allow for pedestrians/cyclists to cross St Marks Road"

## South West - West Corby SUE via Kingswood and Oakley Road to town centre

- Oakley Road (by Sower Leys Road): "There are no footpaths linking this part of Kingswood to Oakley Vale. There's no footpath on the west side of Sower Leys Road between Dunedin Road and Oldland Road or between the bus stop at Dunedin Road / Harlech to Oldland Road. Pedestrians regularly have to navigate the verge and cross on the west side of the Oakley Road roundabout where there is no safe refuge. Yes there is a pelican crossing on the other side, but just you try crossing Sower Leys Road between Patrick Road and Dunedin Road - it's a death waiting to happen. New footpath links here would provide more direct walking routes to the bus stops on Oldland Road and the Oakley Vale shops..."
- Oakley Road (by Gainsborough Road): "Gainsborough Road can be very difficult to cross, particularly at peak times..."

## West - Cottingham to town centre

- Westcott Way: This is a main route to the town centre and the paths either side of Westcott Way are too narrow - they could easily be widened. Also the crossing points would benefit from a central refuge to make them safer - the road is plenty wide enough to accommodate these.
- Cottingham Road/Uppingham Road roundabout: Very poor visibility heading west via crossing point of cars coming from north.
- Corby Road (east of roundabout): The cycleway between Corby Road and the Cottingham Roundabout is not fit for purpose.



# Responses by Area - Continued

## Future Secondary Corridors -----

### Rockingham Road:

- "At the Rockingham Triangle, athletics, football, rugby and tennis takes place. There should be a safe cycleway back into town along Rockingham Road".
- "The footpath beside Rockingham Road between Rockingham Triangle and the Aldi roundabout is a hazard at night as all the lights are obscured by excessive tree growth."

### Gretton/Corby Road:

- "Needs footpath and cycle way to Corby - whether this followed the road or the shorter route following the public footpath across the fields and through the woodlands - which would be better."
- "The route into Corby from Gretton is very poor from a cycling point of view. It feels very dangerous."
- "hedges and verges impede visibility too".

## Most Upvoted Comments

- George St to Westcott Roundabout: (4 upvotes) "An existing cycle lane that begins at the Gainsborough Road/Jubilee Avenue roundabout abruptly ends here - with little option for cyclists other than dismounting to walk through the town centre. No other alternative routes available as paths are either too narrow or roads are heavily congested and dangerous."
- Westcott Way: (3 upvotes) "This is a main route to the town centre and the paths either side of Westcott Way are too narrow - they could easily be widened. Also the crossing points would benefit from a central refuge to make them safer - the road is plenty wide enough to accommodate these."
- Geddington Road/A43: (4 upvotes) "The A43 junction crossing at the Holiday Inn is a death trap for pedestrians and cyclists , one has to cross a 3 lane highway in one direction and two in the other with a speed limit of 50mph and no pedestrian crossing. I find this totally unsafe now and in the future considering future warehouse development."



# Conclusions

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This report shows the wide range of engagement and consultation methods that were undertaken to gain an understanding of local needs for walking and cycling infrastructure in Corby. Businesses, community groups, community leaders and schools were all consulted. The events also included promotion of the Commonplace platform which provided good additional feedback.

The engagement with schools and resulting survey data provides evidence of a strong desire by young people to be able to safely cycle to school.

Feedback frequently highlighted current dangers and practical problems such as crossing particular roads. Many responses also considered future issues and the impact of growth on the area.

