



North  
Northamptonshire  
Council

# You said, Corby Local Cycling and Walking Infrastructure Plan (LCWIP)

## Consultation Report

October 2023

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1.0		

NB: Draft versions 0.1 - final published versions 1.0

## Consultees

Internal	External
Highways & Waste, Planning, Public Health	As described in Engagement Report

## Distribution List

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NA	NA

## Links to other documents

Document	Link
Corby LCWIP Engagement Report	
Corby LCWIP consultation and report	<a href="#">Corby Local Cycling and Walking Infrastructure Plan - North Northamptonshire Council - Citizen Space</a>

## Additional Comments to note

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Local Cycling and Walking Infrastructure Plans (LCWIPs) provide a strategic approach to identifying cycling and walking improvements at a local level. They enable a long-term approach to developing local cycling and walking networks for the next ten years.

This document summarises the results and feedback of the public consultation exercise undertaken between 24<sup>th</sup> August and 27<sup>th</sup> September 2023 for the draft Corby Local Cycling and Walking Infrastructure Plan (LCWIP). This followed previous engagement and consultation for the Corby LCWIP which was reported within the Engagement Report (June 2023) produced by Brightwayz.

The consultation included the draft LCWIP, walking and cycling route plans supported by a technical report. Consultation activities included a series of workshops with residents and stakeholders and a dedicated feedback section on the Commonplace website which sought feedback on:

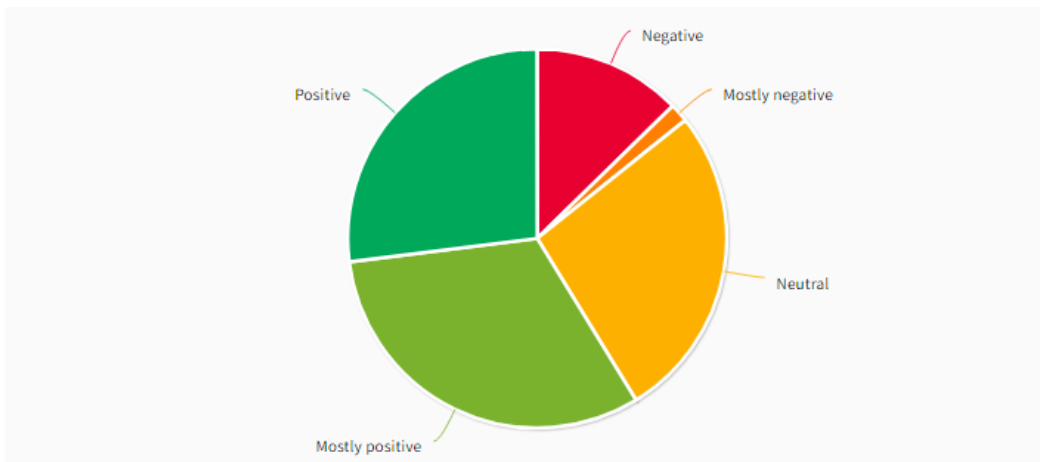
- The overall LCWIP report
- Your priority of individual routes and corridors
- Proposed routes and corridors

This document summarises the comments received and provides the next steps for the development of the Corby LCWIP and should be read alongside the consulted draft LCWIP.

While only a small proportion of respondents completed the section of the survey asking how they felt about the overall plan, it should be noted that:

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

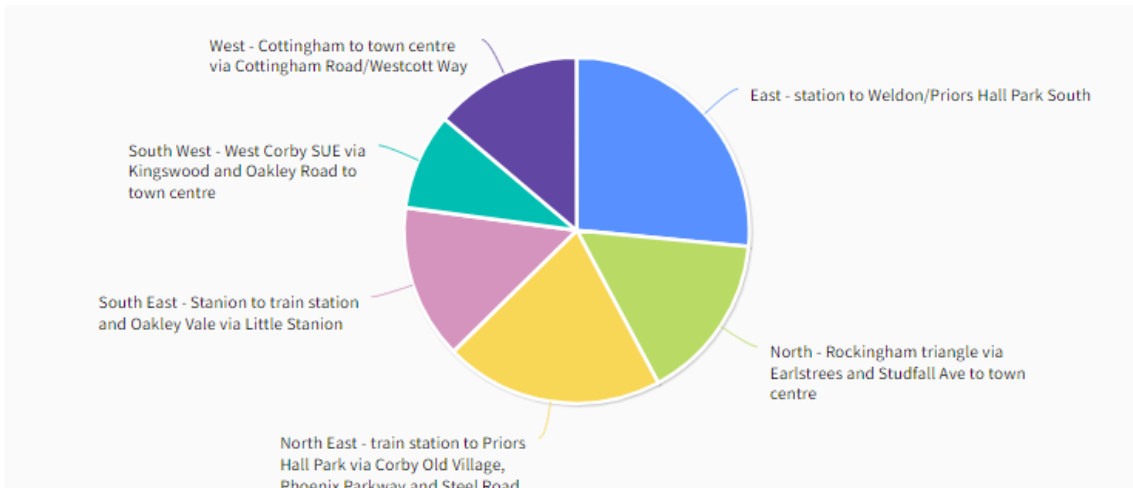
### **Figure 1, contributions sentiment**



The LCWIP identified 6 different routes and respondents were asked for the routes they thought should be prioritised. The cycle routes identified by respondents as being important to them were:

- East- Station to Weldon/Priors Hall Park South 26.5%
- North East – Train station to Priors Hall Park 20.5%
- North – Rockingham triangle 15.7%
- South East – Stanion to train station 14.5%
- West – Cottingham to town centre 13.9%
- South West – West Corby SUE to town centre 9.0%

**Figure 2, Priority cycle routes**



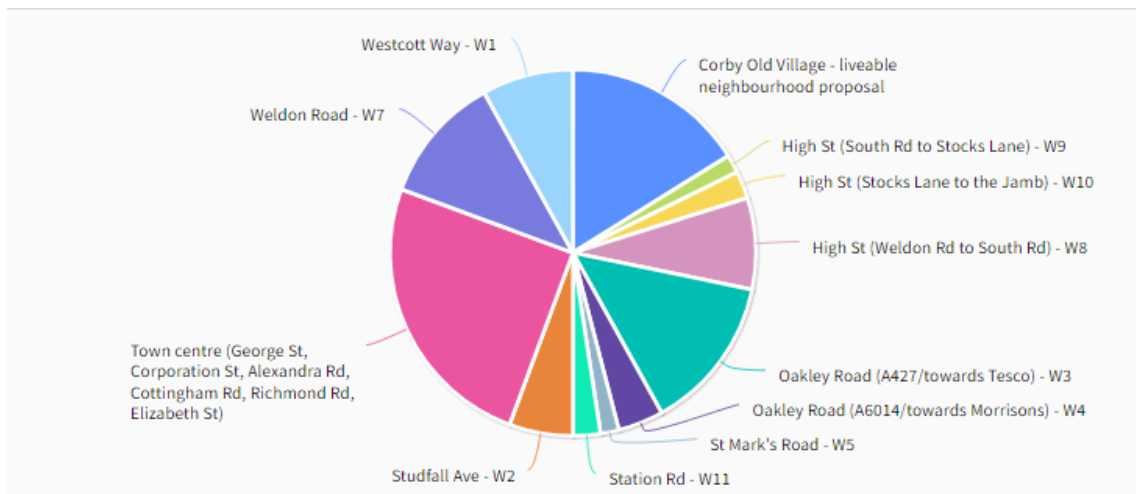
General comments provided

- Support for high quality cycling infrastructure, particularly crossings of high traffic routes and providing separation from traffic.
- Provide a connected network as opposed to individual interventions
- Need to consider needs of all the community particularly those with mobility needs and children when designing infrastructure, need for clearly identified infrastructure (shared, priority, etc)
- Call for road safety to be given higher priority when considering interventions, particularly speed reduction measures

- Funding should be to be redirected to improving road conditions and general maintenance
- For cycling infrastructure to be delivered alongside new development in the area. Comments noted the developers occurring in and around Weldon (particularly Priors Hall) and the need for crossings highlighting the A43.
- The need to established safe, connected and timely cycling improvements to support access to Weldon Village Academy School.
- Call for identified secondary routes to be prioritised including access to Gretton, Cottingham with Rockingham road specifically identified.

The LCWIP identified 13 different routes including area-based routes in the town centre and the establishment of a liveable neighbourhood proposal. Respondents were asked to identify three priority routes. The walk routes most often identified by respondents as being important to them were:

- Town centre 25%
- Corby Old Village 16.1%
- Oakley Road 13.7%
- Weldon Road 11.3%



#### General comments provided

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

In relation to the comments about the lack of routes to certain additional areas or regarding that many of the routes use existing roads (rather than new traffic free routes) it should be noted that the identification of the route network has gone through an extensive identification process with key stakeholders, based upon Department for Transport guidance (Local Cycling and Walking Infrastructure Plans – Technical Guidance for Local Authorities (2017)). The result is a comprehensive network, especially for the urban areas. It is considered that the extent and nature of the proposals are ambitious and have significant cost implications.

Therefore, the identification of additional routes to serve wider, mainly rural areas, is not considered to be a priority at this stage, especially given the progress with the identification of the Greenways network.

There were many comments noting the need to implemented active travel infrastructure as part of new development and prioritising the delivery of the cycling infrastructure around schools, particularly Weldon Village Academy. This is reflected in both the East and North Eastern routes being in the top three priority cycle routes.

The criticism of the standard of previously implemented infrastructure for cyclists and pedestrians occurs not only at a general level, but also in relation to comments on the specific route proposals. The main criticisms relate to variable widths of facility, number of locations where pedestrians/cyclists have to give way and also poor maintenance/encroaching vegetation. These recurring comments demonstrate the importance of ensuring that the route proposals of the LCWIP do not become diluted in the quality and attractiveness of provision they provide for pedestrians and cyclists as they progress through the design process.

The need for the plan to provide for disabled people and for all ages is noted and will be passed on to those taking forward the design of the route proposals. In addition to the need to consider speed management. The design standards which will be used for the development of the route proposals have been developed in order to ensure that all user types of such facilities are appropriately catered for.

## **5.1 The overall LCWIP**

There is a strong level of support for the overall proposals within the LCWIP, with 59% of respondents either happy or satisfied with the overall LCWIP. 14% of respondents were unhappy with the LCWIP.

## **5.2 Identified Priority for Routes**

In terms of the consultation responses, there are a range of views as to which of the identified routes should be prioritised. The three priority cycle routes were East- Station to Weldon/Priors Hall Park South (26.5%), North East – Train station to Priors Hall Park (20.5%) and North – Rockingham triangle (15.7%). A third of respondents identified the Town Centre for walking improvements, followed by Corby Old Village (16.1%) and Oakley Road (13.7%). There are therefore a significant number of similarities in the relative route priorities identified within the public consultation responses and those identified within the LCWIP report and therefore no changes to this element of the LCWIP are considered to be required.

This report will be published on the council's website and used to inform the future development and implementation of the Corby LCWIP.