



EXECUTIVE

18th January 2024

Report Title	Corby Local Cycling and Walking Infrastructure Plan
Report Author	Graeme Kane, Executive Director, Place and Economy (Interim)
Lead Member	Cllr Matt Binley, Executive Member for Highways, Travel and Assets

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – Draft Corby Local Cycling and Walking Infrastructure Plan – (December 2023)

Appendix B – Corby LCWIP, You Said Consultation Report (November 2023)

1. Purpose of Report

- 1.1. The purpose of this report is to provide information on the Corby Local Cycling and Walking Infrastructure Plan (LCWIP), report on the findings from the recent public consultation for the Corby LCWIP and to seek approval for adoption of the Corby LCWIP.

2. Executive Summary

- 2.1. Local Cycling and Walking Infrastructure Plans (LCWIPs) are the recommended Department for Transport approach for planning and co-ordinating provision for active travel modes. They provide a strategic and planned approach for short- and long-term provision for cycling and walking within the local area.

- 2.2. The draft Corby LCWIP (**Appendix A**) has been developed to enable North Northamptonshire Council (NNC) to:
- Identify prioritised cycling and walking infrastructure improvements for future investment;
 - 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.
- 2.3. The area of the LCWIP includes Weldon and the various nearby development proposals due to the potential increase in journeys on foot and by cycle. The proposals are designed to link with those of the Greenways Strategy.
- 2.4. Within the Corby LCWIP is significant analysis of the existing walking and cycling network, as well as the potential for cycling and walking in the local area. Using this information, a network of proposed routes and improvements have been identified and prioritised.
- 2.5. Public consultation was undertaken on the LCWIP proposals between 24th August and 27th September 2023. As part of this consultation respondents were asked for their overall feeling about the LCWIP. 59% of respondents were either positive or mainly positive, 27% were neutral and 14% were negative or mostly negative about the LCWIP. This shows a strong support within the respondents for the overall LCWIP. The Corby LCWIP, You Said Consultation Report is included at **Appendix B**.
- 2.6. The comments received for the LCWIP overall and for each of the route proposals have been examined. Many of the comments received have been supportive of the proposals, with only a small proportion providing negative comments.
- 2.7. Assuming the approval of this report, a final version of the Corby LCWIP will be published on the Council's website. Subject to funding being available, preliminary designs for the priority route/improvements will be developed to form the basis of future bids for capital funding from the Government's Active Travel Fund or other suitable funding sources.

3. Recommendations

- 3.1. It is recommended that the Executive:
- a) Notes the findings of the public consultation analysis for the Corby Local Cycling and Walking Infrastructure Plan (LCWIP) which forms **Appendix B** of this report;
 - b) Approves and adopts the Corby LCWIP which forms **Appendix A** of this report as a Council policy document;

- c) Agrees the prioritisation of routes within the Corby LCWIP, subject to funding being available, forms the basis of work to develop preliminary designs for the routes to inform future funding bids.

3.2. Reason for Recommendations – Local Cycling and Walking Infrastructure Plans (LCWIPs) are the recommended Department for Transport approach for planning and co-ordinating provision for active travel modes. They provide a strategic and planned approach for short- and long-term provision for cycling and walking within the local area.

The Corby LCWIP has been developed to enable the Council to:

- Identify prioritised cycling and walking infrastructure improvements for future investment;
- 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.

3.3. Alternative Options Considered – While it would be possible to develop an LCWIP based on a different methodology to that contained in Government guidance on LCWIPs, this is not recommended as it would mean that the Council was less likely to secure Government funding. However, should alternative funding (such as S106) become available for particular corridors, it would be possible to progress lower priority schemes on that basis.

4. Report Background

Introduction

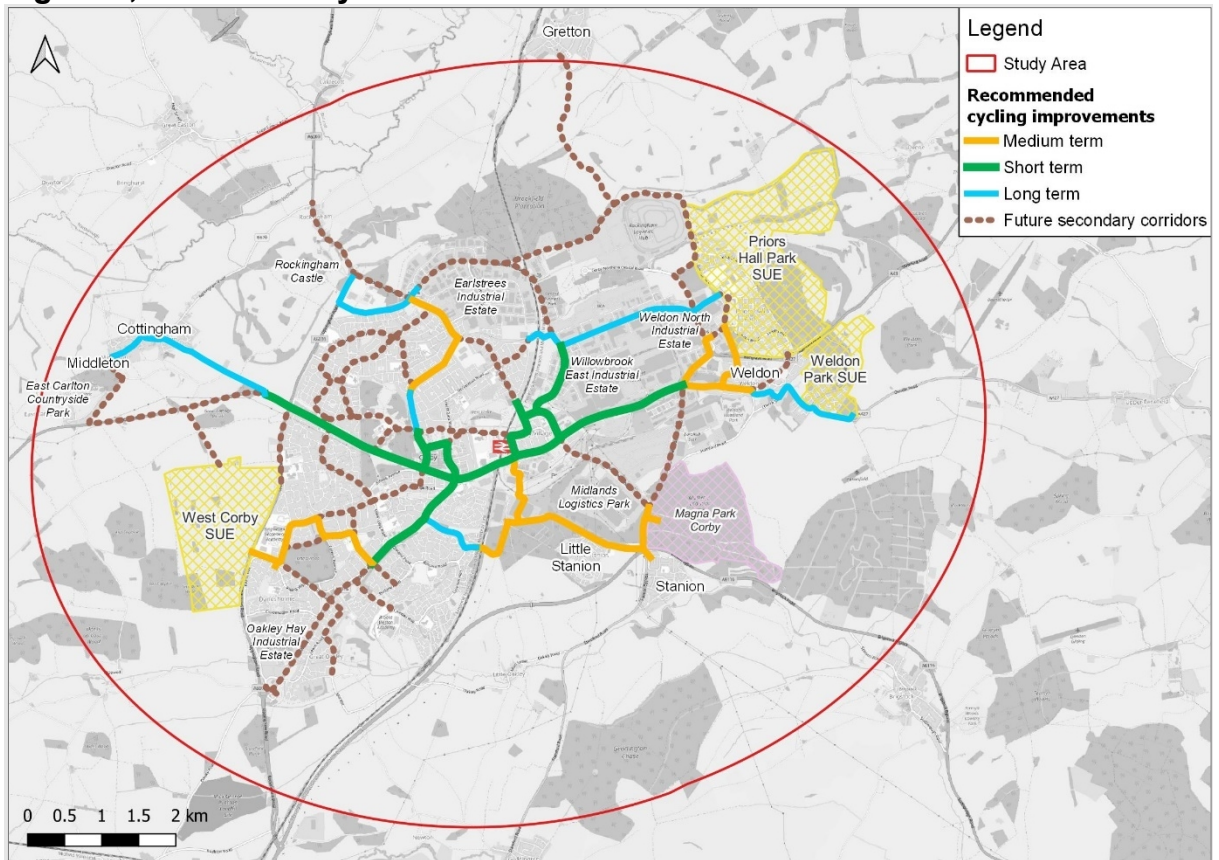
- 4.1. Local Cycling and Walking Infrastructure Plans (LCWIPs) are the recommended Department for Transport approach for planning and co-ordinating provision for active travel modes. They provide a strategic and planned approach for short- and long-term provision for cycling and walking within the local area. Schemes which have been prioritised within LCWIPs are more likely to receive Government funding.
- 4.2. The Corby LCWIP is the second in a series of LCWIPs that are being developed to enable the Council to;
 - Identify prioritised cycling and walking infrastructure improvements for future investment
 - 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
- 4.3. The draft Corby LCWIP has been developed in accordance with the Department for Transport LCWIP guidance. This has included a programme of engagement and consultation with stakeholders and the public throughout the development of the LCWIP proposals.

- 4.4. The area of the LCWIP includes Weldon and the various nearby development proposals due to the potential increase in journeys on foot and by cycle. The proposals are designed to link with those of the Greenways Strategy.
- 4.5. The Wellingborough and Rushden LCWIP is under development and will be brought to Executive for approval at a future date.

5. Issues and Choices

- 5.1. Within the draft Corby LCWIP (**Appendix A**) is significant analysis of the existing walking and cycling situation, as well as the potential for cycling and walking in the local area. Using this information, a network of proposed routes and improvements have been identified.
- 5.2. The cycling improvements include primary and secondary cycle proposals. The seven primary cycle corridors are:
 - Station Link
 - Eastern Corridor - A427 Weldon Road between the railway station and eastern parts of the town, including Weldon and Priors Hall Park
 - Northern Corridor - George St-Cottingham Rd, Studfall Avenue-Clydesdale Rd, Studfall Avenue-Rockingham Rd, Rockingham Rd and Rockingham Castle
 - North Eastern Corridor - Old Village, retail off Phoenix Parkway, large employment sites off Steel Road and Priors Hall Park
 - South Eastern Corridor – Little Stanion, Stanion and Magna Park
 - South Western Corridor - Oakley Road between the town centre and residential areas
 - Western Corridor - A427 Westcott Way / Cottingham Road, Cottingham, Middleton
- 5.3. The walking improvements identified are based upon:
 - A Core Walking Zone of the town centre area and 11 walking routes
 - An area-based approach in Corby Old Village
 - Most of the recommended walking improvements align with the identified primary cycle corridors. 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).
- 5.4. The draft Corby LCWIP analyses the above routes and prioritises the identified improvements in terms of being short, medium or long term in nature. For the cycling routes the short-term priority routes are identified as being Station Road, Western Corridor and sections of the Northern, Eastern and North-Eastern corridors as shown in the figure below. The specific walking improvements of Corporation Street (CWZ2 & CWZ3) and High Street in Corby Old Village (W8, W9 & W10) are identified as short-term priorities.

Figure 1, Prioritised Cycle Network



5.5. Public consultation was undertaken on the LCWIP proposals between 24th August and 27th September 2023. This consultation was undertaken using the Commonplace online platform. Full analysis of the received responses is provided within the Corby LCWIP, You Said Consultation Report (November 2023) (included as **Appendix B**) and is summarised in section 7.5 below.

6. Next Steps

- 6.1. Assuming the approval of this report, the Corby LCWIP will be published on the Council's website.
- 6.2. Subject to funding being available, preliminary designs for the priority route/improvements will be developed to form the basis of future bids for capital funding from the Government's Active Travel Fund or other suitable funding sources.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

7.1.1. The approval of the Corby LCWIP does not, by itself, have any resource or financial implications.

7.1.2. Funding sources will be sought so that the initial designs for the priority routes/improvements can be developed. The Council would be initially looking for external funding for the initial designs of the priority routes/improvements. However, the availability of such future funding is uncertain and therefore this approach may need to be reviewed.

7.1.3. The development of the initial designs of the priority routes/improvements will allow bids to be developed for Government or other sources of funding for construction such as Section 106 and where appropriate these will be the subject of future reports to Executive.

7.2. Legal and Governance

7.2.1. The consultation should describe the matter being consulted upon, in this case via a technical report which has been developed into the draft LCWIP. This included examples of improvements to the cycle and walking routes and where improvements were suggested. The public consultation allowed adequate time to respond, in this case, 24th August to 27th September 2023. The consultation process has given fair consideration to the representations received and an evaluation has taken place of the proposals made. Officers do not have to adopt all the proposals put forward. The decision makers, as is the case, here can take some of them forward by commenting/suggesting to the Executive Member Highways provided they have given due consideration to those they have rejected. The schemes identified as being the prioritised cycling and walking projects in the LCWIP will go on to form the basis for future funding bids for infrastructure to enable the implementation of those routes

7.3. Relevant Policies and Plans

7.3.1. The proposal will assist the Council in meeting the priorities in the Corporate Plan around:

- Safe and Thriving Places - Enable people to travel across North Northamptonshire and beyond
- Green, sustainable Environment - Promote sustainable, active travel, Embed low carbon technology, sustained and improved green infrastructure, and sustainable forms of transport fit for the future.

7.3.2. The proposal will assist the Council in developing and delivering the Council's Local Plans and Local Transport Plan, which the Council has a statutory duty to deliver.

7.4. Risk

- 7.4.1. If the Corby LCWIP were not to be approved there is a risk that the Council will not be able to obtain future funding for Active Travel schemes from Government or other sources. There may also be implications for the ability to obtain funding for delivering other transport infrastructure schemes.
- 7.4.2. A risk register will be developed as part of the project management process and will ensure risks are identified, recorded and monitored.

7.5. Consultation

- 7.5.1. A comprehensive consultation and engagement process has been undertaken in the development of the LCWIP proposals.
- 7.5.2. The development of the Plan has included the holding of workshops with key stakeholders at appropriate stages in the development of the proposals. These workshops enabled key stakeholders to outline issues they thought were of most importance for walking and cycling as well as locations for connection to the network. In addition to the workshops the online consultation platform of Commonplace was used to enable members of the public to provide their thoughts and comments.
- 7.5.3. Following the drafting of the LCWIP Technical Report, public consultation was undertaken between 24th August and 27th September 2023.
- 7.5.4. The consultation respondents were asked to submit responses for the following elements of the LCWIP proposals:
 - How they felt about the overall LCWIP?
 - Which Individual Routes they considered should be prioritised?
 - Level of support for and comments on each of the proposed routes/improvements
- 7.5.5. The comments received for the LCWIP overall and for each of the route proposals have been examined. 59% of respondents were either positive or mainly positive, 27% were neutral and 14% were negative or mostly negative with the LCWIP. Many of the comments received have been supportive of the proposals, with only a small proportion providing negative comments. This shows a strong support within the respondents for the overall LCWIP.
- 7.5.6. Comments included criticism of the standard of previously implemented infrastructure for cyclists and pedestrians. The main criticisms relate to variable widths of facility, number of locations where pedestrians/cyclists must 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. They also suggest that there will be a need to carefully consider future maintenance

requirements (particularly in relation to potential encroachment by adjacent vegetation) within the design of the proposals.

7.5.7. When asked which of the identified six different routes 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%

7.5.8. The LCWIP identified walking improvements, including area-based routes in the town centre and the establishment of a liveable neighbourhood.

7.5.9. Respondents were asked to identify three priority routes. The walking 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%

7.6. **Consideration by Executive Advisory Panel**

7.6.1. The Sustainable Communities EAP considered the Corby LCWIP on 26th April 2023 and most recently at their meeting on 9th November 2023. The panel commented on the community feedback and ensuring that they were considered in the plan development. The panel noted that the overall satisfaction with the Corby LCWIP was lower than that of the Kettering LCWIP and questioned the relationship between level of support, highway condition, particularly the prevalence of potholes and maintenance of the highway. Through discussion, it was noted that any schemes derived from the LCWIP would be built to the standards set out in Local Transport Note(LTN) 1/20 which is the industry standard and maintained in accordance with the authorities' Highways Asset Management Policy. It should be noted that external funding for LCWIP infrastructure is not typically able to be diverted towards other council activities such as highway maintenance. The Corby LCWIP proposals and its move towards adoption were supported.

7.7. **Consideration by Scrutiny**

7.7.1. The Place & Environment Scrutiny Committee have not considered the Corby LCWIP but may choose to do so in future.

7.8. Equality Implications

7.8.1. An Equality Screening Assessment has not identified any adverse impact on individuals with protected characteristics.

7.9. Climate and Environment Impact

7.9.1. The LCWIP will provide a strategic and planned approach for short- and long-term provision for cycling and walking within the local area. The provision for and promotion of active travel modes is an integral element of reducing the climate/environmental impact of local transport movements.

7.10. Community Impact

7.10.1. The Corby LCWIP will improve active travel connections between communities within the Corby area, which have benefits for health and well-being as well as supporting low cost and environmentally sensitive modes of transport. Of particular note are the Southwestern Corridor proposals which would connect the West Corby SUE, the 'left behind' area of Kingswood and the town centre.

7.11. Crime and Disorder Impact

7.11.1. There are no specific impacts relating to the recommendations in this report.

8. Background Papers

8.1. Local Cycling and Walking Infrastructure Plans – Technical Guidance (April 2017) ([Local cycling and walking infrastructure plans technical guidance \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/614212/local-cycling-and-walking-infrastructure-plans-technical-guidance.pdf)).