

# Corby Local Cycling and Walking Infrastructure Plan – consultation summary

## Introduction

The Corby Local Walking and Cycling Infrastructure Plan (LCWIP) is a ten-year plan for encouraging more people to undertake active travel (or: “travel by active means”) to help the Council achieve a number of targets around public health, improved air quality, better connectivity and reduced congestion.

As part of developing the plan, between 22 September and 13 November 2022 residents were asked to submit their comments on where they felt there are existing issues for walking, wheeling and cycling. Residents were also asked to give ideas on what could be done to improve routes or junctions in Corby (new crossings, segregated cycle tracks, wider footways, lower speeds etc.).

Residents were able to submit their comments online via the [Commonplace website](#), by email or via letter. The consultation was promoted on the Consultation Hub and through social media as well as with short radio adverts and poster in local libraries and other key locations.

## Results

Over 900 people visited the Commonplace platform, with 64 people leaving 198 comments. All the comments made are available on Commonplace for anyone to view.

Figure 1 shows the broad distribution of comments made. Each circle represents a comment. Where there are a group of comments close together, the number in the centre of the circle represents how many comments there are represented by the larger circle.

The colour of the circles represents how residents categorised their comment: positive (dark green), mostly positive (bright green), mostly negative (amber) and negative (red).

In the main, the comments are concentrated on the main roads, but there are also comments reflecting the lack of connection to more rural areas such as Gretton.

A short summary of the type of comments received for each corridor is outlined below.

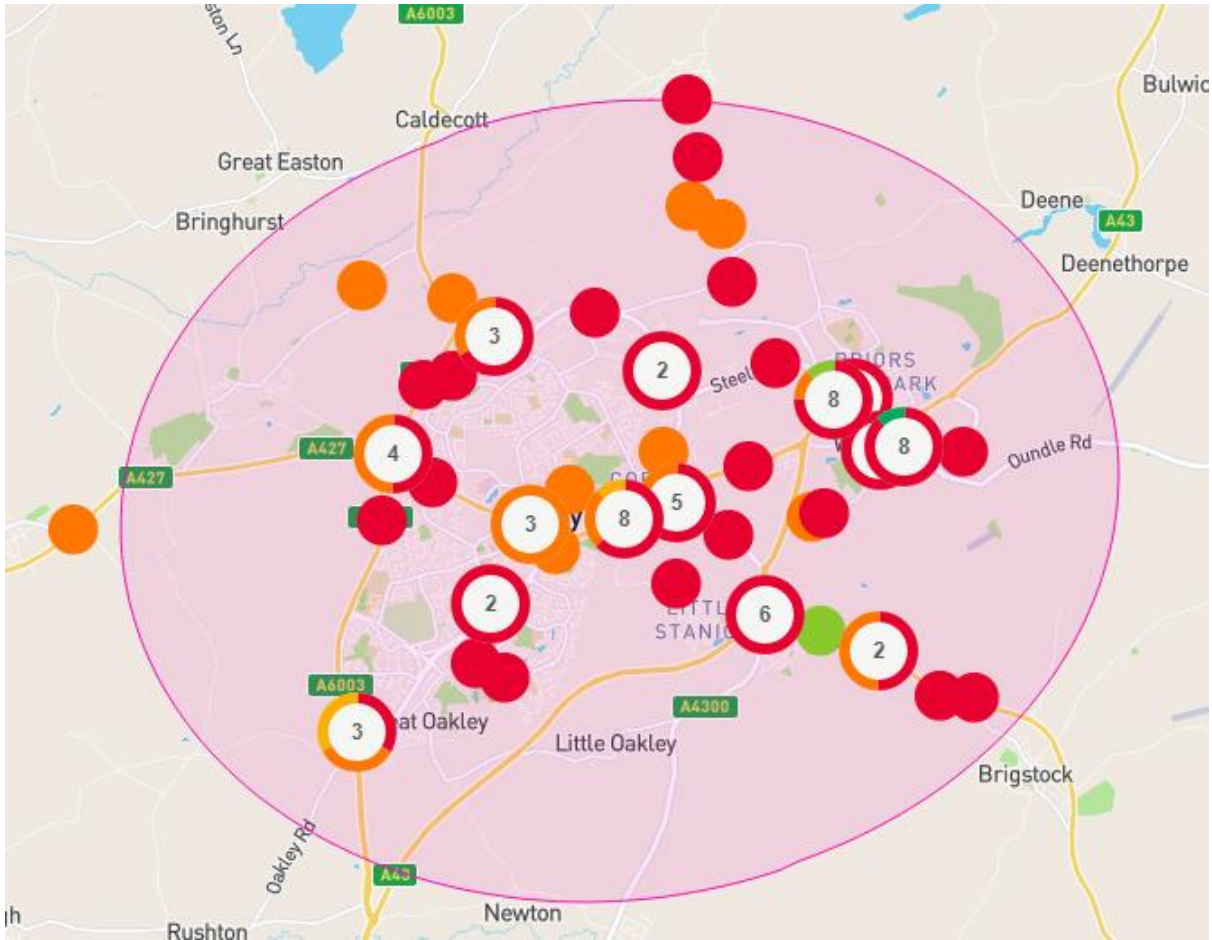


Figure 1- Heatmap of comments for Corby

**Station Link - town centre to train station**

No comments were received on this route. This is likely to be because there has recently been a separate consultation just on this route.

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

The key concerns along this corridor were around the lack of safe crossing points, level of congestion, maintenance of the existing footways and then several comments concentrated within the village of Weldon concerning traffic speeds and volumes.

Some examples of comments received were:

- Weldon, Oundle Road: "This road is blighted by greatly increased traffic volumes due to the developments 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..."

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

The key concerns along this section were around narrow footways, speed of traffic and maintenance issues along Rockingham Road.

Some examples of comments received are:

- 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."
- 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."

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

Key concerns in this area were about better provision for those walking or cycling to cross major junctions:

- 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 feel scared crossing there. I'm dreading walking my child to school. Every day errands are becoming a tactical game with time planning when is best to go, to be able to cross the road and from which direction...it's terrible! "
- Phoenix Parkway/Steel Road: "Very dangerous junction for cyclists to cross."

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

The key concerns raised on this corridor were about better connectivity between Little Stanion and Corby town centre and better crossing provision:

- 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**

The key concerns raised in this area were about lack of footways and being able to safely cross the main roads:

- 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...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**

The key concerns raised in this area were about narrow footways and the quality of existing cycle provision:

- 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."

## **Most upvoted comments**

As part of the consultation, residents could 'upvote' comments made by others. The following comments were the most 'upvoted'.

- George St to Westcott roundabout: "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: "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: "The A43 junction crossing at the Holiday Inn...one has to cross a three-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."
- 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."

## What happens next?

All of the comments from the consultation have been read and were presented at a workshop for key stakeholders (such as town and parish councils, healthcare providers, interest groups etc) on 5 December 2022 as part of ongoing engagement.

The results from the consultation were used to inform which corridors were audited as part of creating a network of routes to form the draft Local Cycling and Walking Plan (LCWIP).

As a direct result of the consultation, there were some additional secondary and future routes which have been added and some of the existing corridors were modified slightly to reflect the comments made. A map of the corridors is available on Commonplace.

The specific comments, for example on how a particular junction should be improved, will be used as part of drafting the high-level proposals for each corridor that will be outlined in the draft LCWIP.

Residents will have the opportunity to provide further feedback on the draft corridor proposals in due course.

Following the feedback on the draft proposals, the draft LCWIP will be subject to public consultation in 2023.

The Commonplace platform will continue to remain open for further comments and will be used for future engagement activities.

For further information you can email [corbycp@brightwayz.co.uk](mailto:corbycp@brightwayz.co.uk) or write to:

Transport Strategy and Sustainable Transport Team  
North Northamptonshire Council  
Sheerness House  
Kettering  
NN16 8TL