Corby Town Transport Strategy

Contacts and Further Information

This is Northamptonshire County Council’s Corby Town Transport Strategy.

It sets out the overarching vision for transport in Corby and sets out our strategy to achieve it. This strategy is one of a series of thematic daughter documents to the Northamptonshire Transportation Plan that was adopted in April 2012.

Should you have any comments that you would like to make regarding any of the issues outlined in this strategy, please contact the Transport Planning Team.

Transport Planning
Highways, Transportation and Infrastructure
Northamptonshire County Council
Riverside House
Northampton
NN1 5NX

Email: LTPconsultation@northamptonshire.gov.uk
Contents

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Theme &amp; Content</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Northamptonshire Transportation Plan</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>Introduction</td>
<td>11</td>
</tr>
<tr>
<td>3</td>
<td>Identifying the Issues - now</td>
<td>17</td>
</tr>
<tr>
<td>4</td>
<td>Future Growth</td>
<td>30</td>
</tr>
<tr>
<td>5</td>
<td>The Transport Strategy for Corby</td>
<td>35</td>
</tr>
<tr>
<td>6</td>
<td>Delivery Plan</td>
<td>65</td>
</tr>
</tbody>
</table>
Chapter 1: Northamptonshire Transportation Plan: Fit for Purpose

Transportation is not an end in itself. The movement of people and goods takes place not for its own sake, but to fulfill the diverse needs and desires of the public. Therefore the County Council’s transport policies are similarly promoted for their effect on other specific goals, priorities and objectives, rather than as an end in themselves.

Northamptonshire Transportation Plan Vision:

For Transport and Travel to contribute towards making Northamptonshire a great place to live and work, through creating tangible transport options to satisfy individual needs and to encourage more sustainable travel. The transport system will provide fast and efficient movement of people and goods, and will be accessible for all. Expanding networks and capacity of networks in Northamptonshire will be fully integrated into new developments and regeneration areas to support more sustainable communities.

Economic growth and prosperity is a top priority for Northamptonshire and connectivity has a vital role to play in encouraging businesses to locate to the area, and getting people to work and services such as education and health, as well as to leisure activities and for shopping. Improved technology and local accessibility will reduce the need to travel, whilst supporting economic growth, within a low carbon environment and Northamptonshire will become an exemplar for the latest developments in information technology, fuel technology, and new forms of transport.

The county council will work in partnership with all stakeholders and the wider community to deliver this transport vision and strategy.

This transportation plan needs to be both aspirational and realistic at the same time. Current economic climates mean that transport is certainly in a more austere time than in the last 15 to 20 years and this plan needs to reflect that but at the same time still plan for future growth.

The overall aim for this Transportation Plan is:

‘Northamptonshire Transportation - Fit for..... Purpose’

The aim ‘fit for purpose’ means creating a network that delivers exactly what Northamptonshire needs to be able to function plus what it needs to be able to grow.
This overarching aim can then be broken down into six objectives that have been chosen to guide this Transportation Plan. These objectives have been drawn up to reflect the issues which have been identified as locally important through consultation, while at the same time reflecting wider national and local policy context. These objectives have been deliberately chosen to reflect the main impacts that transport can have on the wider community, rather than being linked to particular schemes or measures. They form the basis upon which the policies and programmes contained in this Plan have been developed.

1. **Fit for.......the Future** – creating a transport system that supports and encourages growth and plans for the future impacts of growth, whilst successfully providing benefits for the County.

2. **Fit for.......the Community** – through the transport system help to maintain and create safe, successful, strong, cohesive and sustainable communities where people are actively involved in shaping the places where they live.

3. **Fit to.......Choose** – ensuring that the people of Northamptonshire have the information and the options available to them to be able to choose the best form of transport for each journey that they make.

4. **Fit for.......Economic Growth** – creating a transport system that supports economic growth, regeneration and a thriving local economy and successfully provides for population and business growth.

5. **Fit for.......the Environment** – to deliver a transport system that minimises and wherever possible reduces the effect of travel on the built, natural and historic environment.

6. **Fit for.......Best Value** - being clear about our priorities for investment and focusing on value for money by prioritising what we spend money on and how it can be beneficial for the county as a whole and search for alternative sources of funding.

The Northamptonshire Transportation Plan fits in with the Northamptonshire Arc, helps to deliver the Core Spatial Strategies in West and North Northamptonshire and supports the work of the Local Enterprise Partnerships.
Daughter Documents

This Strategy is the part of a series of documents which form the Northamptonshire Transportation Plan ‘suite of documents’. This suite of documents include strategies or plans covering a range of transport themes and also detailed geographic strategies or plans for Northamptonshire’s main towns.

Thematic strategies or plans have been developed as daughter documents to the Northamptonshire Transportation Plan, of which this Corby Town Strategy is one.

Figure 1: Proposed Northamptonshire Transportation Plan suite of strategies

![Diagram showing the suite of strategies including Northamptonshire Arc and Northamptonshire Transportation Plan (2012)]

Town Transport Strategies

This Town Transport Strategy has been developed to meet the needs of Corby; to coordinate the approach and shared commitment of all parties involved in both delivering the improvements to and the provision of the transport and highways provision and infrastructure within Corby as it grows.
The following table shows how the Town Transport documents tie in with the six over-arching Northamptonshire Transportation Plan objectives:

<table>
<thead>
<tr>
<th>Town Transport Strategies</th>
<th>Northamptonshire Transportation Plan Overarching Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fit for..... the Future</td>
</tr>
<tr>
<td>The town transport strategies set out the transport improvements that are required to support growth as set out in the Local Development Documents with the Local Development Frameworks for the area that they cover.</td>
<td>The strategies consider the improvements that are necessary to increase the attractiveness of sustainable transport modes and increase accessibility of services.</td>
</tr>
</tbody>
</table>
Chapter 2: Introduction

The Corby Town Transport Strategy establishes the County Council’s vision for transport in Corby up to 2031, to support the town’s economic prosperity and well-being.

This strategy presents a combination of short to medium term interventions and longer term aspirations for all modes to deliver a highway and transport network which meets future demand. As a daughter document of the Northamptonshire Transportation Plan (NTP), the strategy is supported by the twelve thematic strategies that make up the NTP suite of documents which cover; freight, bus, rail, walking, cycling, air quality, smarter travel choices, development management, highway improvement, road safety and parking. These strategies set out the County Council’s vision for each transport related topic area, and therefore should be read in conjunction with this document.

This strategy is based on meeting the growth aspirations for Corby to 2031 which are outlined in the Emerging Joint Core Strategy due to be adopted in 2015. This strategy is based on the latest publicly available housing and employment assumptions which have been published by the Joint Planning Unit.

The recent economic climate has meant that sites allocated in the adopted Core Spatial Strategy have not come forward as quickly as expected, particularly some of the Sustainable Urban Extensions where upfront infrastructure is required. The intention is that this strategy will be reviewed on a regular basis to ensure that the delivery plan associated with it remains up to date.

This strategy has been produced by the County Council in partnership with Corby Borough Council and other key stakeholders and shaped through feedback from consultation exercises.

Context

Corby is situated in the heart of England at the point where the A43 to Stamford and A427 to Market Harborough meet, with excellent road links via the A14 to the M1, M6 and A1 and rail service to London. The town rapidly grew up around steel manufacturing, drawing workers from Scotland and Ireland from the 1930’s until 1980 when the end of iron and steel production in Corby was formally announced. Large scale unemployment followed; however Corby has gradually recovered helped by significant investment, including most recently enhancement of the retail offer (Willow Place), public realm improvements, the Corby Cube and the new railway station.
Corby has ambitious plans for new housing and significant levels of economic growth. Transport modelling has shown that growth planned in Northamptonshire will result in an increased demand for travel which will put particular pressure on the town centres and the inter-urban routes connecting the main towns in Northamptonshire.

To this end, this strategy concentrates study on the existing urban area of Corby together with the focus for growth in the Sustainable Urban Extensions of West Corby, Weldon Park and Priors Hall (including that which falls within East Northamptonshire). For our plans for investing in the inter-urban network please see the Northamptonshire Major Roads Strategy, Bus Strategy and Rail Strategy.

Aims and objectives

| The aim of the Corby Town Transport Strategy is to enhance the highway and transport network through implementation of enhancements to the public transport, cycling and walking environment alongside low carbon technologies and highway capacity enhancements to support the delivery of Corby’s ambitious plans for economic growth and doubling of population by 2030 and to meet the increased demand for travel. |

The key objectives of the strategy are to:

- Encourage people to use sustainable travel;

- Support the regeneration of Corby and its economic competitiveness and growth through a programme of highway improvements to reduce the cost of congestion and support the distribution economy;

- Enhance modal choice and create connected communities in the town by improving the public transport, walking and cycling environment for all as well as the take up of plug-in vehicles and low carbon vehicles;

- Enhance linkages from and within the sustainable urban extensions to the existing urban form;

- Lobby for an improved railway service to enhance connectivity, attract inward investment and to support job creation;
• Provide a clear prioritisation method for investment in transport infrastructure and a focus on delivering best value for money; and

• Deliver a programme of infrastructure improvements and demand management to support the increased demand for travel (balancing the need for increased junction and link capacity and attractive sustainable alternatives)

Policy

Proposals contained within this document have been developed with due regard to national and local policy.

National

The National Planning Policy Framework (NPPF) was adopted in March 2012 and replaced the previous suite of national Planning Policy Statements, Planning Policy Guidance notes and some circulars with a single, streamlined document, allowing people and communities ‘back into planning’. It marked a shift towards promoting sustainable development and prioritising economic growth and through the Localism Bill, a return to local and neighbourhood plans to empower local people to shape their surroundings.

In order to assist this shift change, the objectives of the NPPF are to make planning transparent, effective and efficient through a system based on:

• National policies which set out the Government’s requirements for the planning system and how these are expected to be addressed;

• Local and neighbourhood plans, which empower local people to shape their surroundings; and

• Development management, which allows planning applications to be considered on their merits, within this national and local policy framework

Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (January 2011)

In terms of strategic policy, this White Paper focuses on delivering reliable and efficient transport networks to support national economic growth, reducing transport’s greenhouse gas emissions, improving safety and health through active travel modes, and improving quality of life overall are all stated goals of the document.
The White Paper:

- Brings together the announcements and initiatives on local transport governance and funding since the May 2010 elections.
- Emphasises the key role of developing sustainable travel in delivering the Government’s key objectives for Local Transport, underlining the importance of travel by car and rail for longer-distance journeys.
- Stresses the role of local communities in identifying transport needs and shaping transport responses in their own areas.

The theme of the White Paper is “offering people choices that will deliver...shift in behaviour in many more local journeys, drawing on what is tried and tested”.

For local journeys (two-thirds of all journeys are less than five miles), the aim is to make walking, cycling and public transport more attractive. Local councils and the community are envisaged as having a vital role in enabling people to make more sustainable transport choices. The Government’s role will be to remove burdens and make sustainable choices integral to mainstream transport planning.

Where people still need to use cars, e.g. in rural areas and for longer journeys, this will be “greened” by supporting the market in electric and other ultra-low emission vehicles. However, for longer journeys rail travel (particularly high speed rail between big cities) will be critical to provide alternatives to the car.

*Enabling Local Delivery*

Actions recently taken by the Government to devolve power and give greater financial autonomy to local authorities and communities on transport include:

- Reducing the number of grants to local authorities into four simplified streams, and removing ring fences.
- Local Enterprise Partnerships (LEPs) to bring together business and civic leaders to set strategies to allow areas to prosper.
- Tax Increment Financing (TIF) as a means to lever local investment and economic growth.
- Decentralising planning within a new National Planning Policy Framework and giving local communities the means to develop their own planning solutions.
• No longer requiring local councils to review progress on local transport, but getting them to provide key data on performance so they can still be held to accountable.

The Northamptonshire LEP has secured £67.3m from the Government’s Local Growth Fund to support economic growth in the area – with £9.1m of new funding confirmed for 2015/16 and £11.5m for 2016/17 to 2021. This includes:

• As part of the Government’s ongoing commitment to the Northamptonshire LEP a provisional award of a further £35.1m of funding for projects starting in 2016 and beyond; and
• £11.6m of funding which the Government has previously committed as part of Local Growth Deal funding to the area.

Local

Local Plans

The adopted Core Spatial Strategy outlines the plan for growth to 2021. Corby, Kettering and Wellingborough were all identified as growth towns and the main focus for population, employment and retail growth within the town centres.

The adopted Core Spatial Strategy is currently in the process of being reviewed, and will be replaced by the Joint Core Strategy 2011-2031 due for adoption in 2015. The Emerging Joint Core Strategy 2011-2031 (consulted on in August 2012) retains the focus for growth in market towns, but additionally sets out a more enhanced role for Rushden as a Growth town. The Emerging Joint Core Strategy 2011-2031 takes a view that previous ‘top-down’ regional targets are not realistic, and that instead housing targets should be more closely aligned with past trends, local needs and strategic opportunities. The Emerging Joint Core Strategy identifies the Objectively Assessed Need (OAN) for North Northamptonshire as 35,000 dwellings, with a strategic opportunity for additional growth at Corby, giving a strategic opportunity figure for 40,000 dwellings in the HMA as a whole.

The Sustainable Urban Extensions which are currently being developed (Priors Hall) and planned (Weldon Park and West Corby) will provide major locations for housing and employment growth, supported by a comprehensive transport network, high quality infrastructure and public services.
In the production of this transport strategy due consideration has been given to the adopted Local Plan for Corby and the underlying evidence base produced for the Site Specific Allocations Development Plan Document which has not been adopted.
Chapter 3: Identifying the issues - now

Travel patterns in Corby

How people wish to move around a town is determined by the location of trip attractors, be it employment, education, healthcare or leisure. Identifying how travel demand to these locations is currently being met and how they will be accessed in the future is a good starting point for a transport strategy.

In Corby, the vast majority of people live and work within the borough. The main areas of employment in the town are concentrated within the town centre, or within the industrial estates on the northern and eastern outskirts (Weldon North, Willowbrook East, Earlstrees and Oakley Hay/ Southern Gateway, Weldon South and Eurohub).

In terms of education there are a number of schools located across Corby and a further education college (Tresham College of Further and Higher Education) within the main campus on Oakley Road, and smaller buildings on St Marks Road and Cottingham Road.

There is a community hospital on Cottingham Road, which includes an urgent care centre and occupational therapy services. For emergency healthcare, the nearest Accident and Emergency department is in Kettering, so continuing to maintain good quality public transport services to Kettering is crucial. Doctor and dentist surgeries are located across the town.

There are a number of parks and leisure facilities in Corby, including the new international swimming pool in Parkland Gateway, football stadium, Lodge Park, East Carlton Park, Rockingham Speedway and Rockingham Castle as well as the Corby Cube, housing a library, theatre and council offices. Other leisure facilities include an athletics track and Adrenaline Alley.

In recent years there has been significant investment in the retail offer in Corby. Willow Place shopping centre together with George Street, Elizabeth Street and Corporation Street form the main commercial centre. The out-of-centre Phoenix Retail Park also sustains a number of popular retail units and a supermarket. St James industrial retail park has also been developed in recent years.

Corby railway station is located on the outskirts of the town centre on Station Road. An on-street bus interchange is located on George Street.
Travel to work distances and modal choice

The majority of people in Corby live and work within the borough, around 84 percent (2001 Census). For those who commute within Northamptonshire, the majority of trips from Corby are to Kettering and Northampton. For those commuting out of the County, the highest numbers of trips are to Market Harborough and Peterborough, followed by London. Corby also attracts inward trips from Market Harborough, Peterborough and Leicester.

The high levels of people living and working in the borough is reflected in the distance travelled to work figures collected as part of the 2001 Census, which show that around 63 percent of Corby’s population travel under 5km to work (excluding those who work from home).

In terms of modal share, travel to work patterns in Corby are distinctive compared to those in the rest of Northamptonshire, owing to the low levels of car ownership resulting in higher level of public transport use and car sharing and a relatively low percentage of those travelling alone by car (see Table 1).

<table>
<thead>
<tr>
<th>Mode</th>
<th>Corby (%)</th>
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<tbody>
<tr>
<td>Underground, metro, light rail or tram</td>
<td>0</td>
</tr>
<tr>
<td>Train</td>
<td>1</td>
</tr>
<tr>
<td>Bus, minibus or coach</td>
<td>6</td>
</tr>
<tr>
<td>Taxi or minicab</td>
<td>1</td>
</tr>
<tr>
<td>Motorcycle, scooter or moped</td>
<td>1</td>
</tr>
<tr>
<td>Driving a car or van</td>
<td>66</td>
</tr>
<tr>
<td>Passenger in a car or van</td>
<td>11</td>
</tr>
<tr>
<td>Bicycle</td>
<td>3</td>
</tr>
<tr>
<td>On foot</td>
<td>9</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
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Table 1: Method of travel to work as a percentage (Source: 2011 Census)

More detailed analysis at ward level indicates that travel patterns differ between wards. For example, cycling is highest to the east of the town centre, walking is highest in the centrally located wards and bus use is highest in Hazelwood, Kingswood and wards further west.
Similarly, newer areas, such as Oakley Vale have been found to have higher levels of single occupancy car use. This reiterates the importance of concentrating resources in the new sustainable urban extensions to influence travel patterns early on and encourage use of sustainable modes.

**Personal mobility**

Corby historically has had low car ownership levels relative to the rest of the county. In recent years, the percentage of residents who own a car has slightly increased (see Table 2), with 67 percent of residents now owning between one and two cars (2011 Census).

<table>
<thead>
<tr>
<th></th>
<th>No cars</th>
<th>1 car</th>
<th>2 cars</th>
<th>3 cars</th>
<th>4 cars</th>
</tr>
</thead>
<tbody>
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<td><strong>2001</strong></td>
<td>7,060</td>
<td>10,049</td>
<td>4,042</td>
<td>704</td>
<td>154</td>
</tr>
<tr>
<td><strong>2011</strong></td>
<td>6,698</td>
<td>11,093</td>
<td>5,932</td>
<td>1,192</td>
<td>300</td>
</tr>
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</table>

*Table 2: Household car ownership (Source: 2001 and 2011 Census)*

**Highway Network**

The nearest strategic road managed by the Highways Agency is the A14 which runs to the south of Kettering. The principal roads in Corby are the A6003, A6116 and the A427 which are the main radials into and out of the town. The A43 passes immediately to the east of the town.

Annual average daily traffic (AADT) is a figure used to indicate the average traffic flows on a particular road. The County Council has seven automatic traffic monitoring sites in Corby which collect this data. The 2013 two-way traffic flows are annotated on Figure 2. It can clearly be seen that the highest trafficked roads within Corby are along Oakley Road and Weldon Road, which provide access into the town centre.

The A43 Corby Link Road completed in spring 2014 has been designed to reduced traffic flows on the former A43 through Geddington and improve accessibility to the eastern side of Corby. The scheme is also expected to demonstrate relieved traffic flows on Oakley Road and Weldon Road.
Figure 2: Annual Average Daily Traffic in Corby (2013, NCC)

Broadly speaking the highway network in Corby remains largely uncongested. As a relatively new urban area, the geography of the town is typical of New Town developments; sparsely laid out residential areas; clearly separated from other land uses and each other with generous provision of highways all offset by a high quality of landscaping. Except at a few locations, there is currently adequate junction and link capacity.

Public Transport

Bus

Following investment in Corby’s bus network in 2003, one of the highest rates of growth in bus patronage ever seen in the county was achieved with patronage on key routes doubling; a result
of significant investment in infrastructure, restructured bus routes and competitive pricing. The result is that the town service networks which had been under threat of withdrawal have now been established on a commercial basis and continue to have good levels of patronage.

**Local routes**

The core urban routes in Corby are the Corby Star services 1 and 3 which serve the majority of the residential areas and provide a link to the town centre. These services are able to provide a high frequency ‘walk up’ service during the day due to the high volume of passengers.

The structure of the urban bus network in Corby means that cross-town movements typically require interchange in the town centre, particularly for access to the employment areas, although some peak hour services do serve Earlstrees Industrial Estate for example. The central area of interchange means that almost everywhere can be reached within one change.

Although the bus services are well used in Corby, there are no evening services because they are not commercially viable and there is only one Sunday service – the Corby Star 3 which operates with a lower frequency and longer journey time compared to during the week. The improved cultural, leisure and shopping offer in Corby may increase use of bus services, but it is unlikely that the demand will be sufficient enough to make evening or improved Sunday services commercially viable for bus operators. An innovative use of Section 106 funding is one way of funding the gap and may be appropriate in some cases on a short term basis until patronage increases and the service becomes commercial.

**Inter-urban routes**

There are four main inter-urban routes serving Corby; the X1 from Corby to Burton Latimer, the X4 from Peterborough to Milton Keynes, the hourly Rutland Flyer to Oakham and the broadly hourly 67 from Corby to Market Harborough through Cottingham. Together, the X1 and X4 provide four buses an hour to towns such as Kettering, Wellingborough and Northampton, as well as providing a half-hourly connection from the remaining residential estates such as Oakley Vale and Great Oakley, not served by the core urban routes to the town centre and the railway station (X1). The X4 also provides a link to the Willowbrook Industrial Estate, Corby Business Academy and Asda in the east of Corby. Although inter-urban connections are good and frequent from Corby, accessing higher order services and facilities, including education establishments such as Northampton University from Corby is less attractive due to long journey times.
The current Corby bus map and timetable information can be found online on the Northamptonshire County Council website at:

**Bus infrastructure and marketing**

Real-time passenger information system (RTPI) is in operation on the X4 and X1 with display screens at five bus stops. Bus timetable and route information is widely available via the internet, at libraries, bus stops, direct to mobile phones and through Traveline.

There are forty bus shelters within the town, the majority of which are maintained by Corby Borough Council with the remainder maintained by the County Council, Homes and Communities Agency and Asda.

The main bus interchange is located on George Street and has recently undergone a significant improvement programme as part of the regeneration of Corby. Alterations on George Street have achieved prioritised access for buses and taxis, alongside significant investment in the public realm with modern bus shelters and better pedestrian priority.

**Bus operational environment**

In general, journey time reliability on local bus routes is good in Corby due to few areas of significant congestion so the impact on running times is negligible. As travel demand grows, maintaining good bus journey time reliability will be critical in maintaining and enhancing public transport as an attractive offer. Key to this will be investing in bus priority measures where appropriate, particularly utilising opportunities to implement where junction improvements are being carried out to reduce cost and disruption to road users.

Longer term, as travel demand increases, the number of buses using George Street may increase and further investigation is needed to identify how the existing bus stops in the town centre can be best utilised.
Rail

Corby railway station was newly constructed for the re-opening of the line in February 2009. It is therefore a modern station, equipped to current standards in terms of accessibility, and with scope for future growth in patronage. The railway station has a taxi rank, bus interchange and a long stay car park with capacity for 150 vehicles (see Figure 3).

Figure 3: Images of Corby Railway Station: bus interchange and taxi rank

Corby railway station is located on a branch line off the Midland Main Line to the east of Corby town centre. The line leaves the Midland Main Line at Glendon Junction to the north of Kettering and runs through Corby and onwards to join up with the Leicester – Peterborough line at Manton Junction. The line is currently single track from Glendon Junction to Corby and double track onwards to Manton Junction, with a line speed of 60mph.

Rail patronage

Since the opening of Corby Railway Station in 2009, estimated patronage has almost doubled from in the region of 115,000 (2009/10) to 232,000 (2012/13) estimated entries and exits. Similarly, the number of season tickets over this time has more than doubled, which represents very significant growth.

Connectivity by rail and capacity constraints

A core hourly passenger service operates southbound between Corby and London St Pancras Monday to Saturday, with a journey time of just over an hour. On Sundays there is an hourly service which requires interchange at Kettering; with journey times subsequently being slightly longer.

There are two direct services a day north of Corby to Derby; otherwise, provision north is possible via a change in Kettering and therefore achieving optimum connection times is very important for those interchanging.

Accessibility to the railway station

The town centre and railway station are only around a mile apart, but there currently is no legible route between the two by foot or by cycle. The proposed Corby Walk will assist in improving connectivity between the town centre and the railway station and cycling infrastructure improvements will mean that the town centre is easily accessible by cycle.

Connectivity with the wider public transport network is important as part of encouraging people to use sustainable transport, as many journeys on public transport involve interchange with another mode of transport. Corby railway station is currently served by the X4 with 4 buses an hour Monday to Saturday. The railway station is also additionally served by service 2 on a less frequent basis. On Sundays the railway station is currently served by the X1 and X4, giving a total of two buses an hour.

These services meet some of the demand for travel to and from the railway station, however parking surveys undertaken by the County Council in 2011 at the railway station indicated that there is still a high frequency of drop-off and pick-ups movements (i.e. people parking 15 minutes or less), with only 24 percent of people parking over three hours and the car park only ever reaching 33 percent capacity on the day it was surveyed.

The high frequency of drop-offs suggests that there is still untapped demand which could be met by bus services to the railway station. At this time the car park is sufficient to meet demand; however as travel demand for rail services increase, monitoring demand for car parking to mitigate the impact on the surrounding residential areas will become increasingly important.
**Future investment**

In July 2012, the Secretary of State for Transport issued the High Level Output Specification (HLOS) for Control Period 5 (2014-2019) and expressed commitment to the electrification of the Midland Main Line from Bedford to Nottingham, Derby and Sheffield (including the line from Kettering to Corby) as well as potentially the double tracking of line between Kettering and Corby.

Alongside the HLOS announcement the Department for Transport has outlined that an enhanced half-hourly service is required from Corby to London St Pancras to meet forecast growth by 2019. It is very pleasing that the Department recognises the significant patronage growth that has been seen at Corby and the potential that an increase in service frequency such as this would offer in terms of delivering a real step-change in people’s behaviour.

Electrification has a number of advantages including reducing rail industry costs and tackling climate change but it will also provide the opportunity to upgrade infrastructure to reduce journey times on the Midland Main Line.

The double-tracking of the line between Kettering and Corby is likely to require the construction of a second platform together with an accessible footbridge, and the County Council would expect this to be funded by Network Rail as part of their investment programme. Electrification of the route to Corby is planned to be completed by 2017.

The Government has indicated that it sees potential for further electrification in Control Period 6 (2019-2024) which would include other key freight routes. The County Council sees considerable potential for Felixstowe – Ipswich – Ely – Peterborough – Leicester – Birmingham route, including the connection from Corby to Manton Junction, to be electrified as part of this programme, as this route links a number of current (or planned) electrified routes and would enable a significant number of freight trains to be electrically hauled. There are also potential benefits in the introduction of a new Manton Curve connecting the Corby – Oakham and Oakham to Peterborough lines and allowing through running from Peterborough to Corby and the southern section of the Midland Main Line and East/West Rail.

As a result of the electrification of the Midland Main Line there is the potential that the service north of Corby towards Oakham and Melton Mowbray, which is not a franchise commitment, may be withdrawn, the County Council sees retaining and enhancing this service northwards as very important.
Walking and cycling

In general, footways in Corby are wide and well maintained, but in some areas there are missing sections of footway and dropped kerbs as well as signage. In particular, these issues occur in the industrial estates and along some of the main radial corridors. There is a well established walking group and annual festival in Corby.

The cycle network is on the whole dominated by shared use off-carriageway routes mainly in the south west of the town, along Cottingham Road, Oakley Road and Weldon Road. In the north of the town, there are fewer dedicated cycle facilities and providing facilities on-carriageway is challenging because of traffic speeds and high volumes of HGV’s in the industrial estates concentrated in this area.

New, secure cycle parking facilities have been provided as part of the town centre regeneration completed so far, but there is still scope to provide more cycle parking at key employment, health care and education sites which is key to encouraging people to travel by bike.

As part of the County Council’s commitment to provide cycle maps for all the major towns in the county, a map has recently been produced for Corby that can be found on the County Council’s website\(^2\). The map gives an assessment of the appropriateness of each link for different levels of cyclists in addition to showing the on-carriageway and off-carriageway dedicated facilities so that cyclists can design a route appropriate to their competency and confidence level. This approach has been recognised as best practice at a national level.

Parking

In total there are approximately 1,300 public car parking spaces available on and off street within Corby’s town centre. In addition there are around 850 private non-residential parking spaces. The parking is a mix of public and private ownership.

**Off-Street**

There are four off-street car parks in the town centre; Parkland Gateway, Co-operative car park, Oasis Retail car park and Willow Place car park. There is also the Corby Railway Station car park which serves the railway station exclusively. The breakdown of the total car parking spaces and disabled spaces for each of these car parks is outlined in **Table 3**. In addition, car parking will also be provided as part of the multiplex cinema that is currently under construction.

<table>
<thead>
<tr>
<th>Car park</th>
<th>Owner</th>
<th>Operator</th>
<th>Payment Method</th>
<th>Spaces</th>
<th>Disabled Spaces</th>
<th>Parent and Child spaces</th>
<th>Staff parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private off-street</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Co-op supermarket</td>
<td>Co-op</td>
<td>Town and City Parking</td>
<td>Pay &amp; Display</td>
<td>120</td>
<td>4</td>
<td>3</td>
<td>11</td>
</tr>
<tr>
<td>Oasis Retail Park</td>
<td>To be confirmed</td>
<td>Euro Car Parks</td>
<td>Pay on Foot</td>
<td>246</td>
<td>7</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Willow Park Multi-storey</td>
<td>To be confirmed</td>
<td>Euro Car Parks</td>
<td>Pay on Foot</td>
<td>566</td>
<td>13</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>Railway Station</td>
<td>HCA*</td>
<td>Vinci Park</td>
<td>Pay &amp; Display/permit</td>
<td>156</td>
<td>6</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td><strong>Public off-street</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkland Gateway</td>
<td>CBC</td>
<td>CBC</td>
<td>Pay &amp; Display</td>
<td>198</td>
<td>19</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Public on-street</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>George Street/Elizabeth</td>
<td>NCC</td>
<td>CBC</td>
<td>Pay &amp; Display</td>
<td>75</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Stuart Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Private non-residential parking</strong></td>
<td>Various</td>
<td>Various</td>
<td>-</td>
<td>848</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2209</td>
<td>30</td>
<td>14</td>
<td>14</td>
</tr>
</tbody>
</table>

*Homes and Communities Agency

**Table 3: Parking provision in Corby**
Less than 10 percent of the car parks within the town centre are within the control of Corby Borough Council. The tariff structure across the car parks differs but they are all priced with a view to encourage short-stay parking, excluding at the railway station which is priced according to long-stay parking acts. There are a number of electric charging bays available in off street parking locations such as the Parkland Gateway and Railway Station.

**On-street**

There are approximately 75 on-street limited waiting parking spaces within the town centre with a maximum stay of 30 minutes (no return for 90 minutes Monday to Saturday 9am to 6pm).

In addition to these limited waiting bays, the residential area that is to the east of the town centre e.g. Campbell Road/ Stuart Road/ Cupar Crescent/ Argyll Street currently has unrestricted kerb side parking with approximately 325 spaces. Surveys found that in some cases this area of residential parking is being used by people working in the town centre, to avoid paying for long stay parking. As a consequence of ongoing concerns raised by residents in respect to access for emergency vehicles etc, a consultation exercise was undertaken on a residents permit scheme. The consultation which was extensive and involved the police, neighbourhood associations, Corby Borough Council and residents found that a permit scheme was not supported.

**Private non-residential parking**

Private non-residential parking is parking that is privately operated for specific users (including a number of areas to the rear of Oasis Retail Park with permit parking etc). Tresham College has one of the largest private non-residential car parks at 288 spaces.

**Parking demand**

In November 2010, surveys were carried out at the following car parks within the town centre area between 7am and 7pm at:

- Parkland Gateway car park
- Co-operative Supermarket car park
- Willow Place Multi-storey car park
- Oasis Retail Park car park
- Willow Place (permit holders) car park
- Permit car par on the former site of the Bus Station
- Corby Railway Station car park
On-street (George Street, Elizabeth Street and Stuart Road)

The surveys recorded occupancy levels and duration of stay at each of the car parks. From the survey data collected, the main characteristics of parking provision in Corby can be summarised as:

- Average parking occupancy in the existing car parks is 62 percent, but individual occupancies vary between 33 percent at the railway station to 96 percent at the Co-Operative car park;
- High demand for short-stay parking (under 3 hours), with the majority being under an hour;
- Long stay car parking makes up just 14 percent and of those, most park between 7 to 8 hours;
- Few of those people employed in the town centre are parking in private off-street car parks;
- Significant variation between occupancies of the private off-street car parks; and
- Evidence from beat surveys that non-managed on-street parking spaces are being used for short and long-stay parking

Summary of existing situation

The key transport related challenges that emerge from this chapter on the existing situations are:

- Broadly there is enough capacity to cope with the existing traffic flows although there are some pinch points for congestion;
- Corby is good ‘bus territory’ and relatively recent investment in infrastructure and commitment to services has resulted in a good offer;
- Connectivity between the railway station and the town centre needs to be enhanced;
- The walking and cycling network is well developed to the south but requires enhancement in the north;
- Car parking is plentiful but lack of signage means that utilisation rates vary; and
- Continuation of the success of the railway station through retaining and enhancing the rail service north and southwards
Chapter 4: Future Growth

“Corby will be well on the way to doubling its population and will offer international class culture and sport facilities. Enterprise areas will have promoted the town as a base for businesses leading the way in high performance technologies, creative industries and the green economy. Smart and innovative regeneration and growth will have delivered a transformed, vibrant and growing Town Centre and sustainable urban extensions; together with a network of accessible natural green spaces forming the urban gateway to the wider Rockingham Forest.”

Emerging North Northamptonshire Joint Core Strategy 2011-2031

Corby has ambitious plans for growth, which are set alongside a commitment to tackle climate change, improve retail, cultural and sporting facilities, reduce crime and perception of crime, to create healthier, more physically active community and deliver services that are responsive to the local community.

Strategic growth for Corby

The Emerging Joint Core Strategy 2011-2031\(^3\) outlines a housing requirement of 9,200 dwellings 2011 to 2031 and identifies a strategic opportunity for 14,200 dwellings for the borough of Corby. To support the housing growth and create a self-sustainable environment an accompanying minimum jobs target of 9,700 (2011-2013) has been set.

The committed strategic sites for development in Corby are:
- North East Corby (Priors Hall and Weldon Park)
- Stanion Lane Plantation, Corby (employment)
- Gefco, Geddington Road, Corby (employment)
- Seymour Plantation, Rockingham Rd, Corby (employment)

The new strategic sites or broad locations incorporating employment development are:
- West Corby
- Rockingham Enterprise Area (employment)
- Land at Cockerell Road (employment)

\(^3\) North Northamptonshire Joint Core Strategy – Emerging Plan for Consultation August 2012
The remainder of the housing growth is allocations of small to medium infill sites and the remaining dwellings to be built out at Little Stanion. The housing trajectory is published annually as part of monitoring reports and is available on Corby Borough Council’s website.

**Town centre growth**

Central to achieving these objectives in Corby are the plans for the regeneration of the town centre outlined in the Spatial Strategy, the Town Centre Masterplan and Movement Strategy produced in 2006.

The vision is based around a number of inter-connected town centre quarters, to maximise the effect of improvements to the built environment, accessibility, job opportunities, leisure facilities, housing, civic amenities and integrated public art. Fundamental to the vision is providing additional retail floor space. A figure of 15,500sqm increase in comparison retail floor in Corby is set out in Policy 12 of the adopted Core Spatial Strategy and is being reviewed as part of the retail element of the Emerging Joint Core Strategy 2011-2031.

The first phase of the redevelopment of the main shopping area east of George Street (Willow Place) was completed in 2008. This was followed by completion of Corby East Midlands International Pool and the Corby Cube in 2010 on the Parkland Gateway site.

At the physical centre of the improvements are the public realm enhancements on George Street to create a more pedestrian friendly environment and bus and taxi priority. Construction of a state-of-the-art multiplex cinema with associated restaurants commenced in April and should be opened by February 2015. Planning for a further residential phase is still to be granted.

**Increased demand for travel**

Corby’s ambitions for growth will clearly result in an increased demand for travel. To understand the impact of this increased travel demand within the county as a whole and the main towns such as Corby, an area-wide transport model, the Northamptonshire Strategic Transport Model (NSTM) has been developed and used to test the growth proposals in for the Emerging Joint Core Strategy 2011-2031.

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The first stage of developing a transport model is to replicate the traffic flows on the highway network for the existing or ‘baseline’ situation. Once a model replicates the observed traffic in the existing situation through a series of refinements known as ‘calibration’ the model can be said to be ‘validated’. This ensures that every transport model is robust, and meets the standards as set out by the Department for Transport (DfT) in the Design Manual for Roads and Bridges (DMRB).

The **Northamptonshire Strategic Transport Model** (NSTM) is a multi-modal strategic transport model as it replicates a range of transport modes; private and public transport as well as modal interchange behaviour such as walking. The NSTM covers both West and North Northamptonshire to take account of the key functional relationships in the county. It consists of two models; the base year, replicating the observed traffic conditions on the existing highway network in the AM and PM peak (2008) and the future year model (2031). Intermediate years of 2016, 2021 and 2026 will also be produced for phasing testing purposes.

To support the Emerging Joint Core Strategy, a number of growth scenarios have been modelled; in line with the minimum housing requirement and the strategic opportunity which is based on all the sustainable urban extensions coming forward by 2031 and is around 40,500 dwellings to 2031.

The outputs of the strategic opportunity scenario represents the most robust method of outlining the junction and link capacity improvements that will be required as this represents the highest level of growth and therefore this is what the improvements in this strategy are based upon.

Transport modelling is an iterative process and therefore further runs will be undertaken to support the development of the Emerging Joint Core Strategy and will be fed into subsequent updates of this strategy as appropriate.

The following pieces of infrastructure were included in the Do Minimum modelling as the infrastructure is either committed, or associated with access to committed SUE’s:

- Corby Link Road;
- A14 widening (J7 to J9);
- A14 J4 EB, J7 EB and J8 WB ramp metering;
- A509 Wilby Way/ A45 Higham Road/ A45 roundabout signalisation;
- A45 J16 slip roads to Ditchford Road; and
- A14 J10a
Figures 4 and 5 below highlight the junctions in Corby that without mitigation will become congested in 2031. The junctions have been identified based on analysis of the volume to capacity ratio (V/C) of each arm of a junction, which identifies where the junction is over its theoretical capacity. The junctions have been divided into three categories; 75-85% ‘moderate’, 85 to 100% ‘significant’ and 100%+ ‘severe’.

Figure 4: Corby AM Peak 2031 Scenario 2 Do minimum – Major junction v/c 75%+

Figure 5: Corby PM peak 2031 Scenario 2 DM – Major junction v/c 75%+
The modelling shows that in the AM peak, junctions around the Priors Hall development show the greatest stress. In the PM peak there are multiple junctions around the A43 which showed severe capacity problems, as a result, modifications to the A43 Corby Link Road design were made to accommodate the additional flows. More detailed discussion of the junction testing undertaken in the model and impacts on the highway is in Chapter 5.
Chapter 5: The Transport Strategy for Corby

Introduction

The challenge for the Corby Town Transport Strategy is to efficiently manage the capacity of the current transport network given the forecast growth, to retain Corby’s economic attractiveness and competitiveness.

This challenge will be met through:

- Reducing the overall need to travel;
- Improving the management of existing transport infrastructure; and
- Investing in key transport infrastructure

In order to achieve this, the transport strategy for Corby outlines a package of sustainable transport measures as well as highway capacity improvements to give people greater choice in how they choose to travel.

Promoting the use of sustainable transport has historically been challenging due to the relatively inexpensive cost of running a car, the time savings and flexibility that it offers. However, certain elements have now come together to initiate the step change in people’s attitude towards sustainable modes namely; environmental concerns, promotion of healthier lifestyles and as congestion increases, the reduction in the journey time difference between the car and sustainable modes for short trips.

Highway Network Strategy

Corby’s future highway network will support the town’s growth proposals and economic competitiveness whilst providing an environment that seeks to encourage sustainable transport modes for shorter, internalised trips.

The highway network strategy for Corby has been developed through a combination of interrogation and analysis of the outputs from the Northamptonshire Strategic Transport Model (NSTM) to identify where developments will impact on the existing network to 2031.
The highway network strategy for Corby has been developed to address the residual traffic that cannot be accommodated through the sustainable measures outlined in the remainder of this strategy.

**Forecast network impacts**

Three outputs from the NSTM have been used as indicators of where the existing network will experience greatest link and junction stress in 2031 they are:

- Traffic flows;
- Queued delay; and
- Volume over capacity (V/C)

The forecast change in traffic flows indicate the variation in demand for travel across the future network compared to the base year and assists in highlighting where links are experiencing stress. The forecast outputs can also be used in conjunction with select link analysis to interrogate the model further to understand trip origin and destination – particularly useful for understanding travel patterns and travel demand.

Queued delay has been used to indicate where traffic is queuing which indicates likely areas of congestion and delay.

Every junction has its own capacity figure which is dependant on the type of junction it is and its geometry. The volume over capacity figure is a calculation of the degree to which the volume (traffic flow) for the junction is exceeding its theoretical capacity and is expressed as a percentage. Any junction with a V/C in excess of 85% is considered to be over its theoretical capacity.

**Committed highway schemes**

There are a number of highway schemes which are already committed in Corby.

The **A43 Corby Link Road** opened in May 2014 and is a new 6.5km dual carriageway to the south-east of Corby, connecting the A6003 with the A43 at Stanion Roundabout. The new link provides a bypass for Geddington and helps to reduce traffic through the centre of Corby.

The remaining phase of the **Corby Northern Orbital Road** will complete the link from Steel Road to Mitchell Road, opening up the Rockingham Framework Development area around Rockingham.
Speedway. Funding has already been secured for this link from South East Midlands Local Enterprise Partnership (SEMLEP) through Growing Places Funding.

The **A427 Weldon Relief Road** is required as part of the proposed development at Weldon Park.

**Outputs of the transport modelling**

Analysis of the forecast increase in traffic flows on the main radial corridors established that the forecast flows in 2031 will not be in excess of 1,500 vehicles in either direction an hour that the Design Manual for Roads and Bridges (DMRB) stipulates when dualling becomes warranted. Whilst the transport modelling does not suggest that the major link capacity improvements are required, the queued delay and V/C outputs indicate that there are areas of stress which will need to be relieved through junction capacity improvements.

For all the junctions identified in the Do Minimum modelling the future year flows were extracted from the Northamptonshire Strategic Transport Model (NSTM) and tested using the appropriate transport modelling programme (LINSIG, ARCADY, PICADY etc). The results are outlined in **Table 4**.

<table>
<thead>
<tr>
<th>Junction</th>
<th>Does the existing junction work within capacity in 2031?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak (8–9am)</td>
</tr>
<tr>
<td>A43 Stamford Road/ A6086 Geddington Road</td>
<td>No</td>
</tr>
<tr>
<td>A6003 Uppingham Road/ A427 Cottingham Road</td>
<td>Yes</td>
</tr>
<tr>
<td>A6003 Uppingham Road/ A6014 Oakley Road/ Oakley Road/ Headway</td>
<td>Yes</td>
</tr>
<tr>
<td>A6003/ Uppingham Road/ A6116 Rockingham Road</td>
<td>No</td>
</tr>
<tr>
<td>A427 Weldon Road/ A6086 Geddington Road/ Lloyds Road</td>
<td>Yes</td>
</tr>
<tr>
<td>Bangrave Road/ Steel Road</td>
<td>Yes</td>
</tr>
<tr>
<td>Vian Way/ Uppingham Road</td>
<td>No</td>
</tr>
<tr>
<td>Gretton Brook Road/ Rockingham Road</td>
<td>No</td>
</tr>
<tr>
<td>Elizabeth Street/ Cottingham Road</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Table 4: Results of junction capacity modelling**

Some of the junctions identified in **Table 4** were already known to fail in 2031, as they had previously been highlighted in a transport assessment as requiring capacity improvements, or identified as part of a major scheme going forward. These junctions were still tested for
consistency and to check that the mitigation proposed at those junctions through the transport assessment or major scheme could accommodate the cumulative flows forecast in the Emerging Joint Core Strategy.

**Junction improvements**

Those junctions that were identified as failing in either of the peaks (those shaded grey in Table 4) were then subject to testing to identify an engineering solution to mitigate the impact of the growth at the junction.

The mitigation measures were based on identifying which arm(s) of the junction failed. The junctions and proposed mitigation measures are outlined in Table 5.

The mitigation measures are an indication of what may be required at each junction, however further, more detailed investigation including local traffic counts and re-testing in the NSTM to understand inter-relationships, as well as transport assessments, feasibility design work and refinement of cost estimates will be undertaken in due course. Further transport modelling work may also identify other junctions which require capacity enhancements. Additional infrastructure to directly serve new developments will also be required.

<table>
<thead>
<tr>
<th>Junction</th>
<th>Description of improvement required</th>
</tr>
</thead>
<tbody>
<tr>
<td>A43 Stamford Road / A6086 Geddington Road</td>
<td>Four arm roundabout as per transport assessment for Stanion Plantation Scheme</td>
</tr>
<tr>
<td>A6003 Uppingham Road / A427 Cottingham Road</td>
<td>Localised widening at roundabout</td>
</tr>
<tr>
<td>A6003 / Uppingham Road / A6116 Rockingham Road</td>
<td>Localised widening at roundabout</td>
</tr>
<tr>
<td>Vian Way/ Uppingham Road</td>
<td>Convert to a 3 arm roundabout with two lanes on all approaches (used geometry for Oakley Rd/Lyveden Way), subject to searches on land availability.</td>
</tr>
<tr>
<td>Gretton Brook Road/ Rockingham Road</td>
<td>Localised widening at roundabout</td>
</tr>
<tr>
<td>Elizabeth Street/ Cottingham Road</td>
<td>Localised widening at roundabout</td>
</tr>
</tbody>
</table>

Table 5: Highway mitigation in Corby
Any additional junctions highlighted to the County Council as in need of junction improvements will be investigated as appropriate.

**Treatment of the A6003**

The principle of development of a Sustainable Urban Extension (SUE) at West Corby has been established through adoption of the Core Spatial Strategy, however the site boundary needs to be defined and a range of development principles established before allocation in the Emerging Joint Core Strategy. The treatment of the A6003 is one such principle which will need to be included in the development principles. From a highway perspective the right balance will need to be struck between enhancing connectivity between the SUE and the existing urban form in terms of safe, legible and direct walking and cycling routes as well as maintaining the strategic function of the road as part of the principal highway network.

**Phasing and funding**

The phasing of junction capacity improvements will be a delicate balance between ensuring that the necessary junction improvements are implemented, whilst minimising the impact on the wider network.

To give an indication of when the mitigation will be required, further transport modelling will be required to look at intermediate years, however based on modelling work done to date the following provisional phasing has been identified (see Table 6).

This phasing of schemes will need to be reviewed on a regular basis in response to when developments come forward, when funding becomes available and in light of any other, unexpected pressures on the network and further, more detailed transport modelling.

<table>
<thead>
<tr>
<th>Junction/link</th>
<th>2014-2018</th>
<th>2019-2025</th>
<th>2026-2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corby Northern Orbital (Phase 2)</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A427 Weldon Relief Road</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>A43 Stamford Road / A6086 Geddington Road</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>A6003 Uppingham Road / A427 Cottingham Road</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>A6003 / Uppingham Road / A6116 Rockingham Road</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Vian Way/ Uppingham Road</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>
Table 6: Provisional phasing of junction improvements

<table>
<thead>
<tr>
<th>Junction/link</th>
<th>2014-2018</th>
<th>2019-2025</th>
<th>2026-2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gretton Brook Road/ Rockingham Road</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Elizabeth Street/ Cottingham Road</td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

The Public Transport Strategy

Public transport in Corby will be as frequent, and as reliable as possible and accessible to all providing connectivity to employment, education, healthcare and leisure opportunities.

In the coming years the public transport network in Corby will need to adapt to meet the needs of the expanding population and the changing spatial nature of the operating environment. A fast, frequent and reliable bus service serving the sustainable urban extensions will be central to delivering a shift towards sustainable transport.

The Public Transport Strategy for Corby outlines the investment needed to improve the existing service for current users and accommodate future demand as a result of the growth proposed across the town. A stronger public transport offer within Corby is likely to make for safer roads and improved air quality.

The Bus Strategy

Research by the Passenger Transport Executive Group has identified the type of measures which are necessary to create an attractive, pleasant and safe bus environment and encourage people to use the bus (see Figure 5).
The measures outlined in the diagram can broadly be summarised into four distinct areas of the bus service which have been borne in mind whilst drawing up the strategy:

- Planning the journey (e.g. information provision, bus route coverage);
- Waiting for the bus (e.g. bus stop infrastructure, journey information);
- Using the bus (e.g. bus environment, ticketing and price points, frequency, reliability); and
- Other factors which influence the operating environment (e.g. bus depots).

The strategy is divisible into two elements; improvements to the existing bus environment and new services.

**Improvements to the existing bus environment**

The extensive growth in Corby up to 2031 and the areas of expansion (Priors Hall, Weldon Park and West Corby) will significantly alter the bus operating environment of Corby. The demographic of the town is also likely to evolve and the geographical extent of the urban area will significantly increase.

The regeneration of the town centre, in particular the development of the night time economies such as the cinema and restaurants planned as part of the Parkland Gateway and the Corby Cube, will create a change in travel patterns and increase in travel demand. To attract people who
previously drove to the cinema in Kettering to using the bus to go to the cinema in Corby for example, will require the bus operators to extend their operating hours to facilitate evening and Sunday screenings, though this will be dependant on demand.

Indications are that there is potential untapped demand for bus services to the railway station and opportunities to meet this demand should be investigated. Furthermore, as rail services continue to improve, a greater commuter culture will emerge which will create more importance on improving integration with rail to bring benefits to both modes.

In addition to the expansion of the scope of existing services, improvements to the existing bus service will need to focus on improving timetabling information at bus stops through a number of medias (i.e. real-time, smart-phone enabled and newly emerging technologies) to enable people to make informed decisions.

Table 7 lists the proposed improvements that once implemented will strengthen the existing network.

<table>
<thead>
<tr>
<th>Element</th>
<th>Intervention</th>
<th>Phasing</th>
<th>Lead</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning the journey</td>
<td>Investigate with operators the opportunity to extend services which currently terminate in the town centre to serve the railway station to meet untapped demand highlighted in the parking survey.</td>
<td>Short</td>
<td>NCC Officer time</td>
<td></td>
</tr>
<tr>
<td>Waiting for the bus</td>
<td>Investigate the need for RTPI screens at local stops.</td>
<td>Medium/Long</td>
<td>NCC Officer time</td>
<td></td>
</tr>
<tr>
<td>Using the bus</td>
<td>Investigate the opportunity to enhance evening and Sunday service provision in partnership with bus operators to meet the increased demand as a result of the improved retail and leisure offer.</td>
<td>Short/ Medium/Long</td>
<td>NCC S106/ Other</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work with operators to maintain frequencies on the core routes at current levels where possible particularly as infill development occurs and patronage and demand increases.</td>
<td>Short/ Medium/Long</td>
<td>NCC Officer time/ S106</td>
<td></td>
</tr>
</tbody>
</table>
**New services**

The growth in population in Corby even with current travel patterns will strengthen the use of buses in the local area. Using a number of assumptions the County Council examined where the new developments are proposed and what bus services will be required to meet demand.

Early indications are that no additional vehicles would be required on existing services, even assuming significant numbers of people transfer to bus, but should be revisited in light of the most recent data being made available. The expected level of patronage growth will however commercially strengthen existing services. For the new developments to deliver the step change in travel behaviour, the provision of a fast, frequent and reliable bus service will be critical. The three new developments that will require a dedicated service are Priors Hall (including Weldon Park), Little Stanion and Corby West.

Priors Hall already has a section 106 agreement in place as part of the planning permission, and has been served by an extension to a current service while the site is being built out. As the number of dwellings grows, the service frequency and capacity will need to increase.

The way in which bus services will access Corby West is the subject of ongoing discussions. However in all likelihood two main options are plausible – via Cottingham Road or via Danesholme Road, unless a bus gate can be achieved on Uppingham Road to gain access to the services currently operating within the existing residential areas.

Little Stanion is challenging to serve by bus and currently an extension to the Kettering to Corby service provides a link to the town centre and in the other direction, Kettering. Ideally a dedicated service would be provided, but this is not currently commercially viable. Indicative routes of the new services are outlined in Figure 7 overleaf.

As outlined in its Bus Strategy, the County Council expects new developments to enjoy at least the same level of access to bus services as similar existing neighbourhoods or development within the same town or area.

Bus services should be accessed at stops within a 400m walk of any part of the development. The new services should operate at a minimum between 07:00 and 19:00 Monday to Saturday in line with current levels of provision on existing routes, but where the section 106 allows, evening and Sunday services should also be considered if likely to be viable in the long term.
As explained in the Bus Strategy, the long term viability of these services should be considered when developing them and services should be demonstrated as being able to operate commercially in the long term so the section 106 is used as a kick start fund.

Once the new CIL regulations come into force in April 2015, bus services will be secured via a service level agreement as part of the S106 agreement.

![Figure 7: Indicative new services to serve the Sustainable Urban Extensions](image)

To make the bus services attractive, high quality bus infrastructure should be provided. At any development sites where a new service cannot be sustained due to the size of development, opportunities to divert existing services should be investigated.
New services should be commenced as early as viable as new developments become occupied to instil sustainable travel patterns even if the number of occupants is low, however they should be in line with the potential patronage to avoid running empty buses.

**Rail Strategy**

The opening of Corby railway station and passenger services to London and north via Kettering has significantly improved mobility and connectivity for Corby residents. To encourage more people to travel by train, the rail strategy will continue to seek improvements to passenger and rail freight in Corby through implementing the following measures.

**Improved connectivity between railway station and town centre**

One of the key issues highlighted in this document in respect of rail is the poor connectivity between the railway station and town centre. These issues will be addressed through working with bus operators to try and increase the frequency of bus services serving the railway station and also by delivering improved walking and cycling access between the railway and the town centre.

The Corby Walk being promoted by Corby Borough Council will be central to bridging the gap between the railway station and the town centre and will support the release of a high quality business zone around the station. Cycling improvements between the railway station and town centre will also assist in improving connectivity. For details of the planned improvements for cyclists along this corridor see the cycling strategy section of this document.

**Improved service frequency and journey times**

The planned electrification of the Midland Main Line and double tracking between Kettering and Corby and the opportunities for facilitating freight in Corby mean that having a clear rail strategy for Corby is important to ensure that all opportunities to capitalise on planned improvements are taken. Central to the strategy focus will be lobbying for improved connectivity, better frequencies and improved journey times. This will be in line with the minimum service pattern for Corby outlined in the Northamptonshire Rail Strategy:

- At least an hourly service to Kettering, Wellingborough, Bedford, Luton or Luton Airport Parkway and London St Pancras, including through services in the evenings and on Sundays;
• An improved service to Oakham and Melton Mowbray (assuming that electrification on the Midland Main Line does not require the withdrawal of this service);
• Good connections at Kettering with northbound Midland Main Line services;
• Good connections at Bedford with future East-West Rail services.

As part of the Secretary of State High Level Output Specification (HLOS) for Control Period 5 (2014-2019) announcement the Department for Transport identified that an enhanced half-hourly service is required from Corby to London St Pancras to meet forecast growth by 2019.

Phase Two of High Speed Rail is set to open in 2032, providing a link from Leeds to London via Sheffield and an East Midlands Parkway station in between Derby and Nottingham. To secure the best use of the relieved capacity on the Midland Main Line it will be necessary to lobby Government, to ensure that service frequency at Corby is not reduced and journey times northbound from Kettering are not increased.

Expansion of rail freight

Optimising the amount of rail freight using the rail network in Corby is advantageous as it has the potential to reduce carbon emissions, reduce congestion on the road and also bring jobs to the local community.

The Government has indicated that it sees potential for further electrification in Control Period 6 (2019-2024) which would include other key freight routes. The County Council sees considerable potential for Felixstowe – Ipswich – Ely – Peterborough – Leicester – Birmingham route, including the connection from Corby to Manton Junction, to be electrified as part of this programme, as this route links a number of current (or planned) electrified routes and would enable a significant number of freight trains to be electrically hauled.

Car parking facilities

Surveys have shown that the car park at the railway station has enough capacity currently. Regular monitoring needs to take place to establish what occupancy levels are, to avoid an adverse impact on the surrounding residential roads and to maintain the railway station’s attractiveness. This will be particularly important in coming years with the aspiration to move towards an economy that embraces high performance technology and logistics through development of
Rockingham Enterprise Area which may lead to a stronger commuter culture with a focus on future demand for travel to London in the peak hours.

Table 8 summarises the strategy proposals for rail in Corby.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Strategy proposal</th>
<th>Phasing</th>
<th>Lead</th>
<th>Cost estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poor connectivity between railway station and town centre</td>
<td>Work with operators to improve frequency of bus services to the railway station. Improve pedestrian and cycle access to the town centre through the Corby Walk and schemes outlined in the Corby cycle strategy</td>
<td>Short/ Medium</td>
<td>NCC</td>
<td>Officer time: See Corby Cycle Strategy (Corridor B) £2m (Corby Walk)</td>
</tr>
<tr>
<td>Connectivity and service frequency</td>
<td>Lobby for the minimum train service at Corby Station in line with the Rail Strategy.</td>
<td>Ongoing</td>
<td>NCC</td>
<td>Officer time</td>
</tr>
<tr>
<td>Future demand for improved journey times and connectivity</td>
<td>Lobby for all opportunities to capitalise on planned improvements of the Midland Main Line through upgrade work for improved connectivity, better frequencies and improved journey times.</td>
<td>2014–2019</td>
<td>NCC</td>
<td>Officer time</td>
</tr>
<tr>
<td>Maximising relieved capacity on Midland Mainline as a result of Phase 2 of HS2.</td>
<td>Engage with HS2 Ltd and the Government to maximise the relieved capacity on the Midland Main Line as a result of Phase 2 of HS2, at the very least lobbying to retain current journey times and service frequency.</td>
<td>Short/ Medium</td>
<td>NCC</td>
<td>May be some petitioning costs at Hybrid Bill stage if agreement with HS2 Ltd cannot be met.</td>
</tr>
<tr>
<td>Expansion of freight limited due to existing infrastructure</td>
<td>Lobby for measures to increase the use of the county’s rail network for freight, including the</td>
<td>Short/ Medium/Long</td>
<td>NCC</td>
<td>Officer time</td>
</tr>
</tbody>
</table>
Corby Town Transport Strategy

<table>
<thead>
<tr>
<th>Issue</th>
<th>Strategy proposal</th>
<th>Phasing</th>
<th>Lead</th>
<th>Cost estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision of additional track</td>
<td>provision of additional track capacity (such as loops) and clearance to</td>
<td>Short/Long</td>
<td>NCC</td>
<td>TBC</td>
</tr>
<tr>
<td>Future pressure on railway</td>
<td>accommodate large containers and development of Manton junction.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Undertake regular monitoring</td>
<td>Undertake regular monitoring of the railway station car park as part of the</td>
<td>Short/Long</td>
<td>NCC</td>
<td>TBC</td>
</tr>
<tr>
<td>on railway car park</td>
<td>wider car parking strategy</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table 8: Rail implementation plan

Walking and cycling strategy

We will create an environment where walking and cycling will be easy and desirable for Corby residents, for journeys under five miles, reducing reliance on the car and bringing social and health benefits to create stronger more cohesive and safer communities.

Walking

Walking is a low cost, carbon free way of travelling to local services and almost always plays a critical role in all journeys whether it is walking to the bus stop, railway station, from the car park or comprises the whole journey.

To encourage more people to travel on foot and make it easy and desirable for shorter journeys, the strategy will focus on four broad elements, discussed in further detail below.

Prioritising investment in key radial routes

The key radial routes of Oakley Road, Weldon Road, Westcott Way and Rockingham Road operate as key pedestrian routes, and it is here that investment should be prioritised.

In the short term, of particular importance is the Weldon Road and Steel Road corridor which will become increasingly important as the main walking route from Priors Hall to the railway station and the town centre via the industrial estate.
The development of Pen Green Lane has the potential to enable the facilitation of a footpath link between Pen Green Lane and Brunel Road and a link over the railway to Phoenix Parkway.

Reducing the barriers to walking

Within the residential and industrial areas of Corby which are not on radial routes, economies of scale can be achieved to tackle the key barriers to walking by implementing estate-wide scheme improvements addressing poor footways, signing and crossing facilities (dropped kerbs etc) to access local services. Carrying out schemes across a large area is more efficient as it reduces design and implementation costs relative to undertaking piecemeal improvements. The initial stage of this work will be to identify a programme of improvements to be implemented on a year by year basis as funding allows.

In addition, there are other key missing footpath links:
- Kingswood to Oakley Vale
- Southern Gateway housing and business to/from Danesholme via Saxon Way East
- Southern Gateway housing to the Spread Eagle pub on Oakley Road via Headway and Oakley Road

Connecting communities

There are two key missing walking and cycling links which are seen as a priority for funding (see Figure 8):
- The Corby Walk (enhancing connectivity between the town centre and railway station); and
- Little Stanion to Oakley Vale

The most high profile of these is the Corby Walk, which will link the railway station to Parkland Gateway via the town centre. A cost of around £2 million for this scheme has been identified and the Borough Council are leading on the project.

The Little Stanion to Oakley Vale link is less developed. Network Rail is upgrading the bridge over the railway which provides a link from Little Stanion to Oakley Vale, which will improve the central section of the link. Any development adjacent to Little Stanion should make provision for this link.
Securing funding

Recent economic market conditions have meant that securing public funding at the current time is challenging. The County Council will continue to work in partnership with Corby Borough Council to secure funding for pedestrian links directly related to new developments through developer contributions and will continue to investigate and secure other funding sources.

Cycling

With two thirds of car journeys being less than three miles there’s plenty of scope for traffic reduction through people taking up cycling. A three mile journey will typically take an average cyclist around 15 to 20 minutes which in peak times is competitive with the private car.

The perceived barriers to cycling can be unpredictable weather, safety and confidence. Research has identified that the most successful towns in promoting cycling are those that adopt a comprehensive package of integrated interventions, including infrastructure provision and pro-cycling programmes.

Creating attractive and pleasant walking and cycling routes is also important to encouraging people to use non-motorised modes and promote health and wellbeing. Where possible,
opportunities to link in with and provide green infrastructure as part of new walking and cycling routes, including with existing Public Rights of Way, green spaces and corridors to link housing areas with the town centre and surrounding countryside will be explored, and should be designed to minimise the fear of crime and anti-social behaviour.

To encourage more people to cycle the strategy is to:

- Enhance cycling facilities along six key corridors to create a network that is safe and legible;
- Provide supportive marketing and promotional material alongside the physical investment to generate a step-change in people’s behaviour; and
- Continue to provide and promote promotional activities in partnership with Corby Borough Council, such as one-off events like the Summer of Cycling

Over the last five years a significant amount of work has been undertaken to identify key missing cycling links, based around a mixture of on and off-carriageway interventions to cater for experienced and less experienced cyclists alike. The outcome of this work has been drawn together into six key corridors, loosely linked to primary development triggers. A short summary of the interventions is outlined below (please also refer to Figure 9).
**Key corridor improvements**

**Corridor A – Little Stanion connectivity**

To facilitate a link between Little Stanion and Oakley Vale a new marked off-carriageway pedestrian and cycle route between Little Stanion and Oakley Vale via the railway bridge is proposed incorporating upgrades to the existing footway between the railway bridge and Oakley Road (1a).

![Corridor A - Little Stanion Connectivity](image)

Shared use off-carriageway connections are also proposed on the A43 and Geddington Road to facilitate access to employment opportunities on Geddington Road (2a). Provision for permeability through the Stanion Lane Plantation should be retained (3a).

**Corridor B – Ancient Woodlands to the town centre via Cottingham Road**

Enhancing connectivity between the town centre and the railway station on foot and by cycle as well as by bus will improve integration between all modes. The Corby Walk will stretch from Ancient Woodlands to the railway station and ultimately link the Community Hospital site to
Ancient Woodlands. Opportunities to extend the Corby Walk out to cyclists should be investigated (1b).

Cottingham Road between the junction with Westcott Way and George Street is a single carriageway with a 40mph speed limit. Investigation into the potential of reducing this to 30mph and creating two advisory cycle lanes on carriageway without a centre line should be undertaken as this would reduce speeds on this section of road and encourage cycling, creating an alternative on-road route to the Corby Walk (2b). Oakley Road also offers an alternative route to the central Corby Walk, but requires some enhancements to improve connectivity. There is currently shared use along the section between Station Road and Elizabeth Street, but there is a missing section of off-carriageway provision and crossing provision (3b). There are also missing sections of footway and crossing facilities on Elizabeth Street which should be considered as part of any redevelopment plans in this area and development of the alternative Corby Walk routes. Opportunities to encourage cycling on George Street should also be investigated, particularly as
part of any further public realm works, and should also consider how east-west movements can be facilitated at the junction with Cottingham Road.

**Corridor C - Priors Hall to the town centre via Steel Road/ Weldon Road**

The two primary cycling and walking routes from Priors Hall will be Steel Road and Weldon Road. These routes are currently heavily dominated by high percentages of HGVs and vehicle speeds often exceed the 40mph speed limit on the dual carriageway sections which discourages on-carriageway cycling. Widening the shared use tracks, as space allows, and implementing crossing facilities to meet desire lines will improve the cycling and walking environment (1c).

In the longer term, as there is plenty of road space along Weldon Road options to reduce the dominance of the car along this corridor could be investigated for example, rationalising the guard railing, opportunities for changing the nature of the road to encourage slower speeds and enhancing provision for cyclists and public transport (2c).
Close to Priors Hall on Arnsley Road, concerns have been raised with the NCC Cycling Officer regarding safety. A feasibility study has demonstrated that a zebra crossing and improved cycling links would improve safety for pedestrians and cyclists (3c).

The final phase of Corby Northern Orbital needs to make provision for cycling and walking infrastructure to provide a safe link to Earlstrees Industrial Estate (4c) and wider links to Rockingham.

*Corridor D - Rockingham to Earlstrees Estate*

Rockingham Road provides access to Earlstrees Estate and to leisure facilities. The southern end of Rockingham Road is already traffic calmed, but the northern end does not have any cycling facilities. There is an existing footway on the western side of the road with the potential to be upgraded (1d). As part of any highway improvements to the junction of Rockingham Road/Gretton Brook Way, consideration should be given to improving cycling and pedestrian facilities to improve access to the industrial estate.

There is currently limited cycling infrastructure in the Earlstrees Industrial estate. Relatively high volumes of HGVs mean that cycling on-carriageway can be intimidating for cyclists. Therefore to encourage people to cycle, an off-carriageway cycling spine should be implemented along the
length of Gretton Brook Road to link in with phase 2 of the Northern Orbital Link Road and into cycling improvements as part of Priors Hall (2d).

**Corridor E - Weldon Park**

The main desire line for residents of Weldon Park is likely to be Corby town centre and towards employment areas such as Stanion Plantation (Eurohub). The roads in Weldon are relatively quiet in the main with a speed limit of 30mph. Due to the layout of the village there is restricted space in terms of providing off-carriageway links due to narrow footways and driveways. The link to the town centre should therefore be via on-carriageway links through Weldon village to connect with the Priors Hall corridor at Weldon Road (1e). Weldon Park will result in a change to traffic flows in and around Weldon and therefore provision for further on-carriageway infrastructure should be considered.

**Corridor E: Weldon Park**

With regards to improving links to Stanion Plantation, the old Stamford Road is presently a 60mph single carriageway from just past the junction with Church Street (the remainder is 30mph) with...
relatively low traffic flows that transport modelling suggests will decrease further as a result of the infrastructure to support Weldon Park. If this is the case, opportunities to improve cycling provision along this section of carriageway via a reduction in the speed limit to make an on-carriageway link more attractive should be investigated. Widening into the verge to convert the existing footway to a shared use track is possible, but will be very costly due to level issues along this section and restricted verge space (2e).

**Corridor F - West Corby to the Town Centre**

West Corby, to the west of Uppingham Road will be a large Sustainable Urban Extension of around 4,000 houses. Discussions are still at a very early stage so proposals are only indicative at this stage. Provision should be made for excellent cycling links within the development and permeability into the surrounding infrastructure (1f). Uppingham Road is part of the principal road network and discussions with regard to its future treatment are still ongoing. The outcome of these discussions will influence how permeability is achieved, however permeability into the existing infrastructure will be key. Provision should be made for off-carriageway links on and across the Uppingham Road in the masterplan (2f).
At the northern end of the development, Cottingham Road provides the most direct link to the town centre, which has an existing shared use track; however it is narrow and in some sections maintenance is needed to widen and improve signage along sections of the route (4f). Feasibility design for widening has already been undertaken.

At the southern end of the development, Danesholme Road would potentially offer a direct link to Morrison’s and would improve links to Viking Way and thus Oakley Hay. There is currently a footway along some of the length of Danesholme Road which could be upgraded to shared use track but it is important also to improve permeability onto it as there is no frontage onto the road currently (3f). Pedestrians are currently reluctant to use the underpasses and prefer to cross at street level to access bus stops on either side of Danesolme Road near to the junction with Colyers Avenue, where there is currently limited pedestrian infrastructure (footway/crossing facilities, dropped kerbs etc). The long-term vision for cycling enhancements in Corby described above are outlined in Figure 9 below.
The proposed cycling enhancements will be delivered as funding becomes available. In line with the prioritisation set out in the Northamptonshire Cycling Strategy the following order of preference will be adopted:

1) New developments
2) Town centre
3) Intra-urban links
4) Inter-urban
5) Rural/leisure

Current economic conditions have reduced the amount of public funding available and the Community Infrastructure Levy (CIL) regulations have tightened up how section 106 monies can be used. Therefore having an overall vision is even more important in enabling a consistent approach, and maximising the funding opportunities available as developments come forward in Corby.

Prioritisation will be given to schemes based on when development triggers are met. Based on the housing trajectory presented in section 3, a proposed phasing for the corridors is outlined in Table 9 to give an indication of delivery. Meeting this proposed phasing will be entirely dependant on securing developer, public sector and match-funding from third parties. In some cases, sections of a proposed corridor may be prioritised if a particular funding source is identified. Similarly, if the housing trajectory is revised then the phasing of the corridor improvements may subsequently change.

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Corridor description</th>
<th>Cost estimate</th>
<th>Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor A</td>
<td>Little Stanion connectivity</td>
<td>£650,000</td>
<td>2014-2018</td>
</tr>
<tr>
<td>Corridor B</td>
<td>Ancient Woodlands to the town centre via Cottingham Road</td>
<td>£400,000</td>
<td>2014-2018</td>
</tr>
<tr>
<td>Corridor C</td>
<td>Priors Hall to the town centre via Steel Road/Weldon Rd</td>
<td>£2,400,000</td>
<td>2014-2025</td>
</tr>
<tr>
<td>Corridor D</td>
<td>Rockingham – Rockingham to Earlstrees Estate</td>
<td>£800,000</td>
<td>2026-2031</td>
</tr>
<tr>
<td>Corridor E</td>
<td>Weldon Park</td>
<td>£350,000</td>
<td>2019-2025</td>
</tr>
<tr>
<td>Corridor F</td>
<td>West Corby to the town centre</td>
<td>£1,500,000</td>
<td>2019-2025</td>
</tr>
</tbody>
</table>

Table 9: Cycling corridor improvements
**Inter-urban**

Although the focus of this document is the urban area of Corby its connectivity with the rest of the County is important, particularly in terms of reducing car trips.

Previous consultation with stakeholders has highlighted that there is the desire for a cycle link between Corby and Kettering. Although the distance between the edges of the two towns is less than 5km, the only existing infrastructure is the A6003 which currently does not have a footway that could be converted. This and other opportunities will be considered in further detail as part of taking forward actions identified in the Northamptonshire Cycling Strategy.

**Supportive initiatives**

Experience from the Cycle Demonstration Towns such as Aylesbury, has shown that clear cycling signage to aid navigation is important in creating an attractive, legible cycling environment, so investment will be directed at developing and adopting a town-wide signage strategy.

**Cycle parking and signage**

High quality, convenient, and safe cycle parking facilities at key destinations is also important in encouraging people to make a step-change to cycle rather than take the car. The County Council will therefore work to secure funding for cycle parking at employment and educational establishments and seek cycle parking as part of planning applications.

To complement the corridor specific proposals, cycle signage should be improved to aid navigation to create an attractive, legible cycling environment; investment will therefore be directed at adopting a signage strategy and implementing new signage where appropriate.

**Promotion and influencing behaviour**

Engineering measures will be complemented by initiatives to promote and influence travel behaviour, which has been proven by Sustrans to offer excellent cost-benefit ratios and deliver a step-change in behaviour. Measures will include; regular update and distribution of cycle maps in partnership with stakeholders, personalised travel planning and Bikeability training as government funding allows. Cycle training for adults will continue to be offered through the Adult Learning Course as demand permits.
The phasing of supportive measures are outlined in Table 10.

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Phasing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development and adoption of a town-wide signage strategy</td>
<td>2014-2018</td>
</tr>
<tr>
<td>Implementation of signage strategy</td>
<td>2018-2031</td>
</tr>
<tr>
<td>Regular updates of cycle map (4 updates at £10,000 a time)</td>
<td>2014-2031</td>
</tr>
<tr>
<td>Bikeability cycle training</td>
<td>2014-2031</td>
</tr>
</tbody>
</table>

Table 10: Town wide improvements and promotional activities

**Other sustainable measures**

**Plugged-in Midlands**

A consortium of Midlands businesses and local authorities led by Cenex, has secured £2.9 million of funding from the Government to support a £6.3 million programme to install more than 500 charge posts in high profile locations, including shopping centres and railway stations, across the East and West Midlands. A total of 23 electric charging points have been installed in Corby. There are already charging points at the Corby Cube, the railway station and Corby Enterprise Centre as well as a number of other business locations.

A map of the electric charging points is available at [http://www.pluggedinmidlands.co.uk/](http://www.pluggedinmidlands.co.uk/).

**Car Parking Provision and Management Strategy**

Car parking in Corby will strike the right balance between convenient, safe and secure car parking and sufficient to meet increased demand but incentivises sustainable measures to accommodate forecast traffic growth.

A sound parking strategy forms a vital element of a well considered, integrated transport system and is important in supporting the regeneration of the town centre and influencing mode choice. Paragraph 40 of the National Planning Policy Framework states:
“Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres”

The future car parking provision in Corby needs to meet the increased demand generated by the new and existing trip attractors such as the swimming pool, whilst striking the right balance of incentivising sustainable measures to ensure the forecast traffic growth can be accommodated. The circulation of traffic is heavily influenced by car parking; increasing the efficient utilisation of car parks reduces queuing and congestion.

The key objectives of the parking strategy for Corby are to:

- Provide adequate off-street parking to enable the proposed redevelopment proposals for the town centre to be realised and to permit developments to operate efficiently;
- Permit the loading/unloading/servicing of businesses to take place in an efficient manner;
- Implement an effective on-street parking regulation enforcement program to eliminate obstructive on-street parking and thereby ensure that traffic, public realm and bus priority schemes meet their potential;
- Seek to address the issues identified by residents living to the east of the town centre; and
- Provide sufficient parking for disabled users

**Partnership working**

The car parks within the town centre as outlined in Chapter 2 are under a number of ownerships. Partnership working is therefore at the forefront of implementing a successful strategy going forward and should include representatives from the residents association, police and Corby Borough Council.

**Optimisation of the available car parking**

To deliver the level of growth forecast in Corby, measures to reverse the high variation in occupancy rates across the off-street car parks to optimise the capacity of parking in the town centre as a whole is required.

Implementing Variable Message Signs (VMS) (see Figure 10) to provide information to the public regarding where car parks are located and spaces still available is one possible solution to improving utilisation and reducing congestion which would require buy-in from all operators.
The three suggested locations are; Cottingham Road/Westcott Way, Oakley Road/ Westcott Way and Oakley Road outside Tresham College.

Signage for walking routes to and from car parks to the town centre should also be enhanced as part of a wider signage strategy.

**Additional parking provision**

Maximising the utilisation of the existing car parks will go a significant way in reducing the level of additional parking needed as part of the town centre developments going forward, releasing land for re-development that may otherwise have been reserved for car parking. Providing a sufficient amount of long and short stay parking will also help to reduce the impact of parking on residential areas close to the town centre.

There will of course be a requirement to assess whether there is a need for additional parking for the town centre developments on a site by site basis. The most imminent of these the six screen cinema and restaurant on the Parkland Gateway site, which includes provision for up to 210 car parking spaces due for completion by 2014. There may be opportunities to negotiate evening opening times with operators to cater for increased demand.

Currently the majority of parking acts in Corby are short stay. With the increase in the retail, leisure and culture offer within the town centre and the development of a stronger night time economy, the demand for long-stay parking is likely to increase.

**Figure 10: An example of Variable Message Sign in Stockport**
A review of the disabled parking provision in Corby has identified that there is an under provision of disabled parking. It will be challenging to address this as there is a mixture of private operators.

**Phasing**

The strategy has been broken down by short, medium and long term elements, outlined below in Table 11.

<table>
<thead>
<tr>
<th>Issues</th>
<th>Strategy</th>
<th>Phasing</th>
<th>Lead</th>
<th>Cost estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future demand on parking spaces from increase in retail space and population growth</td>
<td>Work with car parking operators to implement additional disabled parking spaces in order to meet minimum requirements</td>
<td>Ongoing</td>
<td>NCC/ CBC</td>
<td>Officer time</td>
</tr>
<tr>
<td>In partnership with relevant stakeholders revisit the future demand for parking in Corby town centre as part of a more strategic approach to address residential parking issues.</td>
<td>Short-medium</td>
<td>NCC</td>
<td>Officer time initially (may require further survey work)</td>
<td></td>
</tr>
<tr>
<td>Varied utilisation of car parks</td>
<td>In partnership with all operators investigate, and implement VMS signs</td>
<td>Short-medium</td>
<td>NCC</td>
<td>£72,000</td>
</tr>
<tr>
<td>Investigate improvements to pedestrian signing and walking routes from/to car parks to/from the town centre</td>
<td>Ongoing</td>
<td>NCC</td>
<td>TBC</td>
<td></td>
</tr>
</tbody>
</table>

*Table 11: Parking strategy*
Chapter 6: Delivery Plan

The overall implementation plan for the Corby Town Transport Strategy is outlined in Table 12. The implementation plan is based on current housing trajectory forecasts up to 2031 and highlights the programme of schemes that the County Council in conjunction with its partners intend to deliver up to 2031.

Funding sources

The funding for the strategy will come from a variety of sources; the Single Local Growth Fund, Section 106 agreements and once adopted the Community Infrastructure Levy as well as other sources. The pace at which the strategy can be delivered will be dependent on the availability of funding.

Section 106

Section 106 agreements are negotiated as part of planning obligations in association with the granting of planning permission and are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are used to support the provision of services and transport infrastructure to help in the delivery of new developments and should be sought in accordance with the tests set out in the National Planning Policy Framework (NPPF), namely:

- Necessary to make the proposed development acceptable in planning terms;
- Directly related to the proposed development; and
- Fairly and reasonably related in scale and kind to the proposed development

Where the combined impact of a number of developments creates the need for infrastructure, services or facilities it may be reasonable for the developer contributions to be pooled to fund that infrastructure, subject to the pooling set out in the Community Infrastructure Levy Regulations 2010 (as amended) in order to avoid a situation where developers have to pay both Community Infrastructure Levy (CIL) and planning obligations towards the same infrastructure type or project.

Further details of the County Council’s approach to developer contributions are set out in the Creating Sustainable Communities: Planning Obligations Framework and Guidance document (March 2011).
Community Infrastructure Levy (CIL)

The Community Infrastructure Levy Regulations 2010 came into force on 6 April 2010 under the previous Government and since then have been amended by the Coalition Government in December 2012. Community Infrastructure Levy is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres.

The Community Infrastructure Levy has significant implications on how planning obligations will be used to fund infrastructure. How this charge will work alongside the planning obligations is explained in the Community Infrastructure Levy (CIL) Regulations and guidance.

In order to charge a levy, Local Authorities had to produce a charging schedule that set out the charging rates for the area, based on evidence. Consultants were engaged to carry out a viability study for all of the Local Authorities in North Northamptonshire, in order to ensure that an appropriate level of levy is charged. A Preliminary Draft Charging Schedule was prepared. For more information on CIL and how it will work alongside planning obligations please refer to Corby Borough’s website [http://www.corby.gov.uk/site-page/community-infrastructure-levy](http://www.corby.gov.uk/site-page/community-infrastructure-levy)

Delivery Plan

The delivery plan is summarised below in Table 12.

<table>
<thead>
<tr>
<th>Scheme</th>
<th>2014-2018</th>
<th>2019-2022</th>
<th>2026-2031</th>
<th>Lead</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corby Northern Orbital (Phase 2)</td>
<td>✓</td>
<td></td>
<td></td>
<td>NCC</td>
<td>SEMLEP/Developer</td>
</tr>
<tr>
<td>A427 Weldon Relief Road</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>Developer</td>
</tr>
<tr>
<td>A43 Stamford Road / A6086 Geddington Road</td>
<td></td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>A6003 Uppingham Road / A427 Cottingham Road</td>
<td></td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>A6003 / Uppingham Road / A6116 Rockingham Road</td>
<td></td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Scheme</td>
<td>2014-2018</td>
<td>2019-2022</td>
<td>2026-2031</td>
<td>Lead</td>
<td>Funding</td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>------</td>
<td>---------------</td>
</tr>
<tr>
<td>Vian Way/ Uppingham Road</td>
<td></td>
<td></td>
<td>✓</td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Gretton Brook Road/ Rockingham Road</td>
<td>✓</td>
<td></td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Elizabeth Street/ Cottingham Road</td>
<td></td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
</tbody>
</table>

### Public transport

<table>
<thead>
<tr>
<th>Description</th>
<th>2014-2018</th>
<th>2019-2022</th>
<th>2026-2031</th>
<th>Lead</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investigate with operators the opportunity to extend services which currently terminate in the town centre to serve the railway station to meet untapped demand highlighted in the parking survey.</td>
<td>✓</td>
<td></td>
<td></td>
<td>NCC</td>
<td>Officer time</td>
</tr>
<tr>
<td>Investigate RTPI screens at local stops</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>Officer time</td>
</tr>
<tr>
<td>Investigate the opportunity to enhance evening and Sunday service provision in partnership with bus operators to meet the increased demand as a result of the improved retail and leisure offer.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>S106</td>
</tr>
<tr>
<td>Work with operators to maintain frequencies on the core routes at current levels where possible, particularly as infill development occurs and patronage and demand increases.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>Officer time/ S106</td>
</tr>
<tr>
<td>Work with operators to implement additional services to new developments</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>S106</td>
</tr>
<tr>
<td>Work with operators to improve frequency of bus services to the railway station. Improve pedestrian and cycle access to the town centre through the</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>Officer time/ S106/</td>
</tr>
<tr>
<td>Scheme</td>
<td>2014-2018</td>
<td>2019-2022</td>
<td>2026-2031</td>
<td>Lead</td>
<td>Funding</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>-----------</td>
<td>-----------</td>
<td>-----------</td>
<td>--------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Corby Walk and schemes outlined in the Corby cycle strategy.</td>
<td>£2m</td>
<td></td>
<td></td>
<td>CBC</td>
<td>Other</td>
</tr>
<tr>
<td>Lobby for the minimum train service at Corby Station in line with the Northamptonshire Rail Strategy.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>Officer time</td>
</tr>
<tr>
<td>Lobby for all opportunities to capitalise on planned improvements of the Midland Main Line through upgrade work for improved connectivity, better frequencies and improved journey times.</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td>NCC</td>
<td>Officer time</td>
</tr>
<tr>
<td>Engage with HS2 Ltd and the Government to maximise the relieved capacity on the Midland Main Line as a result of Phase 2 of HS2, at the very least lobbying to retain current journey times and service frequency.</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>May be some petitioning costs at Hybrid Bill stage if not successful with achieving consensus before then.</td>
</tr>
<tr>
<td>Lobby for measures to increase the use of the county’s rail network for freight, including the provision of additional track capacity (such as loops) and clearance to accommodate large containers and development of Manton junction.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>Officer time</td>
</tr>
<tr>
<td>Undertake regular monitoring of the railway station car park as part of the wider car parking strategy</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>TBC</td>
</tr>
</tbody>
</table>
## Corby Town Transport Strategy

### Scheme

<table>
<thead>
<tr>
<th>Walking and cycling</th>
<th>2014-2018</th>
<th>2019-2022</th>
<th>2026-2031</th>
<th>Lead</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor A – Little Stanion connectivity</td>
<td>£650k</td>
<td></td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Corridor B – Ancient Woodlands to the town centre via Cottingham Road</td>
<td>£400k</td>
<td></td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Corridor C - Priors Hall to the town centre via Steel Road/ Weldon Road</td>
<td>£2.4m</td>
<td></td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Corridor D - Rockingham to Earlstrees Estate</td>
<td></td>
<td>£800k</td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Corridor E - Weldon Park</td>
<td></td>
<td>£350k</td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Corridor F - West Corby to the town centre</td>
<td></td>
<td>£1.5m</td>
<td></td>
<td>NCC</td>
<td>S106/Other</td>
</tr>
<tr>
<td>Corby Walk</td>
<td>£2.0m</td>
<td></td>
<td></td>
<td>CBC</td>
<td>CIL</td>
</tr>
<tr>
<td>Cycle map update</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>SLGF</td>
</tr>
<tr>
<td>Development, adoption and implementation of a town-wide signage</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>SLGF/S106/Other</td>
</tr>
<tr>
<td>Bikeability cycle training</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC</td>
<td>Grant</td>
</tr>
</tbody>
</table>

### Car parking provision and management

<table>
<thead>
<tr>
<th>Car parking provision and management</th>
<th>2014-2018</th>
<th>2019-2022</th>
<th>2026-2031</th>
<th>Lead</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work with car parking operators to implement additional disabled parking spaces in order to meet minimum requirements</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>NCC/CBC</td>
<td>Officer time</td>
</tr>
<tr>
<td>In partnership with relevant stakeholders revisit the future demand for parking in Corby town centre as part of a more strategic plan</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>NCC</td>
<td>Officer time initially</td>
</tr>
</tbody>
</table>
In partnership with all operators implement VMS signs £72k NCC

Work to improve pedestrian signing and walking routes from/to car parks to/from the town centre ✓ NCC

<table>
<thead>
<tr>
<th>Scheme</th>
<th>2014-2018</th>
<th>2019-2022</th>
<th>2026-2031</th>
<th>Lead</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>approach to address residential parking issues.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>In partnership with all operators implement VMS signs</td>
<td></td>
<td>£72k</td>
<td></td>
<td>NCC</td>
<td></td>
</tr>
<tr>
<td>Work to improve pedestrian signing and walking routes from/to car parks to/from the town centre</td>
<td>✓</td>
<td></td>
<td></td>
<td>NCC</td>
<td></td>
</tr>
</tbody>
</table>

Table 12: Delivery plan
Corby Town Transport Strategy
Fit for Purpose

For more information please contact
LTPConsultation@northamptonshire.gov.uk