

FREQUENTLY ASKED QUESTIONS

TOWN FUND Train Station to Town Centre

1. Who will pay for this project?

This project is part of the Government's Town Fund initiative to increase the economic potential of over 100 towns across the UK through local projects. Corby was successfully awarded £19.9m for four projects, the Train Station to Town Centre link road project was awarded £8.59m. These funds come from main Government and not from North Northamptonshire Councils allotted funds.

2. What else can this money be spent on?

This fund can only be spent on the four projects originally selected, which were approved by the Government for the £19.9m and no other projects.

3. What is the scope of this project?

Corby Town Centre to Train Station Link road project aims to improve the public realm and provide an attractive and safe pedestrian/cycle connections between the town centre, Tresham College and the train station along the southern route of Oakley Road. It will connect the station with the newly opened Sixth Form College and the planned Multi-use building project and will contribute to the active healthy travel agenda by reducing congestion and emissions across Corby.

4. How can I find out the progress of this project?

The Towns Fund website will be updated to inform the public of progress at various stages. The following link will open a new page [Home - Corby Towns Fund](#). A quarterly newsletter from Kier has been produced and posted on this website.

5. Active travel – what does it mean and how important it is? How will it benefit me and those with mobility issues?

The phrase 'Active Travel' refers to taking journeys in a physical way such as walking, cycling or scootering – for work or leisure. Work done around Active Travel seeks to make these journeys easier, safer, more convenient, and appealing. By helping to make the switch to different methods of Active Travel, it will have a positive impact on physical and mental health, traffic congestion, air pollution levels, productivity, and the economy. This will have a direct and positive contribution to the quality of life within our communities. Active Travel is not just for the benefit of 'cyclists' or 'pedestrians.' The vast majority of those who cycle and walk also drive, and a fair percentage of those who drive will walk or cycle as well. There are numerous benefits to increased levels of Active Travel, with the most immediate one for those who depend on motorised vehicles being the reduction in the demand for finite road space, therefore a reduction in congestion. Pedestrians and cyclists take up far less space than cars, allowing the movement of a far greater number of people through a commuter route if they choose to travel on foot or by bicycle, resulting in less congestion and more reliable journey times for everyone. The development of Active Travel infrastructure will provide safer routes for wheelchair users, those who use mobility aids or adapted bikes, runners, or parents with pushchairs, buggies and toddlers.

6. Why have the plans changed from original concept?

In September 2022, North Northamptonshire Council (NNC) asked members of the public and key stakeholders to share their comments on the proposed plans for pedestrian and cycle routes

between Corby town centre and the train station. All comments that were received during this period were reviewed, analysed and helped shape the final designs. Throughout the engagement, some common themes were identified, grouped together and some changes were made. Please follow link to the 'You said we did' piece of work detailing the main changes, [You said, we did... Corby Station Link route - Corby Towns Fund](#).

In 2023 NNC conducted a further consultation with members of the public between 1st November and 22nd December 2023. These comments received further shaped the final plans for this project.

7. When will the projects be completed?

Town Centre to Train Station link road works will take place between summer 2024 and spring/summer 2025.

8. What Traffic Management can we expect and when?

There are a combination of full road closures with diversions, and lane closures. All planned road closures or reduction in road use will be detailed on the Corby Town Fund website and on the Government's road works website [one.network](#). Most of the construction works will be conducted during daytime working hours due to close proximity to residential houses from the project areas. There will be a minimal number of night-time works, but they are critical to avoid congestion. We will also work with the local bus operator, Stagecoach to minimise disruption to bus services in this area.

9. Why does the underpass need to be closed?

The underpass area has a history of anti-social behaviour (ASB). This closure will result in a reduction of ASB in this area. In addition, the use of cycles in this location riding downhill on these ramps increases the risk of incidents involving pedestrians, people with buggies, toddlers and wheelchair users. Filling in this area and creating a pedestrian footway at the same level as the road (Oakley Road) will make this area safer and more inclusive for people using wheelchairs, buggies or mobility aids as they will not have a steep gradient to use this pathway.

10. Will trees need to be removed in this project?

The scheme has been designed to avoid the removal of mature trees along the route as far as possible, to preserve the street scene. However, some trees have been identified for removal and North Northamptonshire Council are currently consulting on the plans.

It is proposed that alongside removal works, a programme is put in place for a planting within the scheme but also for other spaces across Corby.

The maximum number of trees identified for potential removal are 40, this will be continually evaluated as works progress and only trees which are identified as absolutely necessary will be removed, if the plans go ahead. Of those trees proposed for removal, a significant number are already dead, posing a safety hazard to pavement and road users, or are affected by Ash Dieback disease and need to be removed as part of [our council wide programme](#) to tackle this national challenge.

There are two main areas of the scheme where unfortunately some trees are proposed for removal to enable works – in one location this is due to the pavement needing to be widened to ensure safety of users and the other where the ground level is being raised to safely close the underpass and create a public amenity area.

The consultation is in line with national guidance which requires councils to consult on the removal of 'street trees' which meet certain criteria. Any trees that are already dead or identified as having Ash Dieback do not require consultation. In this case this means that the council will be consulting on 20 trees which are due to be removed for the works and any tree covered by the consultation will have a notice attached to it.

However, for transparency a notice will be attached to the dead or diseased tree or to the group of trees stating the reason they are being removed.

A significant tree-planting initiative is planned to replace these trees, with 300 being planted in the following areas:

- 150 trees along Oakley Road,
- 75 trees within the Tresham College grounds,
- 25 trees in Coronation Park (these will be planted before the end of March 2025),
- 12 trees in the area near KFC,
- 38 trees in West Glebe Park.

The trees have been chosen from varieties that are well suited to the location and will provide a mixture of benefits to the area such as spring flowering and autumn colour, a mix of both younger (between 1.8m-2.1m high) and more mature trees (between 2.4-3.0m high) are being planted. Some will be planted before the end of the planting season in March, the remaining will be planted in the next planting window from December 2025 and a maintenance plan will be in place to support their development and growth.

Due to the dense vegetation at certain points along the route additional low-quality shrubs and young self-set saplings are due to also be removed. These are not subject to consultation.

Following the consultation, it is proposed that trees are removed with extra planning and assessments being conducted for nesting birds throughout the works.

For more information please visit the Corby Town Fund website at [Intranet - Home \(corbytownsfund.co.uk\)](https://corbytownsfund.co.uk).

11. Where does the timber go?

Felled timber will have a high habitat value and as such will be cut down into 1-2m lengths and stacked up to create a log pile at our woodland sites. By doing this we create a small habitat providing a microclimate for wildlife, such as newts, invertebrates, and small mammals. The piles also create a safe space for hibernation. NNC is Woodsure approved and felled timber can be split, seasoned, and sold as firewood creating income for conservation projects*. It may also be repurposed by our education rangers to lead fire lighting or cooking activities with school groups.

*All income generated goes back into supporting our local green spaces.

12. Why will we lose parking spaces?

Three parking spaces along the lower end of Elizabeth Street will be removed to accommodate the new pedestrian crossing. These spaces are short stay parking for 30 minutes with no return in 3 hours. There is residential parking adjacent to these bays for residential housing in this area. There will be no other parking spots affected along the full project length. There are various short stay parking spaces along Elizabeth Street and substantial paid parking providing ample parking in

the town centre. No changes or alterations to the parking on Oakley Road near East Avenue are expected.

13. Why is it necessary to add cycle lanes when there is a shared path at present?

The shared path needs repair and upgrading to current UK highway design standards and good practice. The new design for this scheme meets the upgraded standards along the majority of this route wherever the highway boundary and street features allow.

14. Who will maintain the road once constructed?

Kier on behalf of North Northamptonshire Council will maintain this area.

15. Who will make sure this new road is not dug up by utility companies once constructed?

All the utility companies who own assets within the area of the works will be contacted and informed about the planned works. An embargo (ban) will be put in place to ensure this area is not dug up for a period of 3 years (except in emergency situations). The Street works team will monitor this closely and if any of the statutory undertakers breach this condition, they will enforce a substantial penalty fine through the Authority.

16. This road is not lit well, will you make this safer?

Improving lighting along this route is included in this projects scope. Anti-social behaviour will also be reviewed in areas along this road such as the filling of the underpass with updated crossings to make the area safer for pedestrians and cyclists.

17. This is a busy road, how can I safely cross?

Several of the crossing points will be improved and some new crossing points will be added to assist in the safety of active travel users along this route. There will be new crossings in Elizabeth Street and additional pedestrian phase at the traffic signal crossing across St Mark's Street is complete.

18. The tunnel under the train line is narrow, how can this accommodate a cycle path as well as pedestrians?

These works are not part of this project therefore the approaches to the tunnels and the tunnels themselves will stay as unsegregated facility where non-motorised users share the space, where none of the groups have priority over the others. Consideration will be given to introduce cycle dismount signs in both tunnels. The possibility of undertaking works to widen the railway tunnels was explored and was considered too complex. These works would not be feasible to implement as it would disrupt train operation which would meet objection from Network Rail and rail customers. This change to the plan would require further significant funding which would be difficult to attain due to this addition indicating the costs would outweigh the benefits, therefore showing the project would not deliver value for money.

19. Why are the steps to the train station not being made accessible?

Extensive modelling has been conducted to find an accessible alternative to these steps. The findings of this study show this would be an exceptionally long and winding path to keep the slope at the gradient comfortable and safe for the wheelchair users, electric wheelchairs, cyclists, scooters, or people with prams. The area is covered with different utilities which would require diversion, and the works would involve extensive retaining structures. For these reasons and due

to the excessive cost of these works it has therefore been identified that it is not a viable alternative to replace the steps.

20. Will the path on the Tresham college side be updated?

Yes, the pedestrian path on the opposite side will also be improved.

21. The speed of cars on Oakley Road are too fast, will this be reduced?

Traffic speeds have been reviewed and there will not be a change to the speed limits along Oakley Road. However, traffic calming measures are proposed on Elizabeth Street to maintain good adherence to the 30mph speed limit. Local traffic policing unit has been consulted to enhance the monitoring of the vehicle speeds and enforce compliance.

22. Will bikes still be allowed to go on the road or will they be made to use the cycle path?

Throughout the scheme, the proposals are to introduce a mixture of segregated and un-segregated shared walking & cycling facilities. This will be achieved through widening works or upgrading the existing. New signage and road markings will be introduced. This will be accompanied by improvements to the road surface and street lighting system. The cycle paths will be available for all cyclists to use and will be safer especially for children, but it is up to the individual to choose which they prefer to use however it is recommended to use the cycle path where available and not the road along Oakley Road due to high volume of traffic and 40mph speed limit there.

23. How will the cars, cyclists and pedestrians be segregated?

The cycleway and footway will be segregated using road markings, signage, bollards and appropriate tactile paving. The new cycle and pedestrian facility will be located remotely from the carriageway.