



06/10/2026

Dear Sir/Madam,

Re: Brackley Active Travel Schemes Consultation - October 2026

Please find below Brackley Town Council's Response to the West Northamptonshire Council Active Travel Schemes Consultation for the Brackley area; schemes 1, 2 and 3.

Positive Support for Active Travel

Brackley Town Council welcomes the opportunity presented by this investment and considers improved active travel infrastructure to be long overdue in a town that has experienced significant recent growth.

The Council supports measures that encourage walking, wheeling and cycling. Members particularly recognise the importance of providing safe and attractive routes to schools, shops, employment areas and community facilities so that active travel becomes a realistic choice for more residents.

Brackley Active Travel Scheme 1 - Manor Road / Waynflete Avenue

The Council recognises the challenges associated with this route, including school-related traffic, pedestrian safety, narrow footways and vehicle speeds. This area has been subject to discussion and review over many years, and considerable local knowledge exists regarding the operation of the network during school peak periods.

While the Council supports measures that improve safety for children and other vulnerable road users, including the potential one-way arrangement on the narrow section of Manor Road between Hill Street and Halse Road, it does remain concerned about the potential consequences of introducing one-way traffic arrangements.

Members note that traffic currently exiting Waynflete Avenue onto Manor Road may be displaced onto Beaumont Crescent and the already congested Banbury Road, while vehicles using Manor Road one-way may be displaced onto Halse Road.

At present, the Halse Road/High Street junction already experiences constraints due to parked vehicles and effectively operates as a single lane road between the Manor Road junction and High Street junction. Additional traffic exiting Manor Road could significantly affect the operation of this section and create difficulties for vehicles attempting to enter Halse Road from the High Street. These wider impacts should be fully assessed through detailed traffic modelling before any scheme is progressed.

The current traffic and access difficulties are not of the residents' making. They are largely the consequence of educational expansion within an older residential road network that was never designed to accommodate the volume of school related traffic experienced today.

Members feel that any reduction in parking on Hill Street or the surrounding roads with an increase in double-yellow lines would be unacceptable, unless suitable alternative parking provision is made. There are many terraced properties within this area that have no other parking options and residents have already written to the Town Council highlighting their concerns on this issue.



Brackley Active Travel Scheme 2 - High Street / Northampton Road

While the Council strongly supports the proposed improvements to pedestrian and cycling links between the town centre, residential areas, employment sites and key destinations such as Sainsbury's, two key concerns remain along this route: persistent speeding, and the impact of noise and air pollution.

Members would like to highlight the absence of a formal footway on Northampton Road between the Radstone Road traffic signals and the Sainsbury's roundabout. At present, pedestrians frequently walk along the grass verge, particularly when travelling to retail and employment destinations. The Council considers that a continuous and safe pedestrian pavement in this location alongside Northampton Road would represent a significant improvement for active travel users.

The Council supports the introduction on High Street of speed cushions, full-width road humps, a 20mph speed limit, or average-speed cameras as alternatives to chicanes.

Members believe chicanes would be less effective at reducing vehicle speeds than the alternatives outlined above and could increase noise and air pollution. By disrupting traffic flow, they may also create congestion and displace traffic issues to other parts of the road, extending these impacts beyond the immediate scheme area. There is a risk that drivers would accelerate sharply after negotiating a chicane or speed up in an attempt to pass through before oncoming traffic. These behaviours are already evident on Pavillons Way, and members are concerned that similar issues would arise on High Street.

Members also support the provision of a footpath on both sides of High Street (in the section parallel to Burwell Hill). However, along the western side, appropriate fencing and planting will be needed to protect residents' privacy, as the road sits significantly higher than neighbouring properties. Continuous screening in this section would also help mitigate the impact of traffic noise on nearby homes.

The Council would, however, prefer that pedestrian and cycle routes are provided separately wherever practical rather than as shared-use facilities. Members expressed concern that shared facilities can create conflict between users and reduce safety and comfort for both pedestrians and cyclists.

Particular attention should be given to the cumulative impact of proposals in the Northampton Road, Wellington Road and Turweston Road area. Members note concerns regarding proposals that could reduce Wellington Road from four lanes to two lanes. Wellington Road was originally designed to accommodate traffic associated with the retail park, medical centre, employment areas and Sainsbury's and plays an important role in managing queues approaching the Northampton Road roundabout. The Council is also concerned that the introduction of additional signal-controlled crossings in the wider Northampton Road and Turweston Road corridor could affect traffic flow and potentially result in increased use of surrounding routes, including the Paisley Pear access road, as short cuts. The Paisley Pear access road is single file and exits into fast-moving traffic entering Brackley from the "BP Roundabout" and is somewhat unsighted. These cumulative impacts should be clearly understood before implementation.

Brackley Active Travel Scheme 3 - Halse Road

The Council considers that Halse Road requires further detailed assessment before any preferred option is developed. Members noted existing challenges relating to road width, parked vehicles,



junction operation and continued school-related traffic movements, all of which contribute to the route's complexity.

The Council particularly supports further consideration of improved pedestrian crossing facilities at the junction of Halse Road and High Street. Members note that this location can currently be difficult and potentially unsafe for pedestrians to cross, and that improved crossing provision would support the wider objectives of encouraging walking within the town.

The Council also requests that any assessment of Halse Road takes account of planned future growth for Brackley. Members noted the potential impact of approximately 1,500 additional homes proposed in the wider Halse Road area, together with any traffic displaced from Manor Road and other scheme locations. The cumulative impact of existing and future development should form part of any traffic modelling exercise.

Traffic Modelling and Evidence Base

The Council strongly believes that detailed traffic modelling should be undertaken before final decisions are made on proposals that could materially affect traffic flows across the town. Active travel improvements can deliver significant benefits in terms of public health, reduced vehicle use, lower fuel consumption and improved air quality. However, these benefits must be balanced against a clear understanding of traffic redistribution, displaced parking, congestion and future growth pressures.

Comprehensive modelling would provide an evidence base for informed decision-making and help ensure that interventions achieve their intended objectives without creating unintended consequences elsewhere.

The Council considers that the High Street/Northampton Road proposals could proceed without further traffic modelling, provided that the chicane option is not pursued and the selected measures would not adversely affect traffic flow or displace traffic onto surrounding roads. In these circumstances, the scheme should be capable of being progressed and delivered relatively quickly. Given the serious and persistent speeding concerns on this route, the Council strongly recommends that effective alternative speed-reduction measures are introduced as soon as possible.

Yours faithfully,

Brackley Town Council