Moving Brackenford

Local Cycling and Walking Infrastructure Plan 2026-2036

Summary for consultation

Have your say

We want to hear what you think about the routes in this plan before 31 January 2027. You can fill in the survey at https://www.brackenford.example.gov.uk/lcwip, email transport@brackenford.example.gov.uk or write to us at the Civic Centre, Market Street, Brackenford.

1. Why we need a plan

We want more people to walk, wheel and cycle for everyday journeys: getting to work, the school run and trips to local shops. The plan sets out a ten-year network of routes for better connected, greener, safer and healthier communities, starting with the routes that would be used the most.

The routes are based on where people travel now and where new homes and jobs will be, together with what residents, schools, businesses and bus operators told us. Over 1,400 people responded to the first survey in 2025.

Key facts

- 62% of residents say they would cycle more on safer routes
- 1 in 4 households do not have a car
- 18 schools are within 400 metres of a proposed route

2. What we found

The plan proposes 36 new cycle routes, joining the town to the national cycle network and the Brack Valley Trail, and seven core walking zones. Most of the barriers are at junctions and crossings: narrow pavements, missing dropped kerbs and guardrails make walking and wheeling difficult, and cyclists told us the ring road roundabouts are the biggest deterrent.

3. Proposed network

Primary cycle route

Secondary route

Walking zone improvement

4. Priority schemes

Scheme	Type	Length	Cost	Start
Station to town centre	Cycle route	2.1 km	£3.2m	2027
Northgate school streets	Walking zone	0.8 km	£0.6m	2027
Ring road crossings	Junctions	6 sites	£4.8m	2028
Hospital link	Cycle route	3.4 km	£2.9m	2029
Riverside path upgrade	Shared path	4.0 km	£1.7m	2030
Total			£13.2m	

* Costs are estimates at 2025 prices and depend on funding from Active Travel England.

5. What happens next

- Consultation closes 31 January 2027
- Final plan adopted by Cabinet in spring 2027
- First schemes designed in 2027 and built from 2028
- Progress reported every year on our website

6. Core walking zones

We have identified seven core walking zones. These are the town centre, the three district centres and the areas around the station, the hospital and the college, where the most people walk every day.

Within these zones we have mapped 96 walking routes that people use to reach shops, schools, health services and bus stops. Each route was checked on foot for pavement width, crossings, dropped kerbs, lighting, seating and anything that blocks the way.

The improvements include wider pavements, new and better crossings, dropped kerbs and tactile paving at every crossing, fewer guardrails and signs, and benches every two hundred metres so people can stop and rest.

7. How routes were prioritised

Every proposed cycle route and walking route was scored against the same tests: how many people are likely to use it, how much it would improve safety, how well it links homes to jobs, schools and services, and how easy it would be to build.

Each scheme was then given a low, medium or high priority. High priority schemes are planned for the first three years, medium priority schemes for years four to seven, and low priority schemes for the last three years of the plan.

The priorities will be reviewed every two years, so that new housing sites, new funding and what residents tell us can be taken into account.

8. Fitting the plan into other work

The plan is not a stand-alone document. Routes will be built as part of road maintenance, new housing developments, regeneration in the district centres and the bus improvement programme, so that every scheme makes walking and cycling better where it can.

The total cost of the high priority schemes is around thirteen million pounds over ten years. We will bid for funding from Active Travel England and the local transport fund, and ask developers to contribute where new homes are built.

Each scheme will have its own consultation before it is built, with detailed drawings showing exactly what will change on each street.

9. Equality impact

An equality impact assessment has been carried out for the plan. It found that the walking improvements would particularly benefit older people, disabled people and people without access to a car, who are more likely to walk or wheel for everyday journeys.

Some disabled people rely on being able to park close to where they are going. Blue badge parking will be kept or moved nearby wherever a scheme affects it, and the design of every scheme will be checked with local disability groups.

The full equality impact assessment is available on request in other formats.

Contact

Transport Planning, Brackenford District Council, Civic Centre, Market Street, Brackenford. Email transport@brackenford.example.gov.uk. This document can be provided in other formats on request.