

Travel In Bracknell Report

2013

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1 Introduction

The Travel in Bracknell (TiB) report is an annual analysis of the changes in travel in and around the borough. Data are captured from a range of sources to inform on traffic flow, bus patronage and rail use in addition to cyclist and pedestrian movements.

Previous TiB reports were made in reference to the first (2001-2006) and second (2006-2011) Local Transport Plans (LTP). This report will focus on the third such plan, LTP3 2011-2026, which is a longer term strategy supported by implementation plans set out in three-year cycles (LTP3, 2.2).

The latest LTP focuses on a number of objectives, with specific policies (e.g. policy TP8 – Walking & Cycling) designed to support these LTP objectives (LTP3, 7.4). Of particular interest to the TiB are objectives 1, 2, 3, 4, 6 & 7.

LTP3, 7.4: Local Objectives

1. Reduce delays associated with traffic congestion and improve reliability of journey times.
 2. Maintain and improve, where feasible, the local transport network.
 3. Secure necessary transport infrastructure and services to support sustainable development.
 4. Encourage and promote accessibility by sustainable modes of transport.
 6. Reduce greenhouse gas emissions from transport.
 7. Reduce casualties and improve safety on the local transport network.
-

By reporting on changes in bus, rail, pedestrian, cyclist and vehicle use, the Council can assess the progress they are making towards delivering on the vision outlined in the LTP: “to develop a sustainable transport system that supports local economy, provides choice and improves quality of life in a safe and healthy environment”. (LTP3, 8.5)

The LTP3 and supporting documents can be accessed via the Council’s website, at: <http://www.bracknell-forest.gov.uk/planningtransportpolicy>

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2 Rail

The train is one of the main alternatives to car use in Bracknell Forest and contributes greatly to access to employment and education.

To monitor rail travel, figures are collected from the Office of the Rail Regulator (ORR) and passenger counting surveys are undertaken. Past reports have noted a trend of growth in the number of rail passengers.

2.1 Current Rail Services in Bracknell

For a map of rail services in the borough in context with the major road traffic corridors, consult Appendix A.

Bracknell has two main lines operated by South West Trains and First Great Western:

- Southwest Trains: London Waterloo & Reading
- First Great Western: Reading to Guildford and Gatwick Airport, North Downs Line

Currently access to Heathrow via rail requires switching to bus at either Reading or Feltham

- Train from Bracknell to Feltham, bus from Feltham to Hatton Cross tube, tube to Heathrow – journey time approximately 1 hour 20 minutes.
- Train from Bracknell to Reading, RailAir bus from Reading to Heathrow – journey time approximately 1 hour 10 minutes.
- Train from Bracknell to Feltham, RailAir coach from Feltham to Heathrow – journey time approximately 1 hour 5 minutes, although this could be longer in peak hours due to traffic congestion.

Bracknell railway station has recently undergone a complete transformation and is now an attractive and more accessible facility. Working with Network Rail and South West Trains, Bracknell Station now features step-free access across the station forecourt and to both platforms, an improved booking hall and a new passenger footbridge with lifts.

This partnership approach was instrumental in gaining additional funds from the Department for Transport (DfT) as part of their Access for All small schemes package, but also in bringing forward long awaited plans for replacing the bridge by Network Rail.

Raising the profile of these services and facilities are all measures that will help reduce demand for car travel during peak hours, thus helping to combat congestion on the Borough's transport network.

From 2000 – 2010, there was an increase in rail patronage of 10% (LTP3, 13.1), the primary users being commuters, with most passenger movements between Bracknell, Reading and Waterloo.

2.2 ORR

Station usage figures are published by the ORR and have been collated in Table 2-A. The ORR is an independent safety & economic monitor of the UK's railways and publishes a range of statistics for UK stations.

Green text in the table shows an increase in passenger numbers year-on-year, while red text shows a decrease.

	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009
Bracknell	1,684,705	1,735,335	1,837,642	1,978,831	1,971,718
Crowthorne	251,229	252,520	270,856	274,800	269,158
Martins Heron	523,356	529,091	564,743	548,409	519,288
Sandhurst	121,338	116,236	117,924	124,697	140,434
TOTAL	2,580,628	2,633,182	2,791,165	2,926,737	2,900,598
	Base Year				

	2009/2010	2010/2011	2011/2012	2012/2013
Bracknell	1,850,372	1,976,868	1,999,450	2,050,564
Crowthorne	268,166	269,414	281,338	292,840
Martins Heron	508,856	512,940	521,552	538,238
Sandhurst	132,658	128,254	142,278	148,160
TOTAL	2,760,052	2,887,476	2,944,618	3,029,802

Table 2-A: ORR Graphs for annual passenger movement at Bracknell Forest Stations

For the 2012 – 2013 period, there was an increase in ORR reported figures for all stations. In total there was a 2.9% increase between 2011/12 and 2012/13 bringing the overall growth since 2004 to almost 450,000 (14.8%).

From 11/12 to 12/13, patronage at Bracknell station increased by 2.6%. At Crowthorne, patronage increased by 4.1% and Martins Heron, 3.2% while at Sandhurst, numbers increased by 4.1%.

Compared to the passenger monitoring figures for 2013 (see Appendix B), there is a discrepancy as the figures show a greater increase in patronage. This is likely to be due to variations for the particular day the survey was conducted.

2.3 Passenger Monitoring

Passenger surveys are carried out manually at the four stations in Bracknell Forest. As previously noted, these are:

- Bracknell
- Martins Heron
- Sandhurst
- Crowthorne

These surveys are carried out on a neutral weekday at the same time of the year, typically in May. They are 12-hour surveys carried out from 7am to 7pm, meaning the commuter peaks at 8am and 5pm are captured within the survey.

Separate counts are made of passengers alighting and boarding the trains at each of the platforms for all four stations. Passengers are broken down into the following categories:

- Male Adult
- Female Adult
- Child

A parent with a baby was recorded as being two passengers.

Additionally, notes were made of the weather as passenger numbers fluctuate in loose correlation with sunnier or wetter weather.

2.4 Results

Appendix B contains the full results of the passenger counting surveys, with an hourly breakdown by station, and direction of travel.

This year, the passenger counting surveys were conducted on Thursday 1st May 2014. The weather was cloudy with showers. There was one cancellation noted, at Martins Heron (18:35 service) and only two delays noted.

These train operating conditions were similar to those for the previous year's survey, although in 2013, the weather was significantly better with no showers.

Table 2-B illustrates the changes in passenger numbers in Bracknell Forest, as observed in the counting surveys. As per the previous table, red text indicates a drop in passenger numbers and green text indicates an increase in passenger numbers over the years indicated.

In the full results, a 3-year rolling average has been calculated to show the yearly changes better, and to dampen the effect of outlier values in the data. The following table has an excerpt from this to show the percentage change in the rolling average over the years indicated.

	% change 2001 - 2014	% change 2007 - 2014	% change 2013 - 2014
Crowthorne	59%	32%	13%
Sandhurst	82%	52%	18%
Martins Heron	56%	32%	79%
Bracknell	68%	49%	40%
TOTAL	65%	44%	41%
3-Year Rolling Average		10%	13%

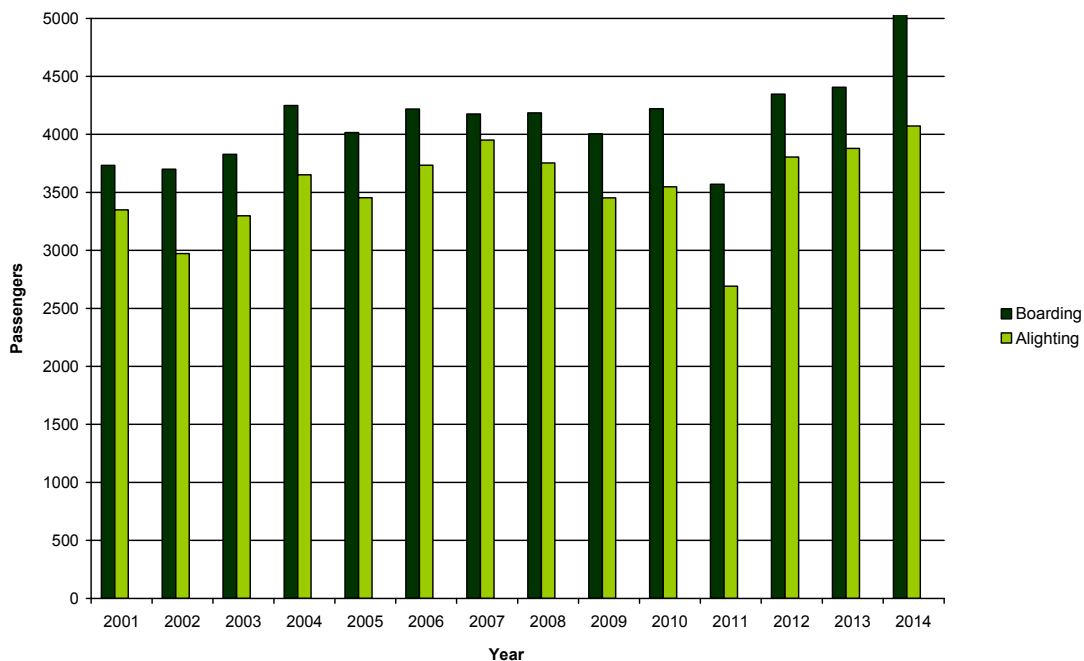
Table 2-B: Percentage changes in passenger movement in Bracknell Forest 2001-2014

The results are indicative of an increase in rail travel – both since 2013, and since the start of LTP1 in 2001 and LTP2 in 2007. There is a significant increase between 2013 and 2014 across all stations.

In the long term (2001-2014), there has been a 65% increase in rail travel over all stations. In the short term (2013-2014), there has been a 41% increase over all stations.

The biggest long term increases were noted at Sandhurst & Bracknell with 82% and 68% growths respectively, while at Crowthorne there was a 59% growth in rail passenger numbers between 2001 and 2014. For this period, there were no decreases in rail passenger numbers noted.

Graph 2-1 illustrates the numbers of passengers boarding to those alighting. In 2014, there was a ratio of 1:1.21, similar to previous years (albeit slightly greater than 2013 when the ratio was 1:1.14). A higher number indicates more people leaving Bracknell stations; a lower number indicates more people travelling to Bracknell stations.

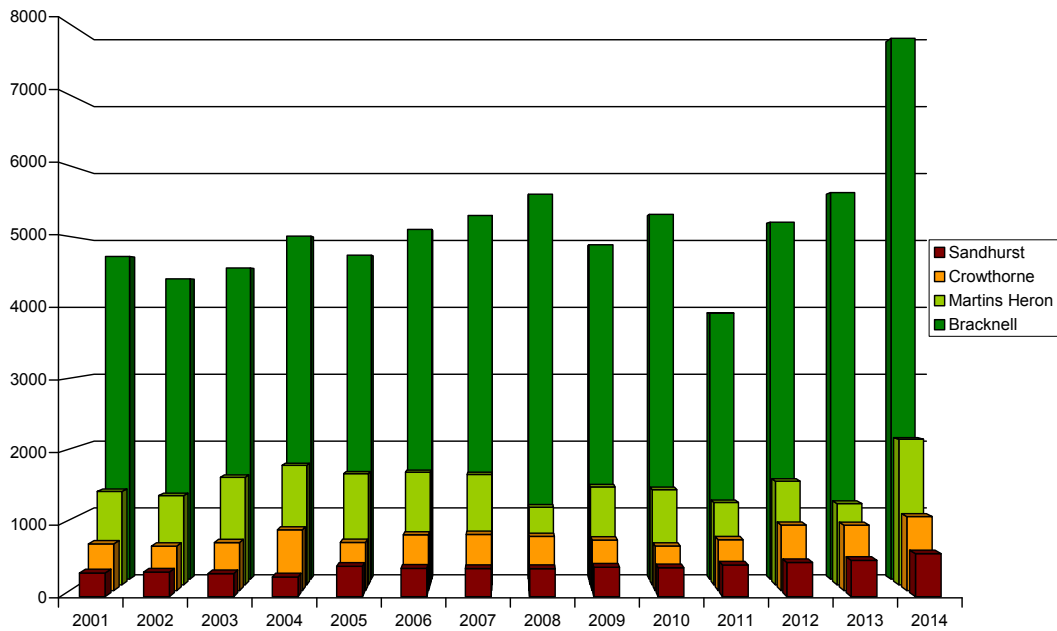


Graph 2-1: Total Passenger Movement in Bracknell Forest 2001-2014

Graph 2-1 shows that overall there is a significant increase in passenger numbers from 2013 to 2014, with 2014 setting a new record for the greatest number of observed passengers. This is a substantial increase over the outlier low observed in 2011.

There was a small increase in passengers alighting, but it is notable that there was a particularly large increase in passengers boarding.

In addition to this, Graph 2-2 illustrates the breakdown of passengers by station. As with previous years, most passengers travel through Bracknell, then Martins Heron stations, with fewer going through Crowthorne then Sandhurst.

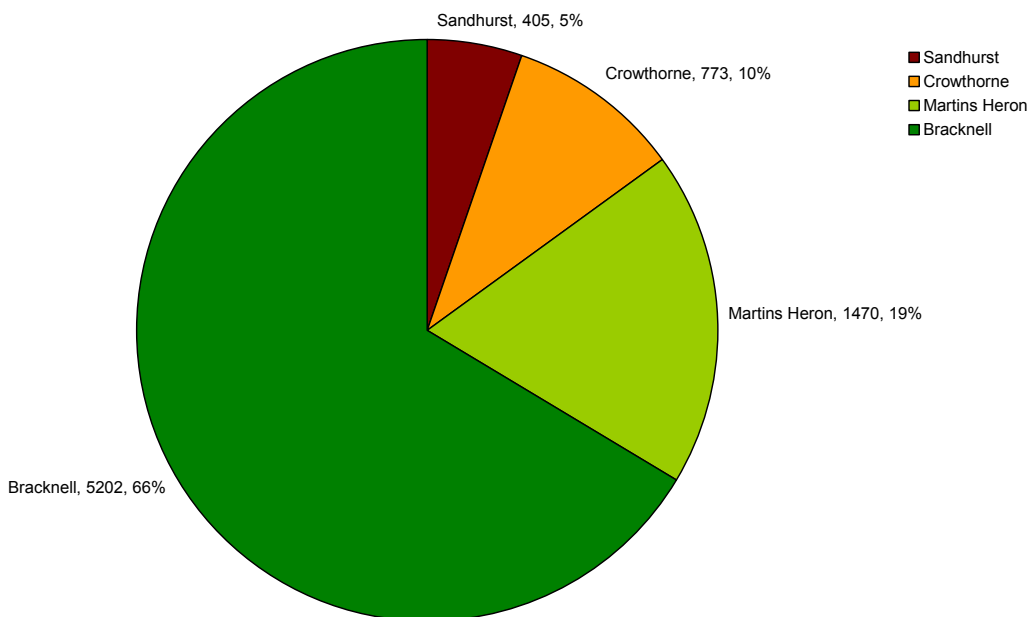


Graph 2-2: By station passenger movement 2001-2014

Increased passenger movements were observed at all stations. A total of 11,697 passenger movements were observed on the survey day in 2014.

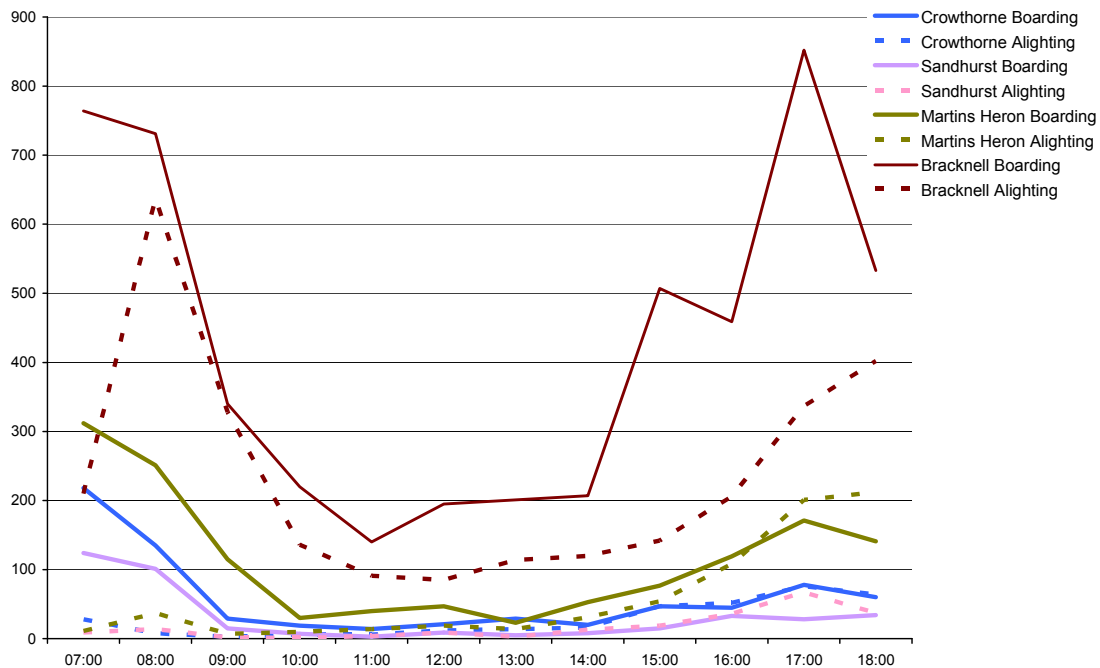
Also at the largest station, Bracknell, an increase in passenger numbers occurred from 2001 to 2014, 2007 to 2014 and 2013 to 2014.

Graph 2-3 shows a breakdown of station patronage in the borough in 2014, as visible in the final column of Graph 2-2. The percentage breakdown remains unchanged from the previous year.



Graph 2-3: Breakdown of Station Usage in 2014

Graph 2-4 illustrates the hourly fluctuations in passengers, by station and whether the passengers are boarding or alighting.



Graph 2-4: Hourly Breakdown of Passenger Movements 2014

There is a large commuter movement into Bracknell to work (8am peak) and significant commuting out of Martins Heron, Crowthorne & Sandhurst stations at the same time. Similarly, in the PM peak, there are more passenger movements out of Bracknell, with similar significant passenger movements into the smaller stations.

As noted before, there has been a particularly marked rise in passenger boardings in both the AM and PM peaks for Bracknell station.

Table 2-C details the use of the main lines in Bracknell, and shows that similar numbers of people travel towards Reading and Waterloo at Bracknell station, although more than twice as many passengers travel towards Waterloo at Martins Heron. Conversely, at Crowthorne there are more than twice as many passengers travelling towards Redhill/Gatwick, whilst at Sandhurst, there is a more even number of passengers travelling in each direction.

	To Reading	To London Waterloo	Ratio
Bracknell	3022	3210	0.94
Martins Heron	557	1067	0.52

	To Reading	To Redhill/Gatwick Airport	Ratio
Crowthorne	282	527	0.54
Sandhurst	284	194	1.46

Table 2-C: Line Use of Passengers in Bracknell Forest 2014

2.5 Rail in LTP3

LTP3 objective 2 is relevant to this section: Maintain and improve, where feasible, the local transport network. A number of policies support this objective, but specifically TP4 – Rail (LTP3, 13.0).

The Council seeks to continue its work improving access to stations across the borough following the successful completion of upgrades and improvements at Bracknell station.

2.6 Summary

In 2014, 41% more passengers were observed than in 2013. In the longer term, the total number of passengers also rose by 65% since 2001 and by 44% since 2007 (start of LTP2).

As noted previously, there is a trend of commuting into Bracknell in the AM peak although due to the increases in passengers, this no longer outweighs the movements out of the town.

The results from previous surveys indicate that passenger numbers fluctuate according to weather conditions and the reliability of the trains (delays, cancellations, etc).

While a large part of the growth in passenger numbers is down to economic conditions, some of it may be attributable to the redevelopment of the station and the improved ticketing and passenger information systems. It is anticipated that further improvements will accentuate this trend.

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3 Bus

The Council seeks to promote and enhance all modes of public transport in a holistic manner. Encouraging bus travel is integral to creating accessible communities, limiting congestion and developing a sustainable borough.

The Council has recently finished work on a revised Bus Strategy with the aim of creating a clear vision for buses in Bracknell Forest. This strategy will be brought together with all other policies relating to public transport provision in the Public Transport Strategy.

3.1 Bus Services in the Borough

The borough's existing bus network provides services from residential areas to Bracknell town centre, the rail station and, through the interurban network, surrounding towns.

Most of the local bus network is operated commercially by private sector bus operators, without financial support from the Council. Although operators decide routes, times and fares on these routes the Council has a role in facilitating commercial services through partnership working, provision of infrastructure and promoting bus travel.

Where socially necessary services are not provided by the commercial market, the Council has a responsibility to procure bus services through competitive tender. On these services, the Council sets the route and outline timetable, although innovation from operators is encouraged to minimise cost and integrate services into the wider network. The Council seeks to maximise external funding (developer contributions, government grants) towards these services.

3.2 Bus Patronage

Bus patronage is recorded as the number of journeys made in an authority's area. The data are received from bus operators based on boardings recorded on their electronic ticket machines. Passengers travelling from a neighbouring borough into Bracknell Forest are not counted, so this figure does not give a full picture of bus travel in the area (e.g. Borough residents making return journeys from neighbouring boroughs, or residents of neighbouring boroughs making journeys into the borough.)

"The total number of bus passenger journeys starting in the Borough (formerly a key performance indicator, NI 177) in 2013/14 was 1,663,687. This represents a 1.89% increase on 2012/13's figure which was 1,632,827.

	2004/05	2005/06	2006/07	2007/08	2008/09
Total	1,636,354	1,624,382	1,773,634	1,777,281	1,850,154
% change	2.00%	-0.73%	9.19%	0.21%	4.10%

	2009/10	2010/11	2011/12	2012/13	2013/14
Total	1,754,062	1,676,268	1,721,178	1,632,827	1,663,687
% change	-5.19%	-4.44%	2.68%	-5.13%	1.89%

Table 3-A: Bus Patronage 2004-2014

3.3 Bus Punctuality

As in 2011/12 and 2012/13, the 2013/14 observations were only made at Bracknell Bus Station and not at remote locations in the Borough as had been the practice in previous years.

Of the buses observed, 94.5% were recorded as departing on time. This represents a slight decrease on 2012/13. Departures from the bus station have in past years tended to show a higher performance than those from intermediate timing points.

	2005/06	2006/07	2007/08	2008/09	2009/10
Performance	78%	90%	91%	94%	92%

	2010/11	2011/12	2012/13	2013/14
Performance	95%	95%	95%	95%

Table 3-B: Bus Punctuality 2005-2014

This still exceeds the target of 90% by 2012/13, stated in the Council's LTP2, although this target is being reviewed as part of the Public Transport Strategy.

It should be noted that 'punctual' in this context is defined as "no more than one minute early and no more than five minutes late".

3.4 Bus in LTP3

The Council's approach to bus services is set out in the LTP in policy TP3. This sets out the aims of focusing on the community and linking housing developments to the town centre: "securing high quality readily accessible bus services which focus on ... Bracknell Town Centre" and "ensur[ing] good access to key community facilities" (LTP3, TP3).

The Council aims to improve provision of routes, passenger information, ticketing and sustainable fuels in a holistic approach to make bus use more attractive and popular.

3.5 Summary

Bus passenger journeys have increased by 1.89% since the 12/13 period, and punctuality has remained consistent at 94.5%.

Further improvements to the bus service and a continued reliability should, together with the Council's approach to buses as set out in LTP3, lead to future increases in bus use.

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4 Walking

Walking can play a significant role in reducing congestion and improving the health of the community in Bracknell Forest.

The Council promotes walking through travel plans and has a strategy to improve infrastructure through the LTP3.

4.1 Pedestrian Counts

Appendix C maps the 20 sites that were surveyed across the borough. These include 16 that have been surveyed since 2001 and a further four that were added in 2007.

Surveys are undertaken on a neutral weekday (Tue-Thu, March - June & September - November, non school-holiday).

Pedestrians are classified as male, female or child (a parent and baby are counted as two pedestrians).

The weather is also noted as this affects pedestrian numbers.

In the results, the surveys are split into four cordons, covering Central Bracknell, Outer Bracknell, Residential Areas and Sandhurst & Crowthorne.

4.2 Results

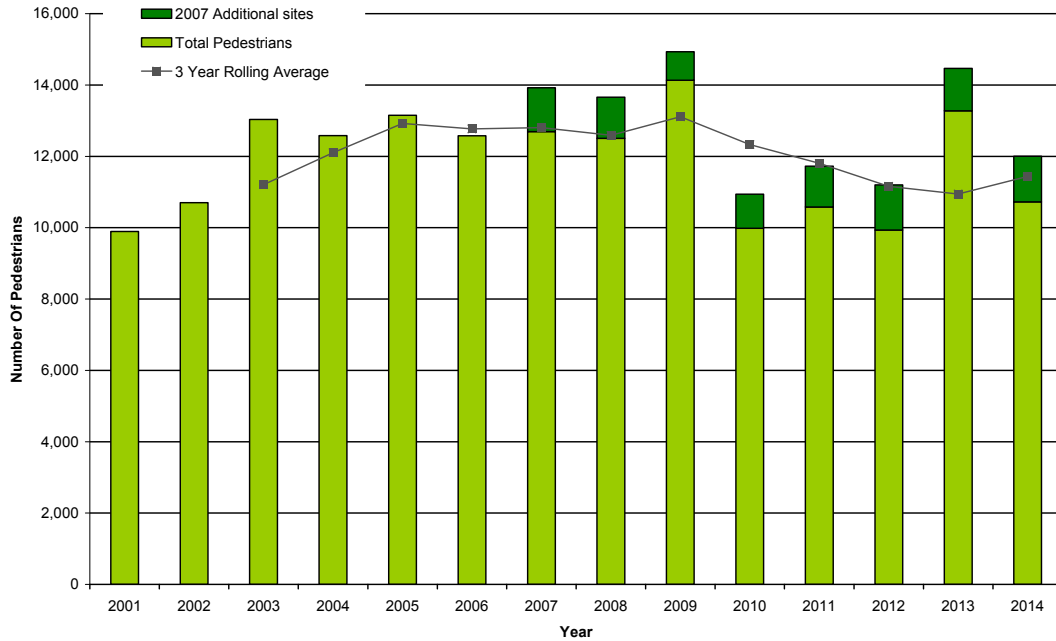
Appendix D details the numbers of pedestrians observed.

The surveys were carried out on Tuesday 29th and Wednesday 30th April 2014. On Tuesday morning the weather was cloudy, while in the afternoon there were showers. On Wednesday the weather was foggy in the morning and sunny in the afternoon.

For the last three years, there has been variable/poor weather which has resulted in a lower rolling average.

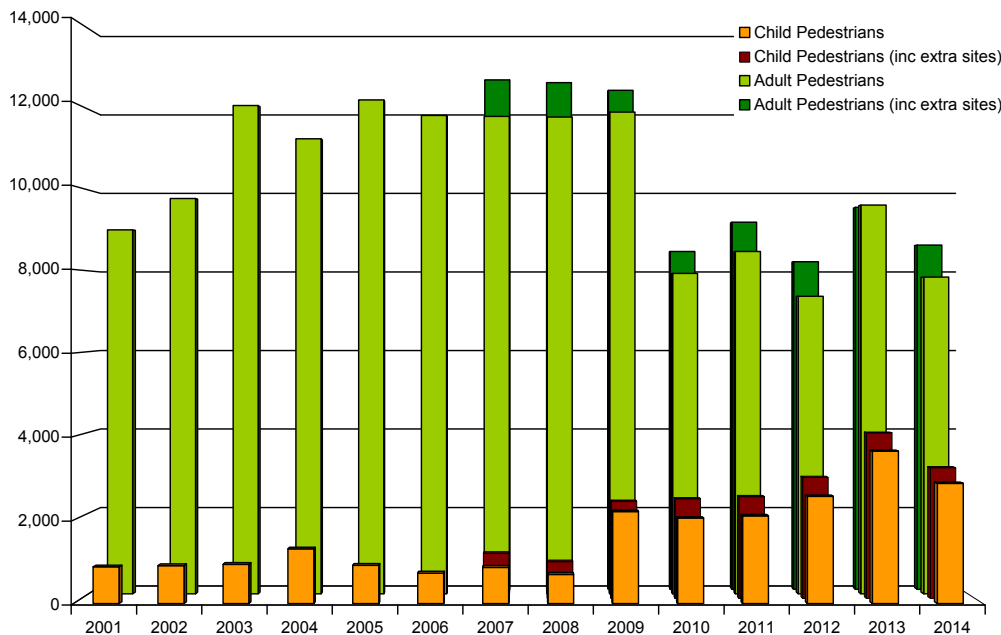
The rolling average doesn't take into account the newer sites as not enough data have been collected from them. At these newer sites, there has been an increase in pedestrians.

Graph 4-1 illustrates the yearly change in pedestrian numbers. There are more pedestrians than at the start of the surveys in 2001 and also more than in 2010, 2011 and 2012. From 2001 – 2014, total numbers of pedestrians increased by 8%.



Graph 4-1: Total Pedestrian Numbers by Year 2001-2014

Graph 4-2 shows a comparison of adult to child pedestrians and includes a second set of columns to show the change at the newer sites (added in 2007).



Graph 4-2: Adult & Child Pedestrian Comparison 2001-2014

Numbers of adult pedestrians have dropped in recent years; however child pedestrians are increasing steadily. In 2014, 2,878 child pedestrians were observed, more than double the observed figures in either 2001 or 2007, though slightly less than were observed in 2013.

4.3 Walking in LTP3

The Walking & Cycling Policy and the Travel Planning Policy both look to increase walking levels “through a combination of infrastructure improvements and promotional activities” (LTP3, 17.2).

Secondary policies also contribute to this goal such as TP1: Accessibility, T2: Streetscene, TP7: Smarter Choices, TP9: Public Rights of Way, TP10: Travel Planning and TP11: Smarter Vehicle Use.

4.4 Summary

From 2013 to 2014 there was a 19% decrease in overall pedestrian numbers. This is likely to be due to the poor weather observed on the day of the surveys. Long term and overall, the figures observed point to an increasing number of pedestrians (and in particular, children).

Pedestrian numbers have dropped by 14% at the additional sites included in the surveys from 2007 – 2014, though again it should be noted a drop of 17% was observed from 2013 – 2014. This again suggests particularly poor weather affected the numbers of pedestrians.

Overall, pedestrian numbers are increasing as demonstrated in the long term 2001 – 2014 increase of 8% in figures from 9,897 in 2001 to 10,724 in 2014.

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5 Cycling

Bracknell features a good central network of cycle routes in the town centre and a good outer network. The Council is keen to promote further use of cycling and seeks to improve provision wherever possible.

BFC (Bracknell Forest Council) undertakes cycle counts to monitor changes in cycling in the borough. This is detailed below.

5.1 Cycling Initiatives in 2013

The council seeks to drive growth in numbers of cyclists and to promote cycling for leisure and for commuting.

To this end, a Bike It officer works in 16 schools promoting and encouraging cycling with a before & after survey showing a 70% increase in cycling levels.

Teams of travel advisors have been sent to provide information to local businesses and residents to provide information on cycling and walking. This approach seems to have been effective, with an increase of cycling to work at least once a week among participants from 8% to 25%.

Additionally, the Council has continued to re-sign and market key cycle corridors. In 2013, the cycle route from Bracknell town centre to the border with Ascot benefited from new signage and a bespoke map. Before and after surveys for this particular section of the cycle network showed a 98% increase in cycling levels following the improvements.

5.2 Cycle Counts

Appendix C lists the locations of the cycle counts

The cycle counts are made in 20 locations, as per the pedestrian counts and are undertaken on a neutral weekday (Tue - Thu, March – June or September – November, non school-holiday). The surveys are 12 hour classification surveys which run from 7am – 7pm.

For the purpose of analysis, the survey locations are split into four locations: the central Bracknell cordon, the outer Bracknell cordon, the residential areas within Bracknell and Sandhurst & Crowthorne. Additionally, a three-year rolling average is calculated to smooth out the impact of fluctuations in weather.

5.3 Results

Appendix E lists the results of the cycle counting survey.

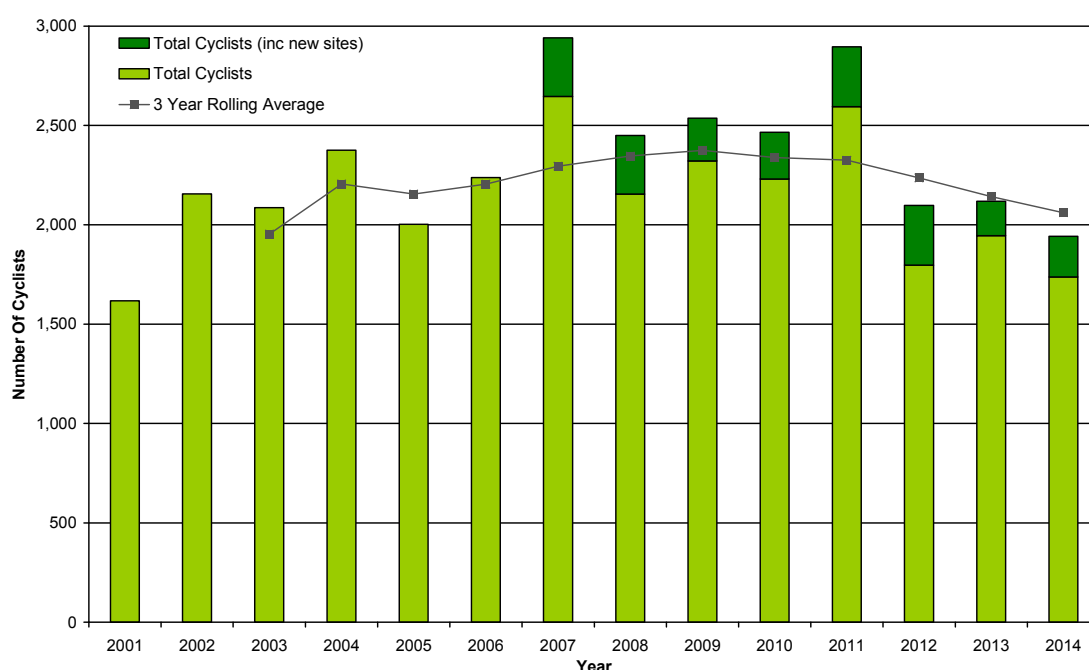
As for the pedestrian surveys, the cycle counting surveys were conducted on Tuesday 29th and Wednesday 30th April 2014. As noted previously, on Tuesday there were showers, while on Wednesday the weather was alternately foggy and sunny.

Table 2-A lists the changes in cyclist numbers in the long term (since 2001), medium term (since 2007) and short term (since 2013):

	% change 2001 – 2014	% change 2007 – 2014	% change 2013 – 2014
Crowthorne & Sandhurst	-60%	-63%	-52%
Central Bracknell	-35%	-63%	54%
Outer Bracknell	-16%	-50%	-18%
Residential Areas	17%	-37%	-3%
All Sites	7%	-34%	-11%
Rolling Average (3 years)		-7%	-8%

Table 5-A: Change in Cyclist Numbers Observed 2001-2014

Cycling increased 7% overall in the long term, although decreases were observed over the mid-term (34% since 2007) and short term (11% since 2013). Graph 5-1 illustrates this trend.



Graph 5-1: Total Cycle Flow by Year 2001-2014

Graph 5-1 shows the number of cyclists year-on-year. Most recently there has been a marked drop in cyclist numbers (cf. 2012 – 2014 with 2011). Despite this drop, there was an increase in cyclists of 7% from 2001 to 2014, although the rolling average for this year shows an 8% drop.

In the additional sites, added in 2007, there has been a mid-term drop of 41% and a short term increase of 18%.

5.4 Cycling in LTP3

In previous LTPs, specific targets were set on numbers of cyclists; however monitoring this in a reliable way is expensive and problematic. The current LTP instead focuses exclusively on what improvements can be made to encourage more cycling.

Policy TP8 – Walking & Cycling is specifically geared towards this end and sets out the goals to improve facilities and safety, and for marketing to encourage more cycling in the borough.

Additionally, policies TP1: Accessibility and TP7: Smarter Choices support this with their focus on improving and promoting cycling and accessible routes for cyclists.

From these policies, a package of measures have been implemented, including the aforementioned branded cycle routes (red/blue/yellow routes) and infrastructure improvements such as the construction of a new shared use cycle path along Crowthorne Road to provide a safe cycle route for pupils travelling to Wildridings Primary School .

Throughout the plan period, BFC intends to continue working on improving similar links as opportunities and funding allow.

5.5 Summary

The results of this year's cycle survey indicate a long term increase in cyclist numbers, although in the short term, the figure has dropped.

This is likely due to the poor weather on the survey days, as this has in the past affected the number of cyclists observed.

At the additional sites, there was a short term increase of 18% and a mid-term decrease of 41%.

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6 Car

This section of the report is focused on all private road vehicles.

6.1 Introduction

The current and previous LTPs are concerned with constraining traffic growth and tackling congestion. In parallel to this, the Road Traffic Reduction Act 1997 also requires authorities to report on traffic levels.

Key to tackling congestion over previous LTP periods was the implementation of travel plans, the development of a multi-modal transport model, the adoption of the parking standards supplementary planning document and the development of a network management plan.

This work has contributed to the improvements in congestion made over recent years and a reduction in traffic in Bracknell. Moving forward, the Council will continue to work towards a better road network for Bracknell.

6.2 DfT Statistics

The DfT makes annual (and quarterly) estimates of traffic volumes. An excerpt from this (republished from the DfT series, TRA8904g) is included in Table 6-A:

	2001	2002	2003	2004	2005	2006	2007
South East	83,091	84,640	84,668	85,465	85,035	85,713	86,282
% change	-	1.8%	0.0%	0.9%	-0.5%	0.8%	0.7%
Bracknell Forest	720	733	732	730	728	725	729
% change	-	1.8%	-0.1%	-0.3%	-0.3%	-0.4%	0.6%

	2008	2009	2010	2011	2012	2013
South East	85,035	84,121	82,907	83,303	82,980	82,843
% change	-1.5%	-1.1%	-1.4%	0.5%	-0.4%	-0.2%
Bracknell Forest	716	709	695	691	689	677
% change	-1.8%	-1.0%	-2.0%	-0.6%	-0.3%	-0.2%

Table 6-A: Road Traffic Statistics (excerpt 2001 - 2013), million vehicle kilometres

The DfT figures shown here are produced with local observations made on selected roads, and are calculated by factoring overall regional changes in traffic movements to a local level.

The trend in Bracknell Forest matches that for the South East – as would be expected, with the change in 2013 (-0.2%), the same as for the South East.

6.3 Methodology

A map of the ATC sites is presented in Appendix F.

There are currently 51 counter sites across the borough and with the exception of one older counter, all are capable of recording speed, volume & classification.

Presently, two new sites are scheduled for commissioning on the Binfield Road and the Wokingham Road to augment the current counter provision with traffic flows on these other heavily trafficked routes.

Of the 51 sites, four are currently unable to record speeds due to the state of the loops, however this has no effect on the findings of this report, as it is concerned with volumes of traffic movements.

For reference, the AADT (Annual Average Daily Traffic) is a seven day average, and the AADF (Annual Average Daily Flow) is a five day average.

Where insufficient data are available, the figure is patched with data from the previous year. This is indicated in the full table of results (Appendix G) with an orange highlight.

The results are analysed by cordon (again, see the full table of results for a site-specific breakdown of this). The cordons are:

- Central Bracknell
- Outer Bracknell
- Sandhurst & Crowthorne
- Northern & Rural Parishes

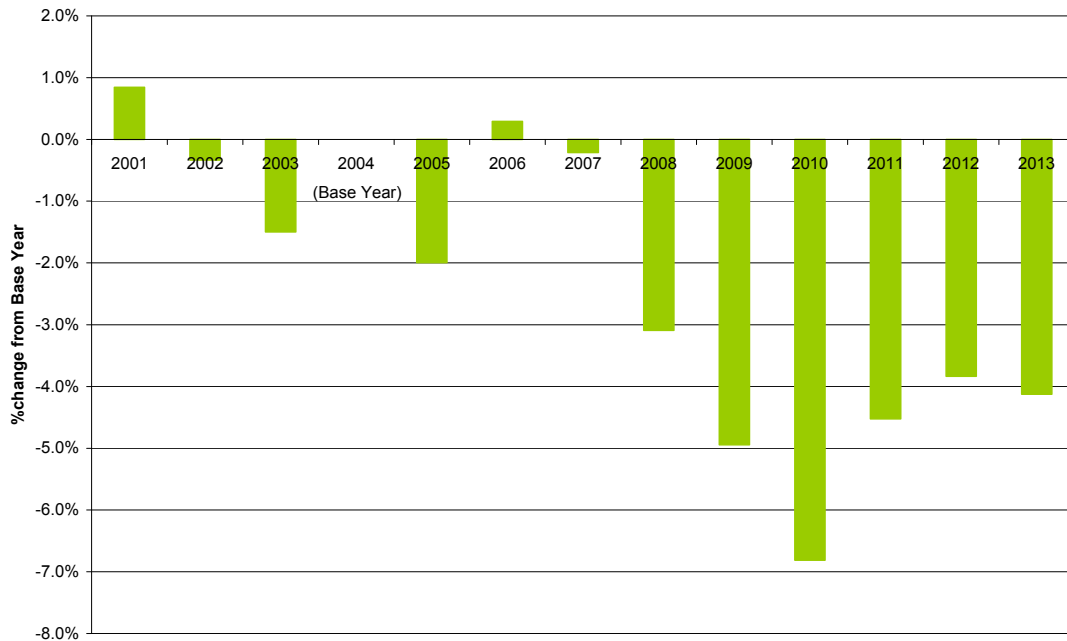
6.4 Traffic Figures

For a full summary of the traffic movements observed, see Appendix G.

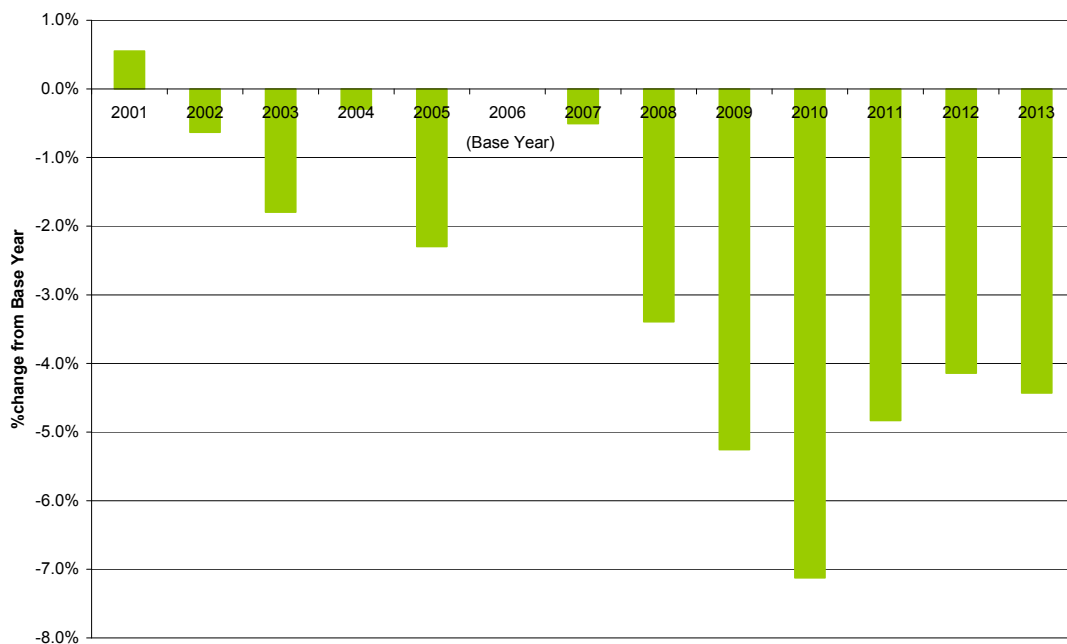
From the ATCs that monitor traffic continuously, a report is made of the AADT for the year in addition to the Annual Average Weekly Flow (AAWF) for the AM-peak (0700 - 0900), PM-peak (1700 - 1900) and off-peak (1000 - 1600) periods.

6.4.1 Average Daily Flow

Graph 6-1 and Graph 6-2 illustrate the deviation from traffic flow in the 2004 and 2006 base years. In this sub-section, all movements referred to are AADT (the number of movements in 24 hours, averaged over the year).



Graph 6-1: Deviation from 2004 Traffic Flow



Graph 6-2: Deviation from 2006 Traffic Flow

For the past few years there have been successive drops in average daily traffic flow. In both Graph 6-1 and Graph 6-2 there are notable deviations from the traffic flows in 2004 and 2006.

Between 2012 and 2013, this trend continued with a drop of 0.3%. This brought the long term drop since 2001 to 4.8%.

An overview of the changes in AADT is provided in Table 6-B.

Increases in traffic movements are shown in red while decreases are shown in green.

	Change in growth			
	2001 - 2013	2004 - 2013	2006 - 2013	2012 - 2013
Central Bracknell	-8.7%	-3.7%	-2.3%	1.2%
Outer Bracknell	-2.0%	-2.9%	-5.1%	-0.8%
Sandhurst & Crowthorne	-5.2%	-4.5%	-3.8%	-0.8%
Northern / Rural Parishes	-3.8%	-8.4%	-6.7%	-1.1%
Totals	-4.8%	-4.0%	-4.2%	-0.3%

Table 6-B: Percentage Change in AADT

From 2012 to 2013, there was a slight decrease (0.3%) in the level of growth in overall road traffic movements.

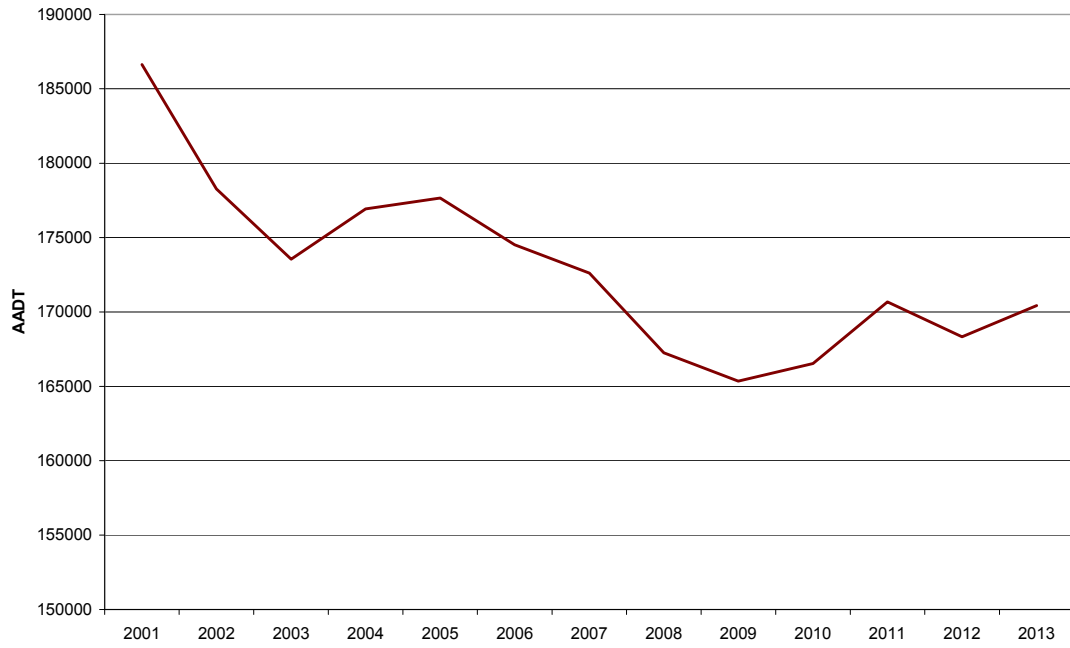
In central Bracknell, there has been a long term decrease in traffic of 8.7% since 2001, with smaller intermediate declines of 3.7% and 2.3% since 2004 and 2006 respectively. This trend changed between 2012 and 2013, when traffic levels grew by 1.2%.

In outer Bracknell, there has also been a long term (albeit, smaller) decrease in traffic movements of 2.0% between 2001 and 2013. A decrease of 0.8% occurred between 2012 and 2013. The traffic levels in 2013 were also 2.9% lower than in 2004 and 5.1% lower than in 2006.

In Sandhurst & Crowthorne, the long term trend shows a decrease in traffic of 5.2%, with similar drops of 4.5% and 3.8% from 2004 and 2006 to 2013. This trend began to reverse between 2012 and 2013, when traffic movements were almost static at -0.8%.

In the northern and rural parishes, traffic levels fell in the long term by 3.8%. The rate of decline was greatest since 2004 and 2006 (8.4% and 6.7% respectively), however this had slowed considerably by 2012-13, when traffic levels only dropped by 1.1%.

The data from the ATCs are illustrated in Graph 6-3, Graph 6-4, Graph 6-5, & Graph 6-6.



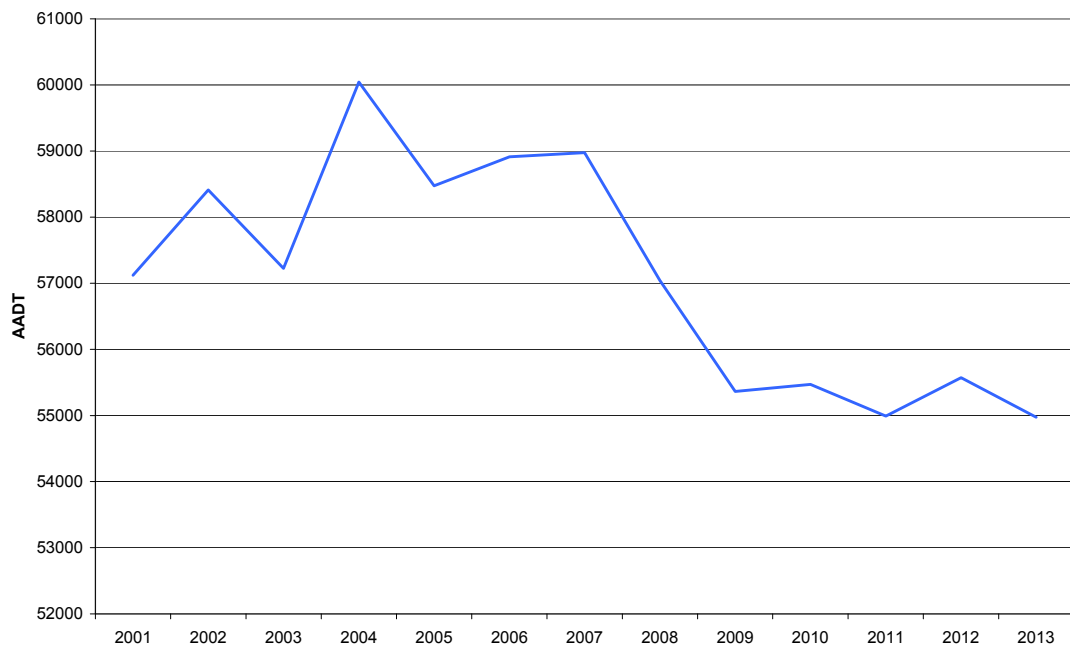
Graph 6-3: AADT in Central Bracknell 2001-2013



Graph 6-4: AADT in Outer Bracknell 2001-2013



Graph 6-5: AADT in Sandhurst & Crowthorne 2001-2013

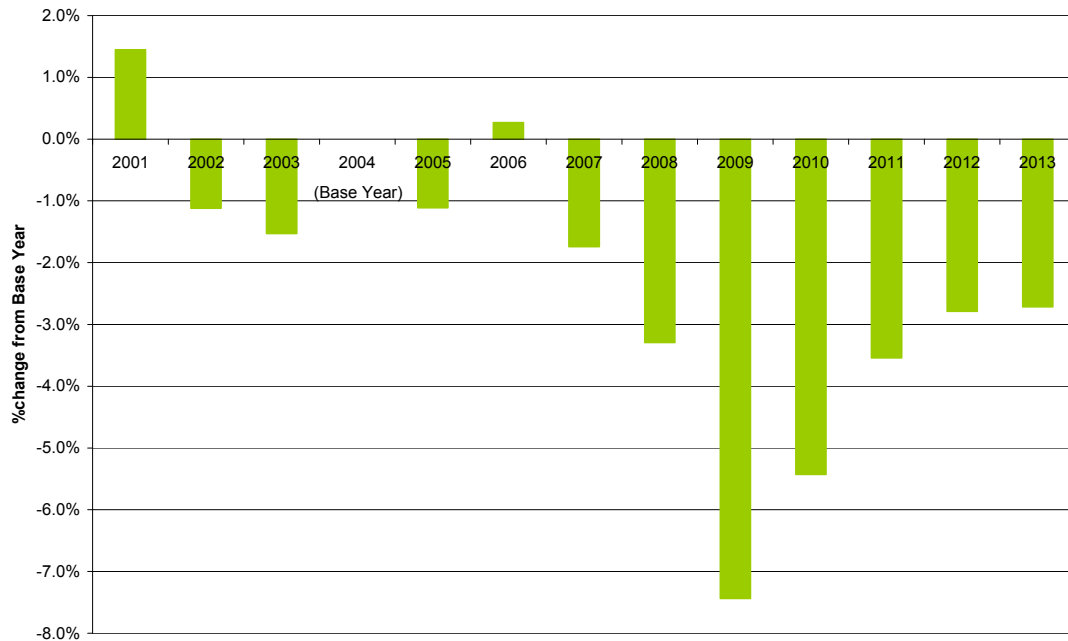


Graph 6-6: AADT in Northern/Rural Parishes 2001-2013

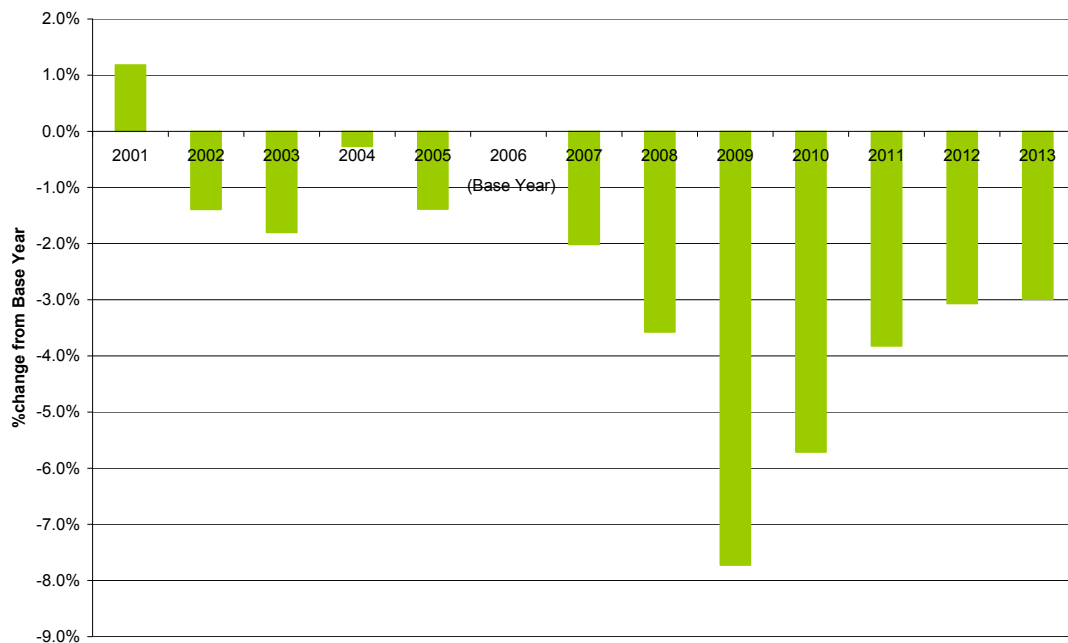
6.4.2 Morning Peak Flow

The full table of data for the AM peak traffic flow is in Appendix G.

Graph 6-7 & 6-8 illustrate the deviation from the AM peak flows in 2004 and 2006. The AM peak flow in 2013 was lower than in 2004 (-2.6%) and 2006 (-2.9%), and also lower than in 2001 (-4.1%).



Graph 6-7: Deviation from 2004 AM Peak Flow



Graph 6-8: Deviation from 2006 AM Peak Flow

The changes in growth during the AM peak are listed in Table 6-C. Increases in traffic movements are highlighted in red while decreases are highlighted in green.

	Change in growth			
	2001 - 2013	2004 - 2013	2006 - 2013	2012 - 2013
Central Bracknell	-3.8%	-1.8%	0.3%	1.4%
Outer Bracknell	-4.4%	-0.9%	-5.1%	-0.2%
Sandhurst & Crowthorne	-4.3%	-4.8%	0.3%	-0.2%
Northern / Rural Parishes	-2.6%	-7.1%	-7.3%	-1.3%
Totals	-4.1%	-2.6%	-2.9%	0.1%

Table 6-C: Percentage Change in AM Peak Flow

The summary shows a peak in traffic in 2001 and smaller peaks in 2004/6. There has been a decline from 2004 (2.6%) and 2006 (2.9%), though this trend began to reverse between 2012 and 2013 when AM peak traffic levels rose by 0.1%.

Long term, there was a decline of 3.8% in the Central Bracknell cordon. There was a smaller decline since 2004 (1.8%) and a small increase since 2006 (0.3%). Since last year, there was a 1.4% increase in traffic flow.

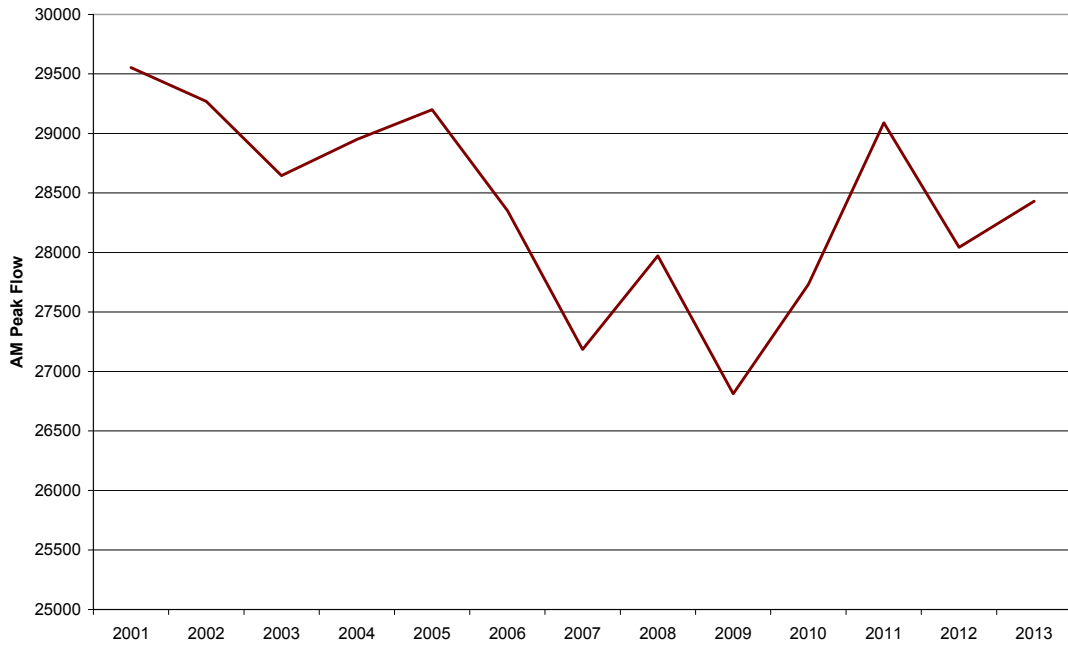
In outer Bracknell, there was a long term decrease of 4.4%, and mid term decreases of 0.9% and 5.1% since 2004 and 2006 respectively. There was also a short term decrease of 0.2% since 2012.

In Sandhurst & Crowthorne there was a similar long-term trend to outer Bracknell with a decline of 4.3%, though mid term there was a decline of 4.8% since 2004 and a small increase of 0.3% since 2006. There was also a decline of 0.2% in the short term.

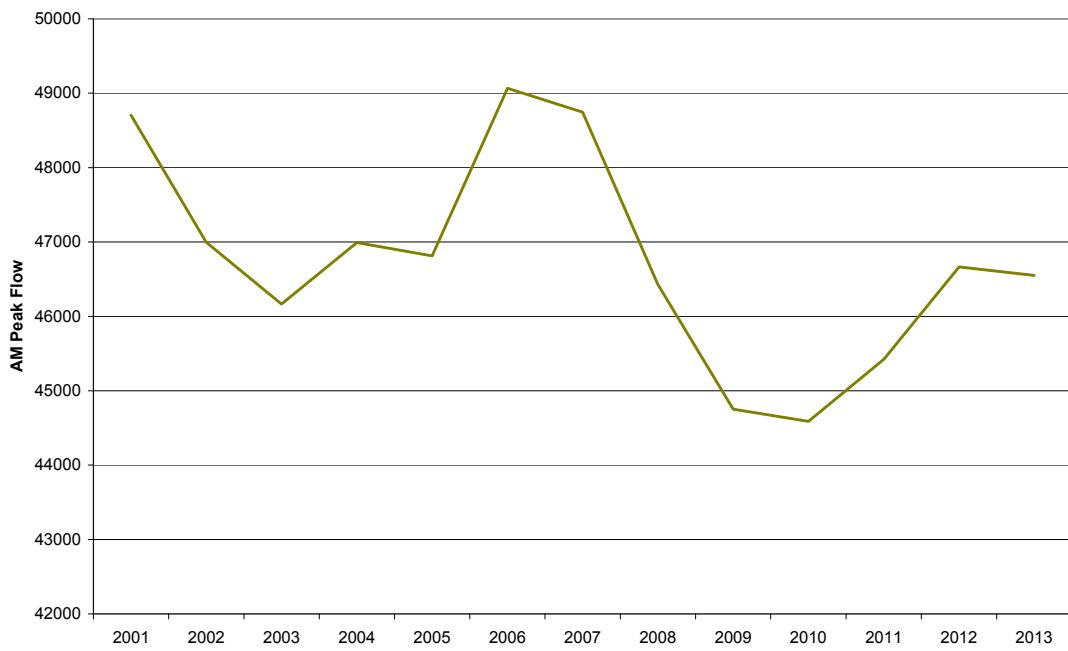
Finally, in the Northern/Rural Parishes cordon, there was a small short term decline of 1.3% since 2012 and a long term decline of 2.6% since 2001. In the mid term years, there were much higher traffic flows as can be seen by the 7.1% and 7.3% declines since 2004 and 2006.

Table 6-C shows that the trend of declining traffic levels across the borough is now beginning to reverse in the AM peak, with three of the observation cordons exhibiting growth since 2012. In the long term however, the overall trend shows lower traffic levels than in 2001.

The data are illustrated in the following pages, from Graph 6-9 to Graph 6-12.



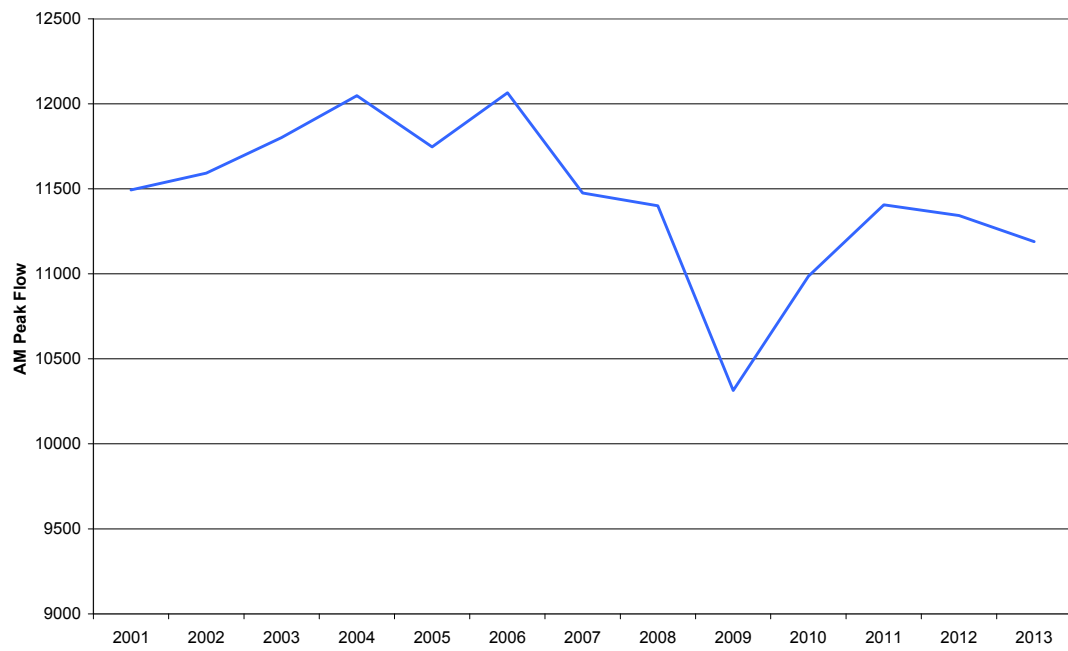
Graph 6-9: AM Peak Flow in Central Bracknell 2001-2013



Graph 6-10: AM Peak Flow in Outer Bracknell 2001-2013



Graph 6-11: AM Peak Flow in Sandhurst & Crowthorne 2001-2013

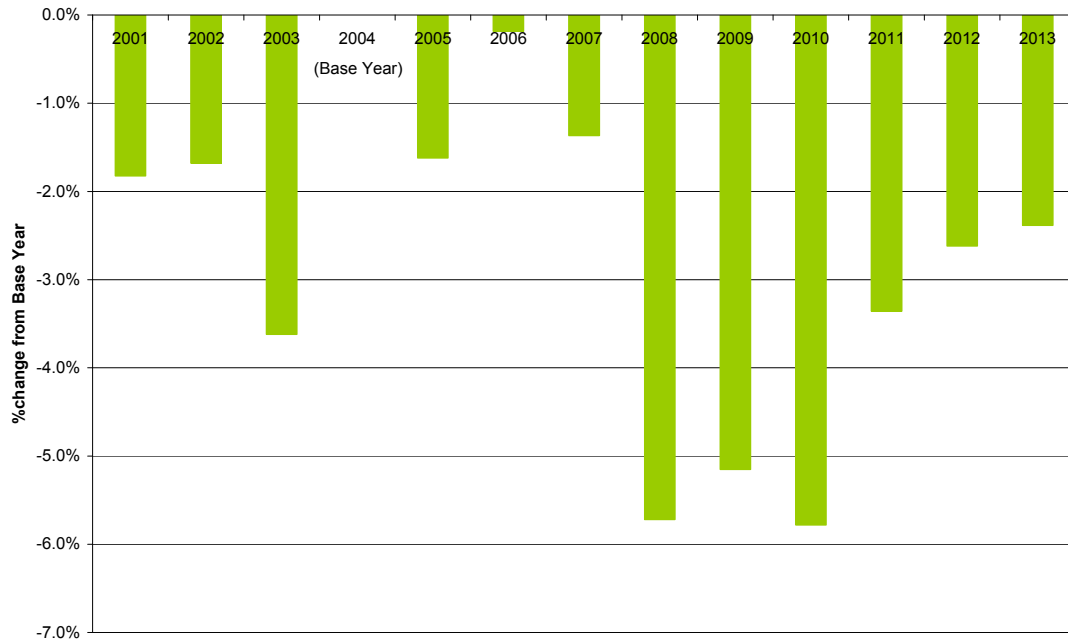


Graph 6-12: AM Peak Flow in Northern/Rural Parishes 2001-2013

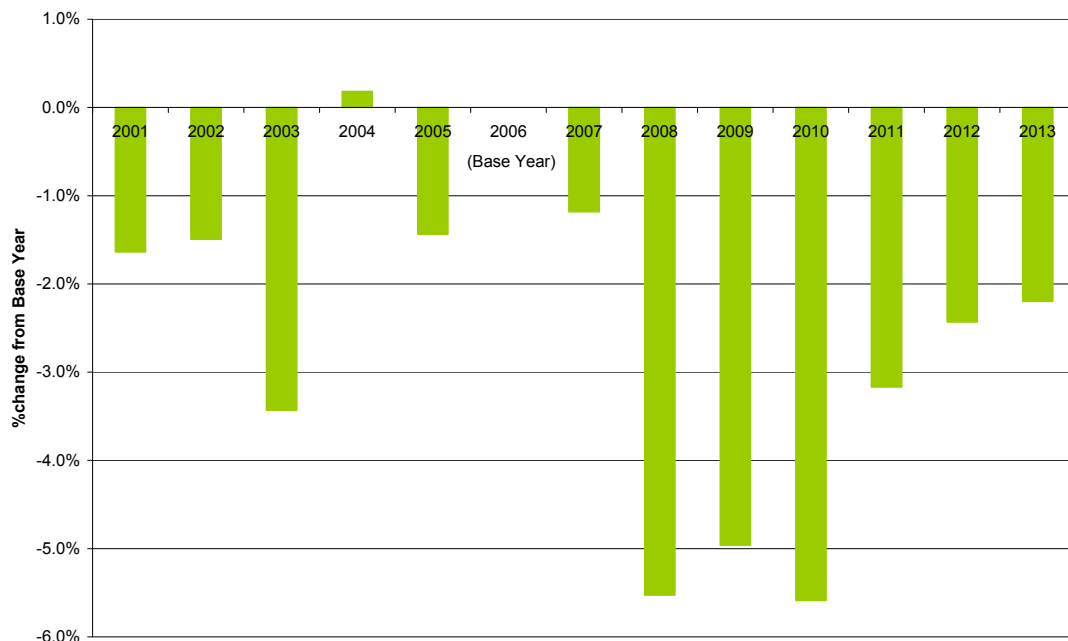
6.4.3 Off-Peak Flow

The full table of data for off peak traffic flow is in Appendix G.

Graph 6-13 and 6-14 show that the 2004 and 2006 reference years were outliers as the off-peak flow in both years was significantly higher than any before or since.



Graph 6-13: Deviation from 2004 Off-Peak Flow



Graph 6-14: Deviation from 2006 Off-Peak Flow

A summary of the changes in off-peak flow is presented in Table 6-D, with increases shown in red and decreases in green.

	Change in growth			
	2001 - 2013	2004 - 2013	2006 - 2013	2012 - 2013
Central Bracknell	-8.2%	-4.8%	-2.7%	-0.8%
Outer Bracknell	3.3%	0.6%	-2.1%	1.1%
Sandhurst & Crowthorne	1.6%	-4.7%	-2.8%	-0.5%
Northern / Rural Parishes	5.3%	-1.4%	1.0%	1.1%
Totals	-0.5%	-2.3%	-2.2%	0.2%

Table 6-D: Percentage Change in Off-Peak Flow

Overall in Bracknell, off-peak traffic has fallen by 0.5% since 2001. Within that period, the greatest rate of traffic decline was 2.3% between 2004 and 2013. The small level of traffic growth (0.2%) over the most recent year (2012-13) reflects the trend observed during peak hours, suggesting that the decline in traffic over recent years is beginning to reverse.

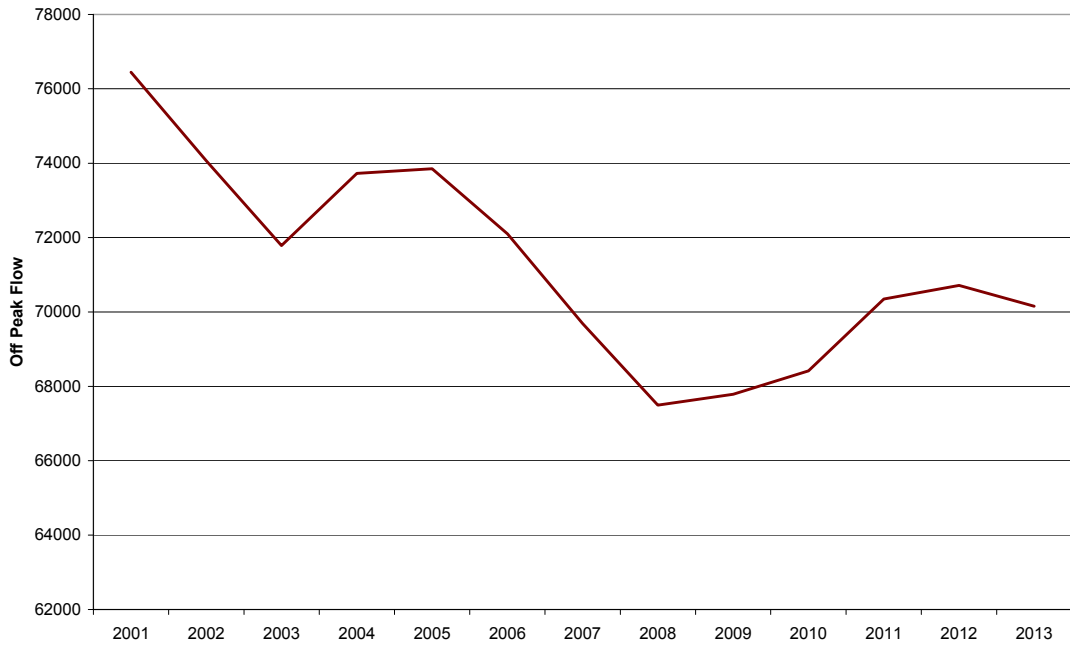
The greatest drop since 2001 was -8.2% in Central Bracknell. Since 2004, the decline was only 4.8% and 2.7% since 2006. In the last year this figure fell by only 0.8%.

In Outer Bracknell, there have been both long and short term rises in traffic (of 3.3% and 1.1% respectively), though it did decrease by 2.1% between 2006 and 2013. There was also a small degree of growth of 0.6% between 2004 and 2013.

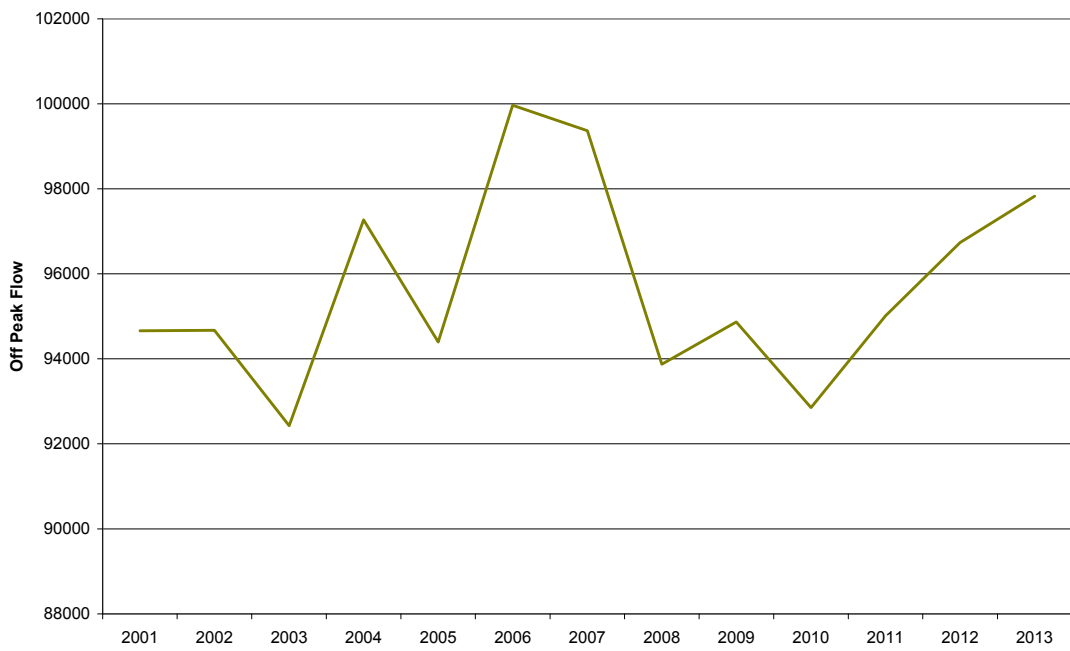
In Sandhurst and Crowthorne, there has been a long term pattern of growth since 2001 (1.6%). In the mid-term, it fell by 4.7% (2004-2013) and 2.8% (2006-2013), however this trend began to reverse between 2012 and 2013 as traffic fell by only 0.5%.

In the Northern/Rural Parishes, off-peak traffic has increased by 5.3% since 2001. As noted elsewhere, traffic movements peaked in 2004 before falling by 1.4% (though there was a growth of 1.0% since 2006). Since 2012 traffic also increased, by 1.1%.

The data are illustrated in the Graph 6-15 – 6-18.



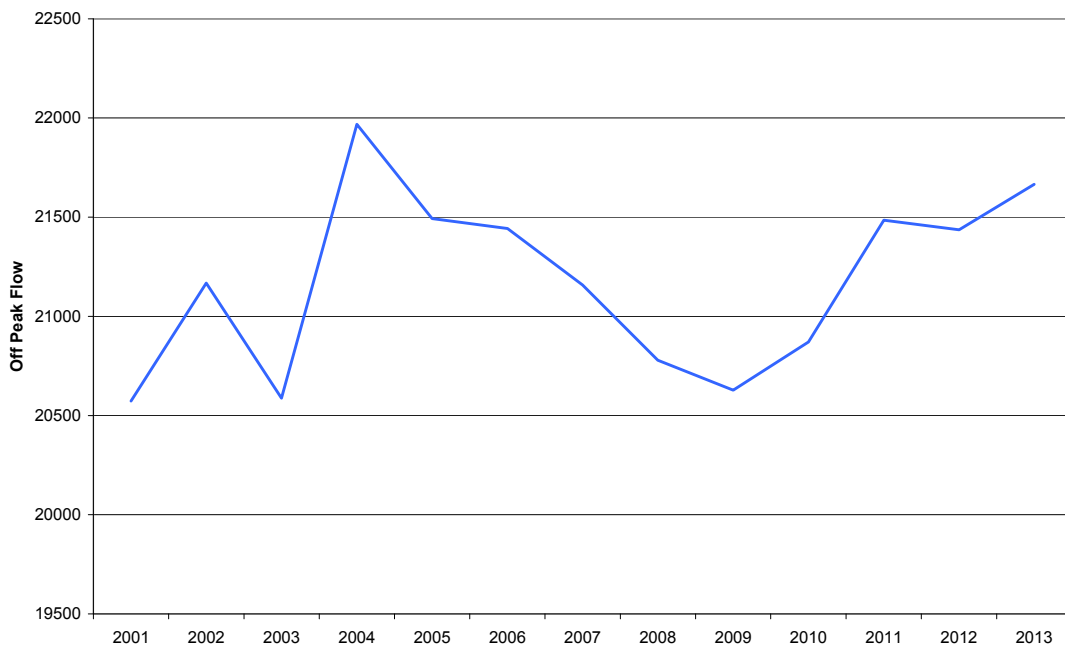
Graph 6-15: Off-Peak Flow in Central Bracknell 2001-2013



Graph 6-16: Off-Peak Flow in Outer Bracknell 2001-2013



Graph 6-17: Off-Peak Flow in Sandhurst & Crowthorne 2001-2013

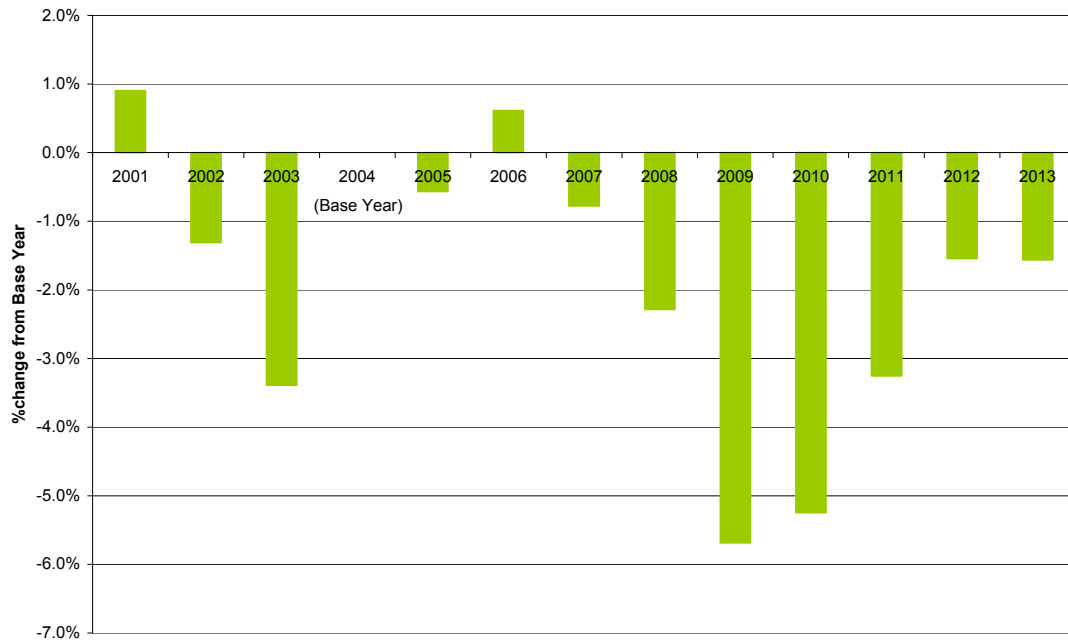


Graph 6-18: Off-Peak Flow in Northern/Rural Parishes 2001-2013

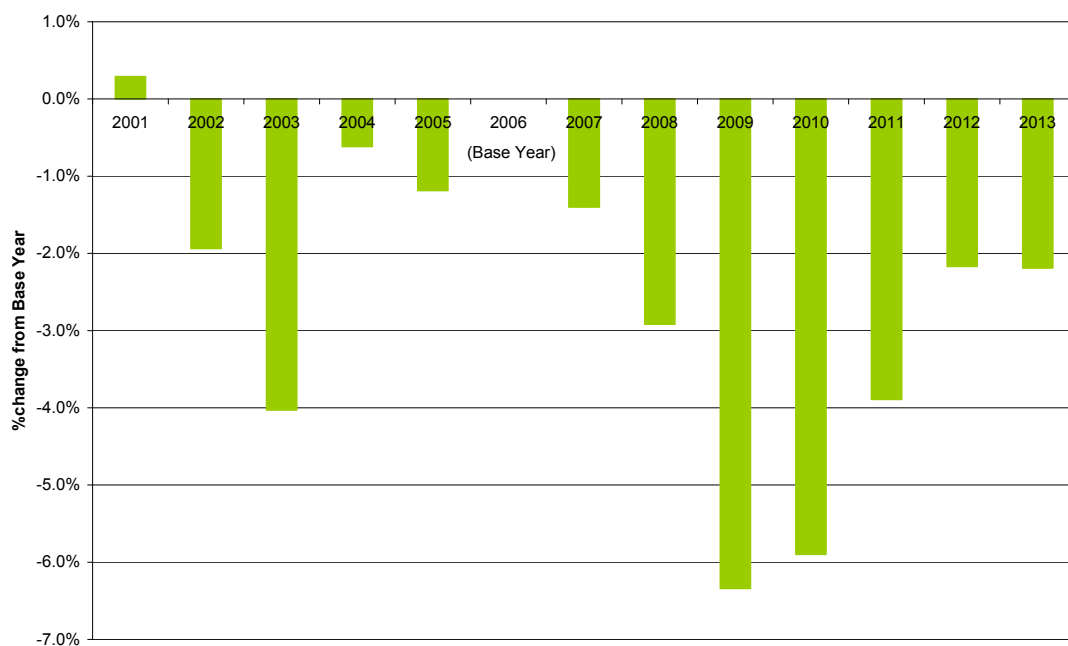
6.4.4 Evening Peak Flow

The full table of data for the PM peak traffic flow is in Appendix G.

PM peak traffic flow was lower in 2013 than in 2004 and 2006, and 2.4% lower than in 2001, additionally Graph 6-19 and 6-20 show that traffic has decreased since the 2009 intermediate outlier. They illustrate the change in traffic flows from the 2004 and 2006 base years.



Graph 6-19: Deviation from 2004 PM Peak Flow



Graph 6-20: Deviation from 2006 PM Peak Flow

The change in PM peak traffic flow is presented as an overview in Table 6-E. Increases in traffic movements are highlighted in red while decreases are highlighted in green:

	Change in growth			
	2001 - 2013	2004 - 2013	2006 - 2013	2012 - 2013
Central Bracknell	-4.0%	-6.3%	-3.7%	0.9%
Outer Bracknell	-2.1%	0.2%	-3.3%	-1.4%
Sandhurst & Crowthorne	1.0%	5.8%	5.1%	3.4%
Northern / Rural Parishes	-2.4%	-10.2%	-7.8%	-3.5%
Totals	-2.4%	-1.5%	-2.1%	0.0%

Table 6-E: Percentage Change in PM Peak Flow

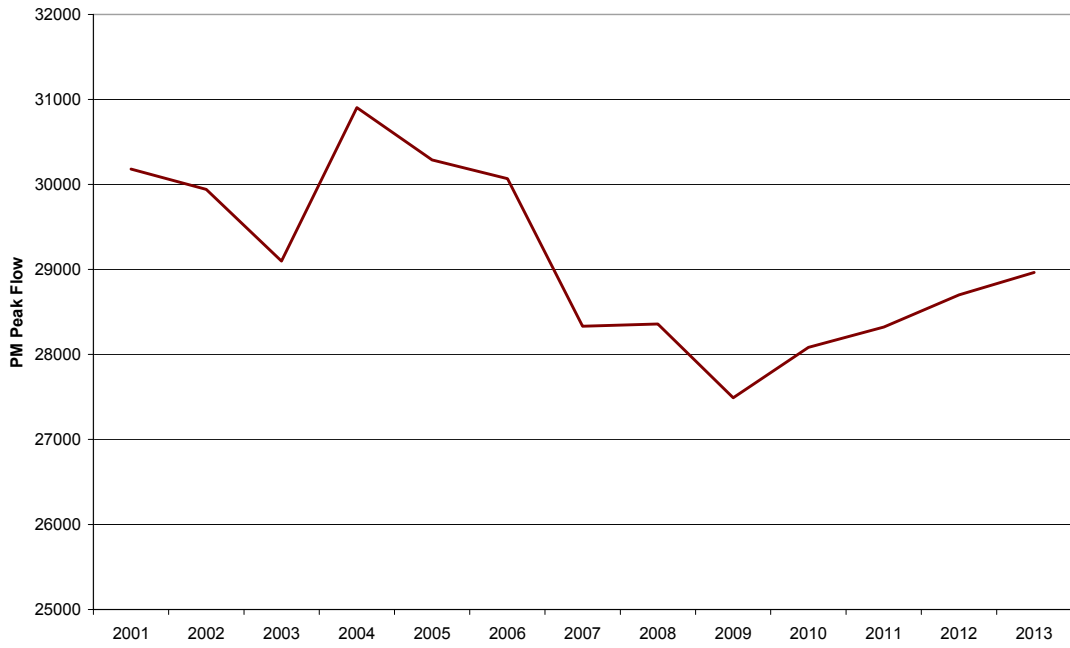
These data are further illustrated in Graph 6-21 – 6-24.

Table 6-E shows that in the short-term (since 2012), PM peak road traffic has started to increase a little in Central Bracknell (by 0.9%) and in Sandhurst & Crowthorne (by 3.4%), though it has continued to decrease in Outer Bracknell (by 1.4%) and the Northern/Rural parishes (by 3.5%).

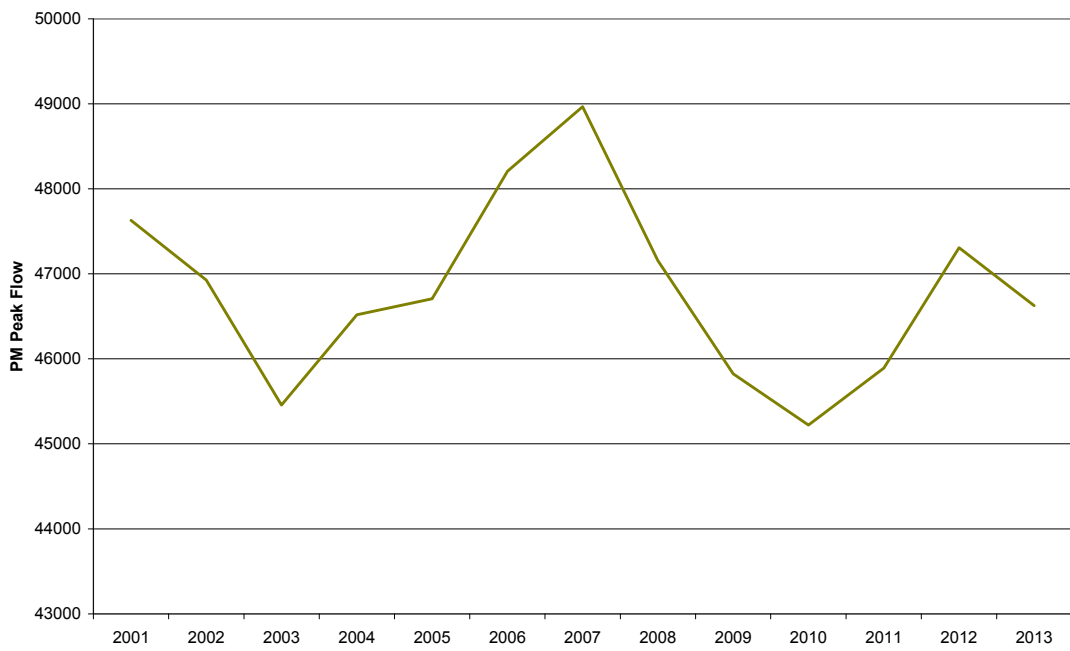
Over the longer term (2001-2013), PM peak road traffic movements in all cordons exhibited a decline. The biggest fall was by 4.0% in Central Bracknell, whilst the Northern/Rural parishes (2.4%) and Outer Bracknell (2.1%) also saw significant drops. The smallest drop was in Sandhurst & Crowthorne, where traffic decreased by 1.0%.

In the mid-term, most traffic movements have declined since both 2004 and 2006. The only exception was in Sandhurst & Crowthorne where traffic grew by 5.8% since 2004 and 5.1% since 2006.

There was a large reduction in mid-term PM peak traffic movements in both Central Bracknell and the Northern/Rural parishes. Here, traffic fell by 6.3% & 10.2% respectively between 2004 and 2013 and by 3.7% and 7.8% respectively between 2006 and 2013. In Outer Bracknell, the decline was smaller over the same period, 0.2% since 2004 and 3.3% since 2006.



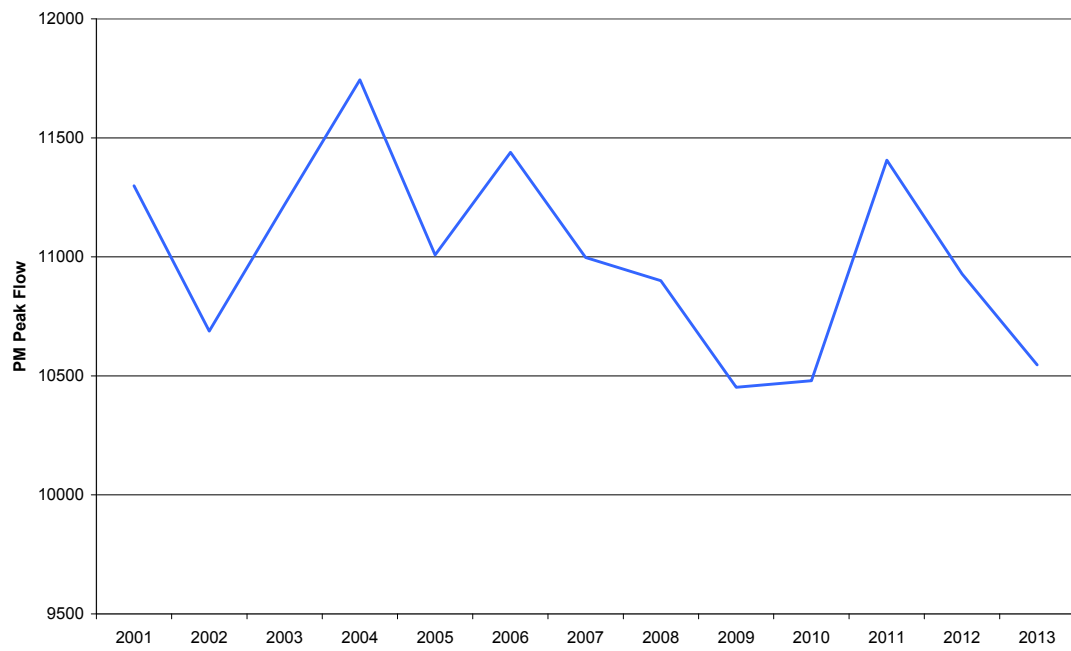
Graph 6-21: PM Peak Flow in Central Bracknell 2001-2013



Graph 6-22: PM Peak Flow in Outer Bracknell 2001-2013



Graph 6-23: PM Peak Flow in Sandhurst & Crowthorne 2001-2013



Graph 6-24: PM Peak Flow in Northern/Rural Parishes 2001-2013

6.5 Traffic in LTP3

Under LTP3, the Council seeks to manage traffic growth sustainably while improving the road network and road safety.

A range of policies support this; TP1: Accessibility, TP10: Travel Planning, TP11: Smarter Vehicle Use, TP12: Traffic Management, TP13: Congestion Management, TP14: Intelligent Transport Systems, TP15: Movement of Freight, TP16: Parking, TP17: Road Safety, TP18: Network Management and TP19: Transport Asset Management.

Improvements made over the past few years include infrastructure upgrades such as the dualling of Downshire way and capacity improvements to Twin Bridges roundabouts. These have improved journey times and reduced congestion on a key route through the Borough and into the town centre.

Variable message signing was also installed for the new Waitrose store and existing Albert Road car parks, providing better information to the public on car park availability and reducing wasted journey time.

As part of the town centre redevelopment, further initiatives are being developed such as the Urban Traffic Management Control (UTMC) system to improve traffic flows and better inform the Borough's residents.

6.6 Summary

The data collected from the ATCs show that traffic in the Borough increased marginally in both peaks and the off-peak period between 2012 and 2013. Overall, (over 24hrs) there was a 0.3% decrease in AADT over 2012, representing an average daily decrease of approximately 1,500 movements over all the sites surveyed.

The picture presented by the data broadly complements the DfT's latest annual road traffic report that concluded:

Extract from Annual Road Traffic Estimates 2013 (DfT)

- In 2013 the overall motor vehicle traffic volume in Great Britain was 303.7 billion vehicle miles, a slight increase (0.4%) on 2012.
- Compared to ten years ago, traffic for all vehicle types is slightly higher (0.4%). This has been driven by LGV traffic.
- All other vehicle types have shown overall decrease (for example, cars and taxis: -1.0%; HGVs: -11.2%).

The national picture is one of marginal growth after several years of decline in road traffic, mainly due to the recession. This year however, road traffic has decreased slightly in Bracknell Forest.

Compared to the overall AADT figures, the weekly peak and off-peak traffic numbers increased between 2012 and 2013. Over the longer term since 2001, there was a 4.8% drop in AADT, with similar declines in the AM peak (4.1%) and PM peak (2.4%).

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7 Summary & Conclusions

The latest TiB report has been produced with reference to the third LTP (LTP3, 2011 – 2026). Whilst there are no specific figures that the Council is aiming to achieve, there are certain objectives that the strategy aims to further.

In terms of transport policy, Bracknell Forest is broadly a safer, healthier borough where there is now greater use of public and green transport modes and where fewer private vehicles are on the road than there were at the inception of LTP2.

7.1 Rail

This year's rail surveys showed that patronage has continued to increase, thus maintaining the trend of growth that has been evident over the last 12 years.

The current trend of passenger movements is for commuting out of Bracknell in the AM peak, though this is entirely due to increased numbers of commuters. Similar numbers of commuters coming into the borough as last year indicates that Bracknell is still growing as a centre for business.

Although there was poor weather, there were no delay issues during this year's rail surveys. Passenger numbers increased by 41% in the short term (from 2013 – 2014), thus maintaining the long term pattern of growth that has seen numbers increase by 65% since 2001.

7.2 Bus

At 94.5%, bus punctuality has remained very good for the third successive year. This follows a successful drive to increase this from 85%. Bus passenger journeys have increased by 1.89% since the 2012/13 period.

7.3 Walking

Pedestrian numbers decreased by 19% from 2013 to 2014, although there was very poor weather on the days of the surveys which affected this result.

In the long term, overall pedestrian numbers are still increasing as seen by the rise of 8% since 2001, despite this years' drop.

7.4 Cycling

There has been a long term increase (7%) in cyclists since 2001, reflecting the success of the travel plans and branded cycle routes throughout that time. Over the shorter term since 2013, there was a decrease of 11%, largely due to the poor weather on the survey days, though the increase since 2001 still reflects a positive picture of long term growth in cycling in the Borough.

7.5 Car

The data from the ATC counters indicate a small increase (0.3%) in traffic flows over the last year, although the long term figures since 2001 show that AADT has still fallen by 4.8% in that time.

Similarly, there have been long term reductions in the morning and evening traffic peaks of 4.1% and 0.5% respectively. Overall, the figures reported are similar to the national state of traffic presented by the DfT in their annual findings.

7.6 Conclusions

After many years of decreasing traffic (from 2001 to 2007) there have been successive increases in traffic movements noted (between 2008 and 2012) and a subsequent drop (in 2013) on the roads in Bracknell. The long term picture remains one of decline since 2001, although signs are emerging that this trend is beginning to reverse. This is reflected in the observed increases in traffic during the commuter peak hours.

For other modes, there has been an increased use of rail & bus services and greater numbers of pedestrians and cyclists long term, although short term, numbers of cyclists & pedestrians have fallen.

8 Guide to acronyms

AADF	Annual Average Daily Flow
AADT	Annual Average Daily Traffic
ATC	Automated Traffic Counter
AM	Ante Meridiem
BFC	Bracknell Forest Council
DfT	Department for Transport
ITS	Intelligent Transport System
ORR	Office of the Rail Regulator
PM	Post Meridiem
TiB	Travel In Bracknell [Report]
UTMC	Urban Traffic Management Control

9 Appendices

Appendix A

A map of the Bracknell Forest transport network, illustrating major roads & railways

Appendix B

Tables of one day rail passenger movements in Bracknell Forest from 2001 – 2012

Appendix C

Locations for the walking & cycling surveys

Appendix D

Results of the walking counts

Appendix E

Results of the cycle counting survey

Appendix F

A map of the ATC sites in Bracknell Forest

Appendix G

Tables of recorded traffic movements in Bracknell Forest

