



**Bracknell Forest LCWIP**  
Commonplace Engagement  
Summary

**Bracknell Forest Council**

70088690

03/03/22

# Summary of engagement

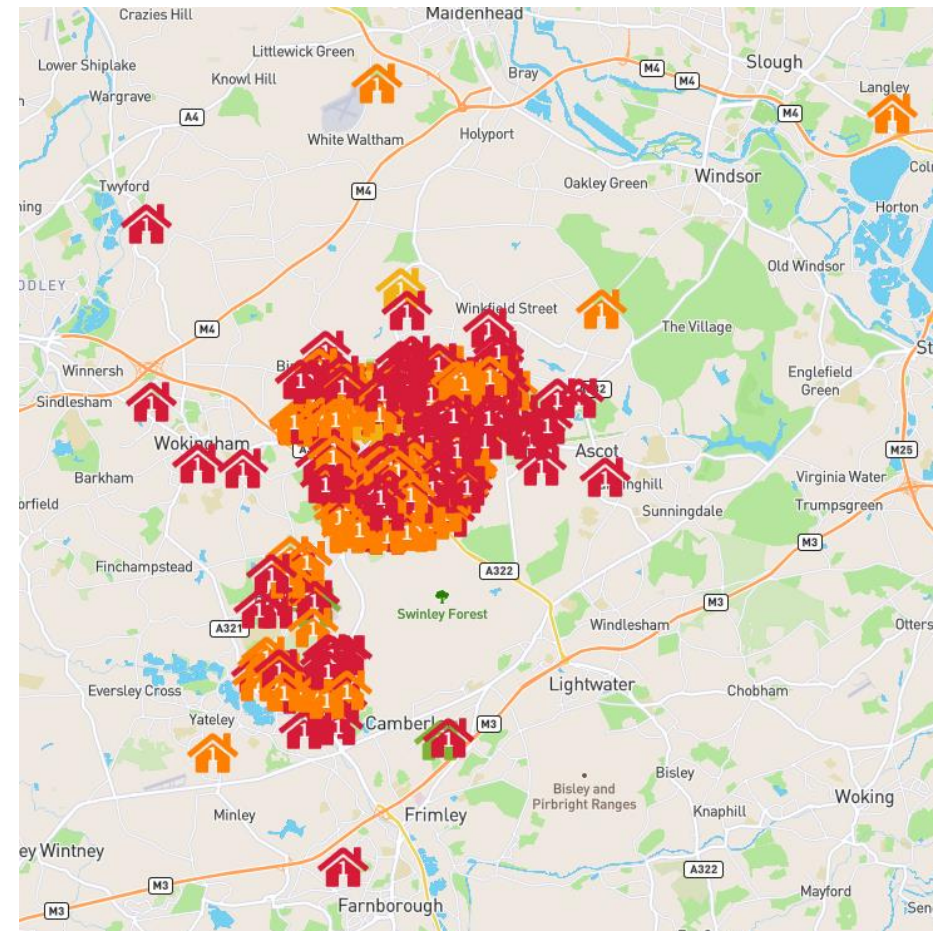


**2,791 Visitors**

**2,653 Contributions of which 1,809 were agreements and 842 comments**

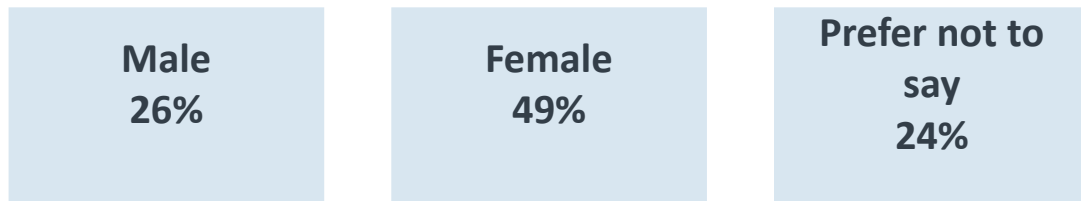
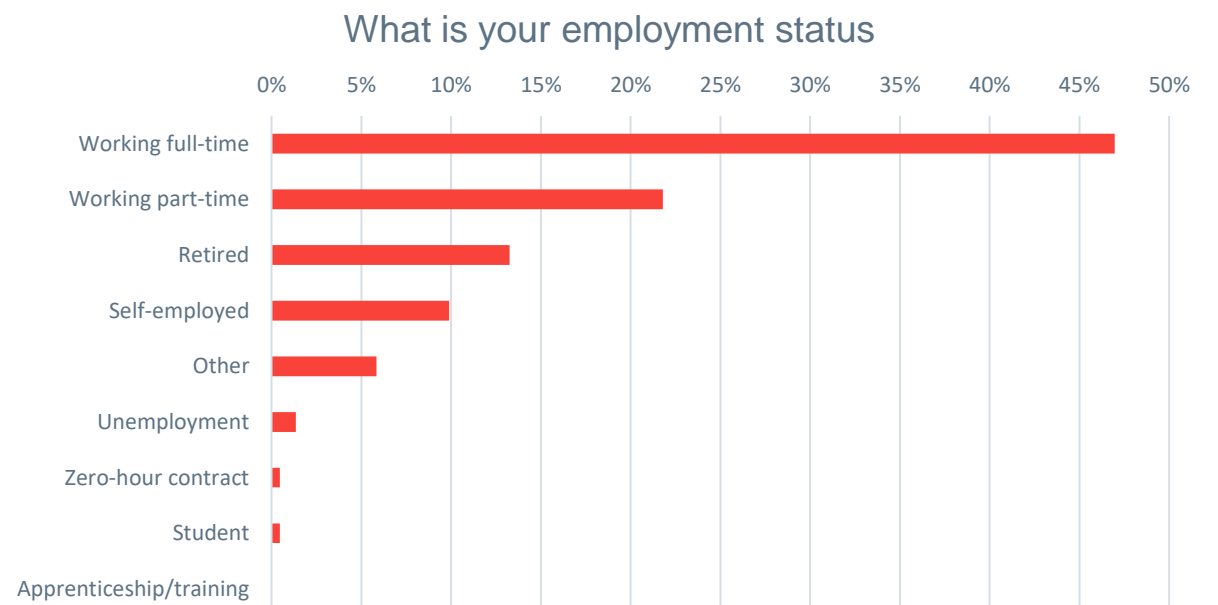
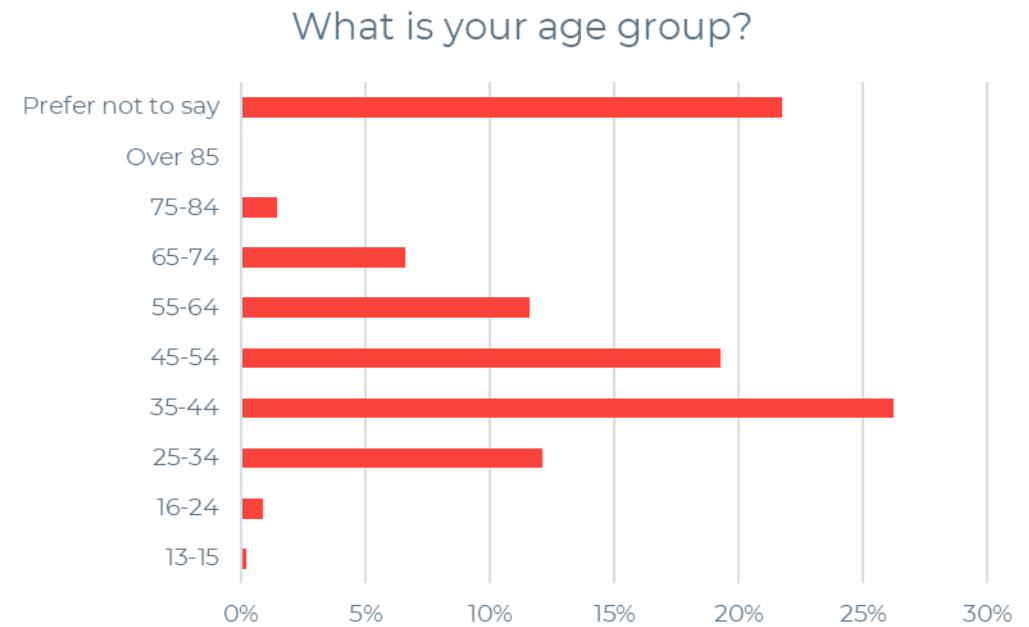
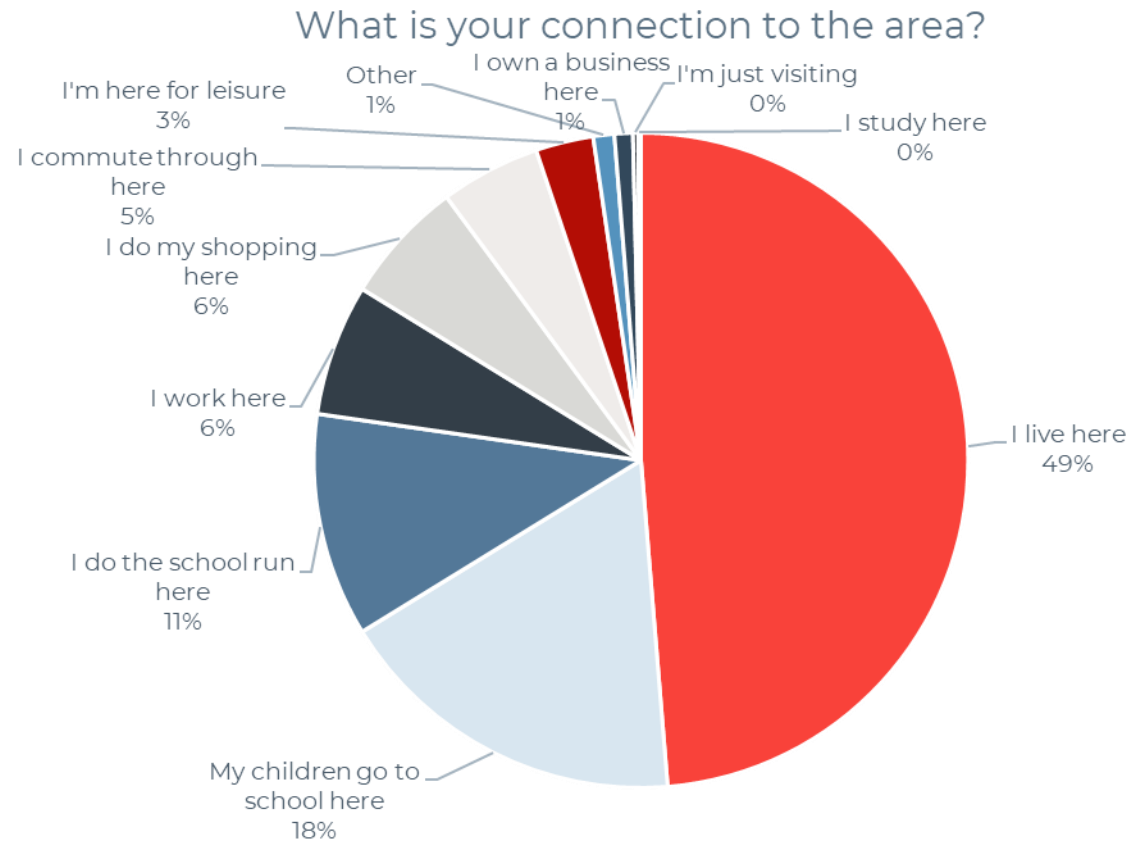
**525 confirmed respondents**

**95% of responses were negative**



Postcode of respondent (if provided)  
Coloured by sentiment

# Summary of demographics

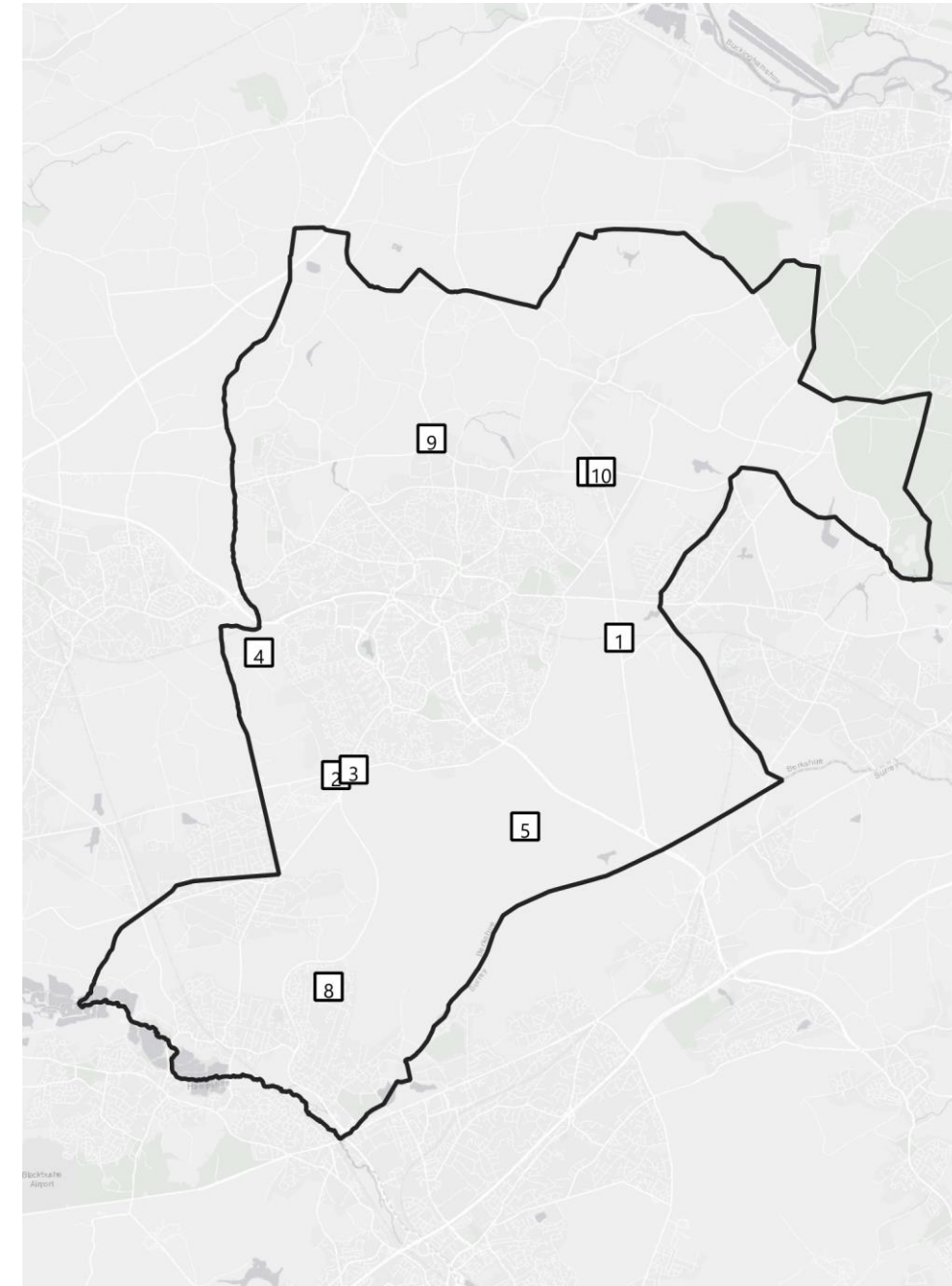


# Most agreed comments



## Part 1

Ref	Location	Agreements	Comments
1	Swinley Road	23	There is currently no way to cross Swinley Road where it crosses the railway. It is currently a dangerous, narrow humpback bridge with speeding vehicles with no footway let alone cycleway. If there was, North Ascot would be linked to a vast track of open land at Swinley park and beyond via Englemere pond.
2	Nine Mile Ride	19	"No access into Bucklers Park from Bracknell end! Would be wonderful to have some access especially when cycling with children as the other options are along the shared use path along B3348 which is narrow and next to a 50mph limit road or the shared use path along B3430 which stops at the old TRL junction and doesn't restart until half way along the Old Wokingham road. Still no access through the new estate from B3430. People from Bracknell DRIVE here to take their kids for a cycle, please open access at the Bracknell end to help people cycle"
3	Nine Mile Ride	17	There needs to be a safe entrance to Swinley Forest for both cyclists and pedestrians somewhere around here, before the pavement ends.
4	Peacock Lane	17	Wokingham Borough Council are creating cycling infrastructure from William Heelas Way into Waterloo Road for their future South Wokingham Distribution Road. Will Bracknell council be connecting the existing Jennets Park cycle network to this network along Peacocks Lane?
5	Swinley Forest	15	Navigating in the forest is really tricky. The routes aren't well signed or mapped, and many people don't know that you can walk or cycle to Camberley quite easily. It's very easy to get lost in the forest so even a few signposts (not just at the Star Points) and with directions to areas that aren't just "the lookout" or named areas of the forest would be really useful. The names bits of the forest aren't well publicised so the majority of the signs here are useless. Adding on ideas of distance or time to walk/ cycle would mean that more people used the routes and likely felt safer than cycling along foresters way or just driving!

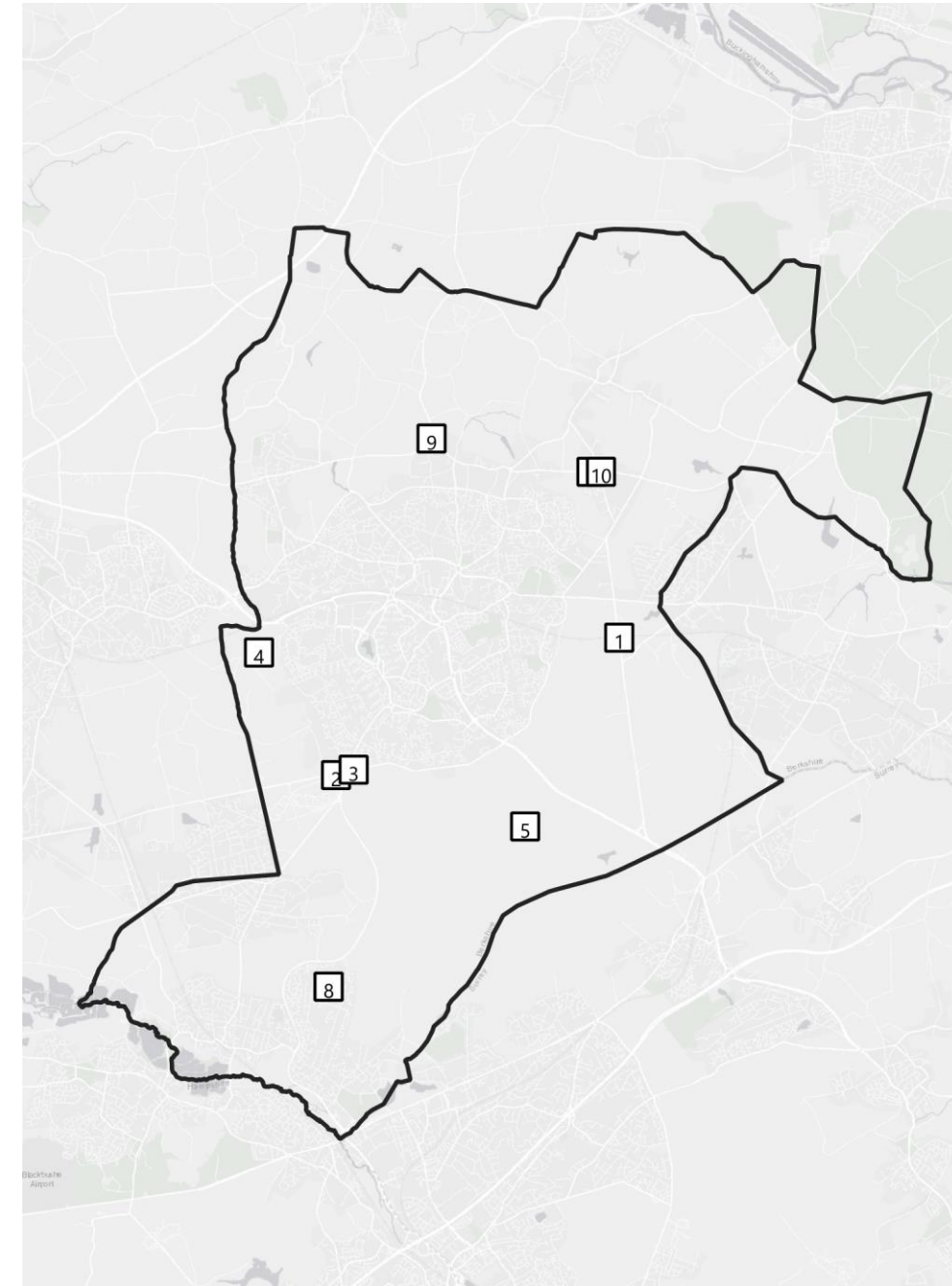


# Most agreed comments



## Part 2

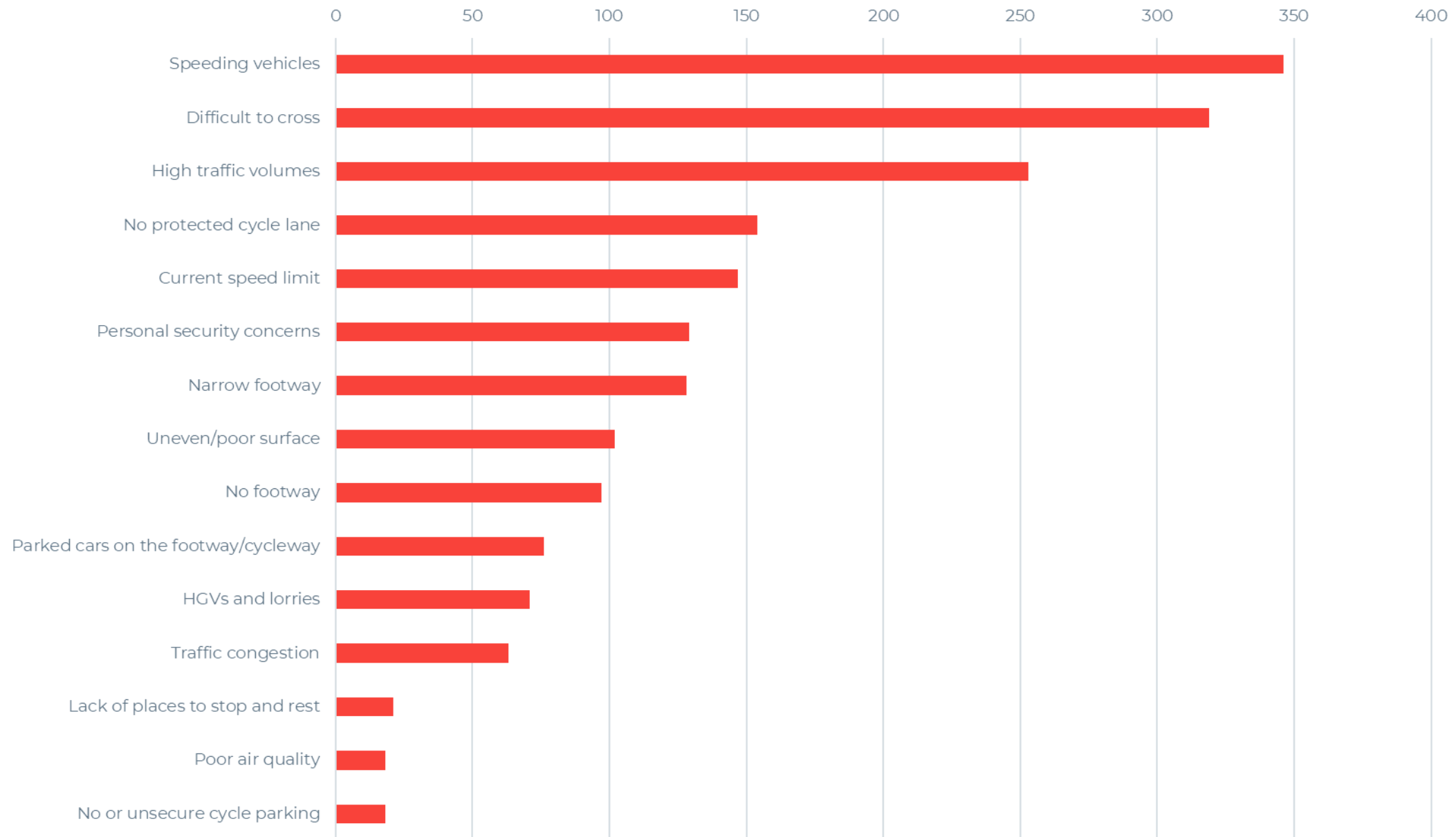
Ref	Location	Agreements	Comments
6	Winkfield St Marys CofE Primary School	15	There is very limited signage for the speed limit on this stretch of road from Cricketers Lane to the junction with Chavey Down Road and no signage to indicate the school (when coming from the direction of Warfield) until half way along the school perimeter. With the numbers of children walking to school from the local estate, more signage needs to be in place. We have first hand experience of speeding vehicles and a child being hit by a car jumping the red lights at the junction.
7	Sandhurst Secondary School	14	"There should be a zebra/pelican crossing directly outside of the school as there is no crossing officer. Its an accident waiting to happen."
8	Sandhurst Secondary School	14	Dangerous crossing outside school - lack of zigzag lines means dangerous parking and obstruction to pedestrians crossing. Crossing lady not replaced when she retired - none of these encouraging people to walk to school.
9	Maidenhead Road	13	A walking path on the side of the road to Moss End from the Spice Lounge would definitely reduce traffic and enable us to walk to Moss End.
10	Winkfield St Marys CofE Primary School	13	At many times we have seen cars so close to pavement it's so unsafe! There's been a few times the side mirrors have even hit arms on bags of people walking with kids!



# Key issues

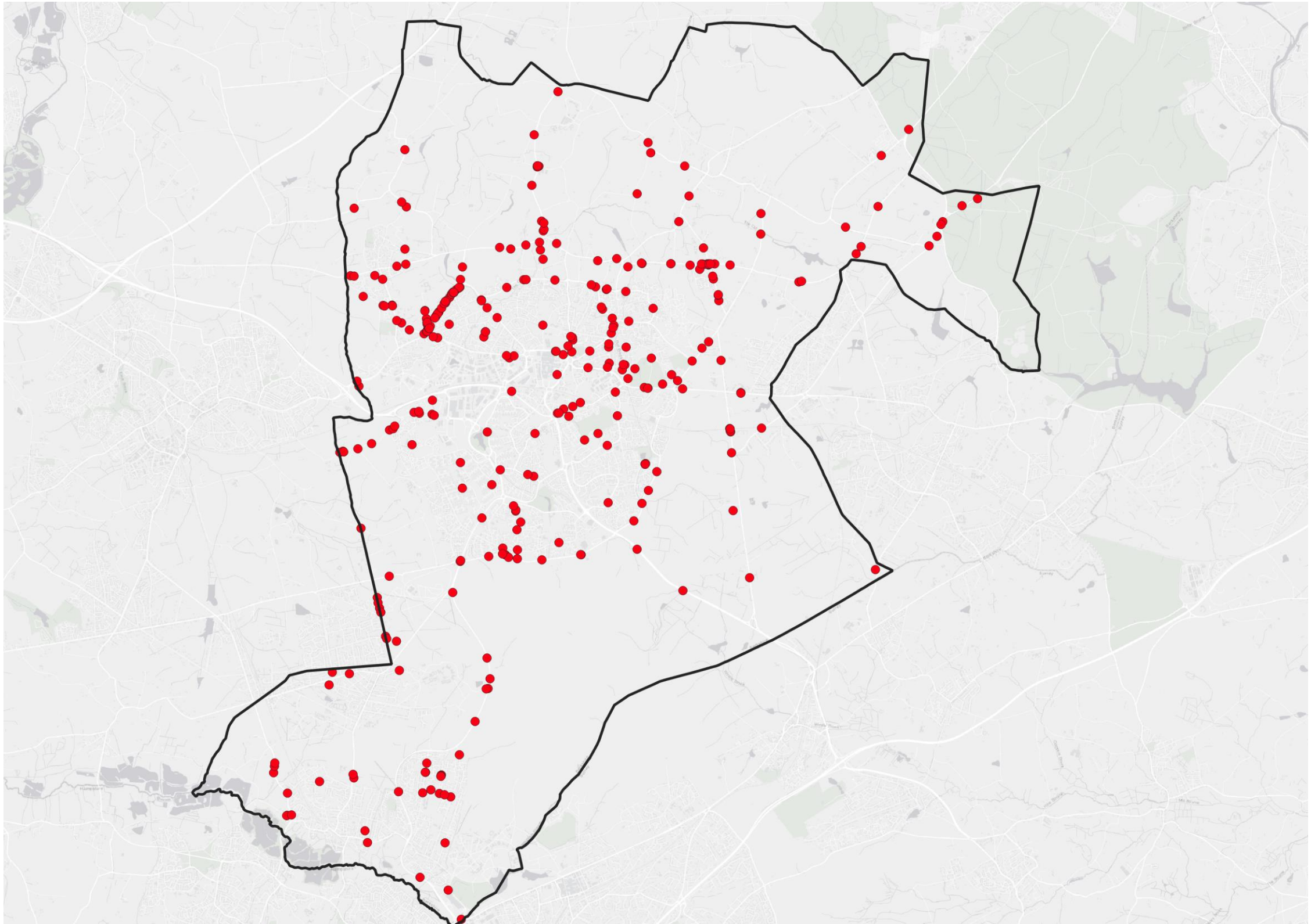


What do you believe are the current issues here?



# Key issues

Speeding vehicles



# Key issues

## Speeding vehicles

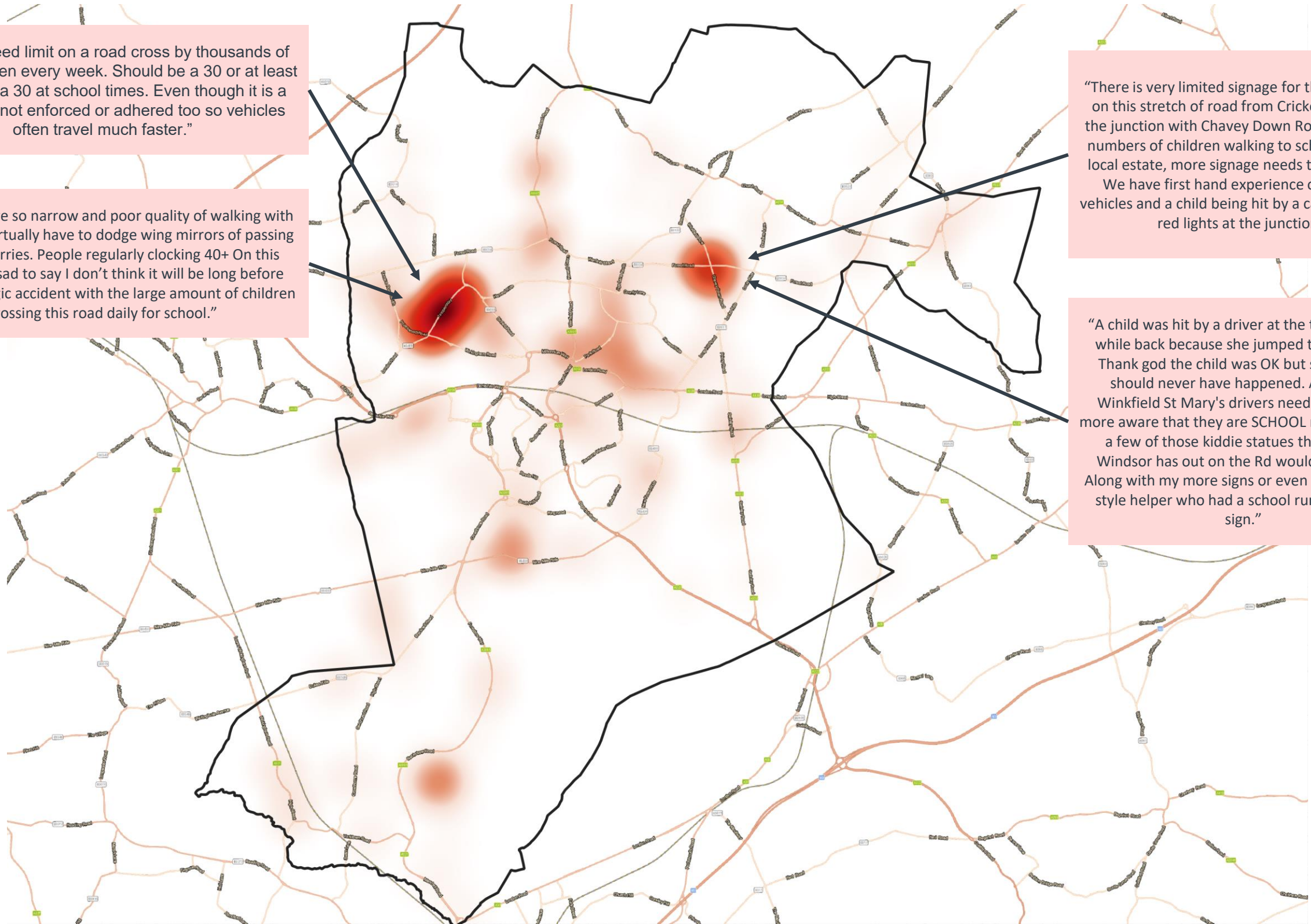


“40mph speed limit on a road cross by thousands of school children every week. Should be a 30 or at least reduced to a 30 at school times. Even though it is a 40 limit it’s not enforced or adhered too so vehicles often travel much faster.”

“The paths are so narrow and poor quality of walking with a child you virtually have to dodge wing mirrors of passing vans and lorries. People regularly clocking 40+ On this stretch I’m sad to say I don’t think it will be long before there is a tragic accident with the large amount of children crossing this road daily for school.”

“There is very limited signage for the speed limit on this stretch of road from Cricketers Lane to the junction with Chavey Down Road... With the numbers of children walking to school from the local estate, more signage needs to be in place. We have first hand experience of speeding vehicles and a child being hit by a car jumping the red lights at the junction.”

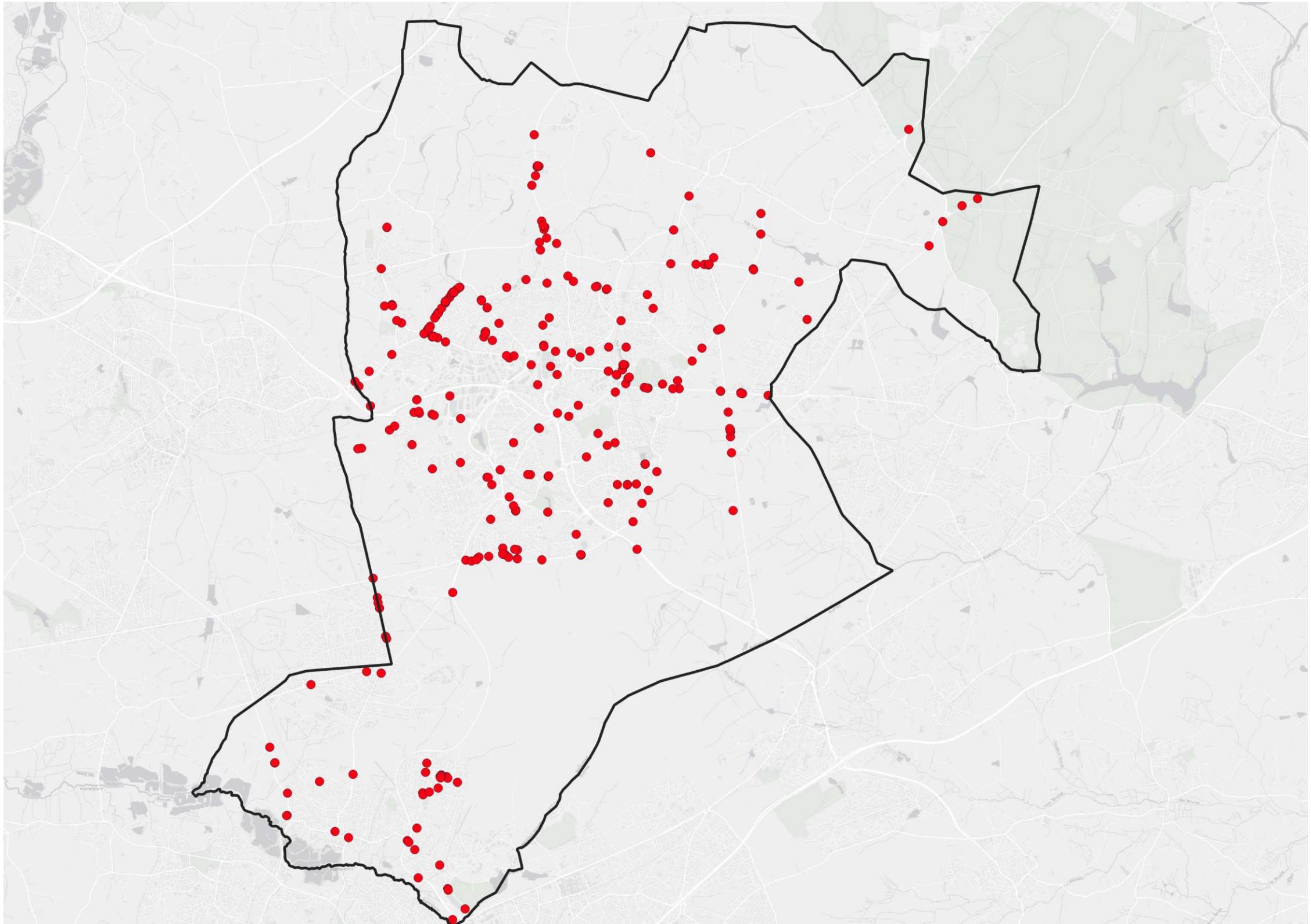
“A child was hit by a driver at the traffic lights a while back because she jumped the red light. Thank god the child was OK but such a thing should never have happened. All around Winkfield St Mary's drivers need to be made more aware that they are SCHOOL roads. Perhaps a few of those kiddie statues the school in Windsor has out on the Rd would be helpful. Along with my more signs or even a lollipop lady style helper who had a school run slow down sign.”





# Key issues

Difficult to cross



# Key issues

## Difficult to cross



"Even though it is a 40 limit it's not enforced or adhered too so vehicles often travel much faster. Only one crossing at the top of temple way so could use another as well as appropriate signage relating to school traffic."

"As this is near a school with a lot of children crossing and walking, I think that this is very dangerous. There should be a crossing in place and a wider footpath on the path down to the school."

"The crossing between Priestwood shops and Queensway path is dangerous!  
There are so many cars during the school rush and with the parked cars adults can hardly see over the top... so how the children that walk on their own to the surrounding primary and secondary schools are meant to, god only knows."

"No safe way to cross from Bay road to the south side of London road without crossing the busy road. Only alternative is to go all the way to the end of the road and back again, which is triple the distance"

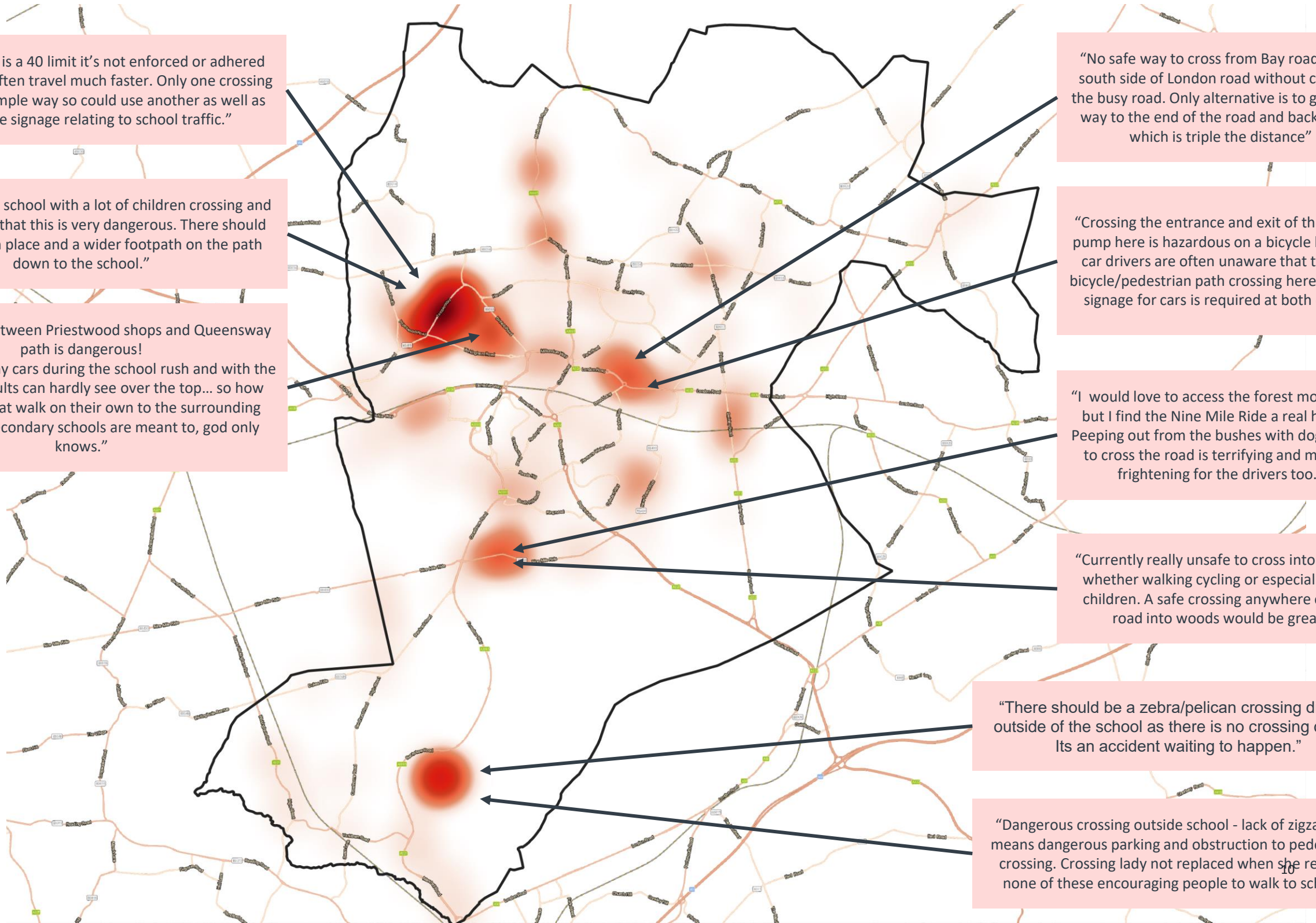
"Crossing the entrance and exit of the petrol pump here is hazardous on a bicycle because car drivers are often unaware that there is bicycle/pedestrian path crossing here. Clearer signage for cars is required at both ends."

"I would love to access the forest more often but I find the Nine Mile Ride a real hazard. Peeping out from the bushes with dogs in toe to cross the road is terrifying and must be frightening for the drivers too."

"Currently really unsafe to cross into woods, whether walking cycling or especially with children. A safe crossing anywhere on this road into woods would be great"

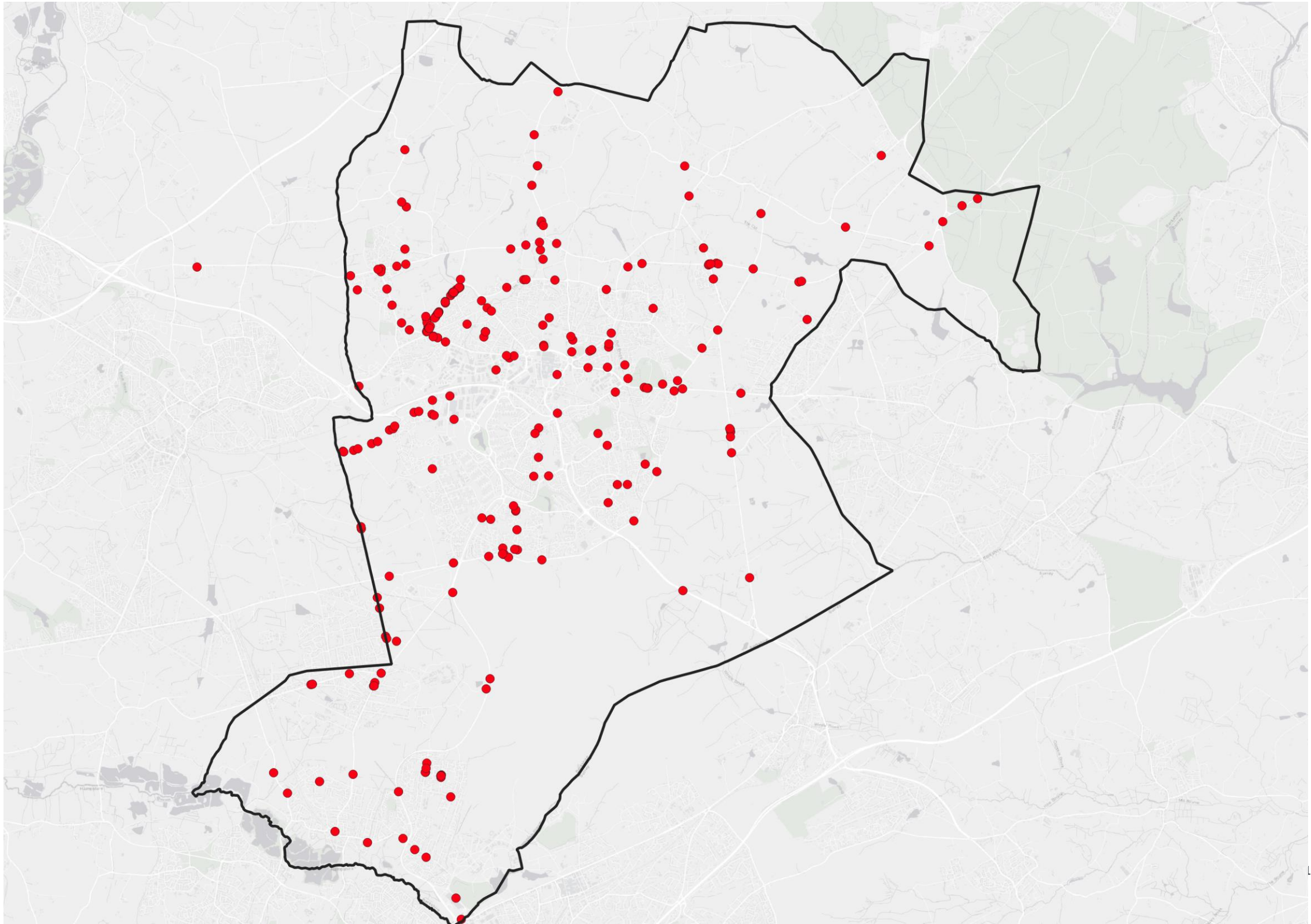
"There should be a zebra/pelican crossing directly outside of the school as there is no crossing officer. Its an accident waiting to happen."

"Dangerous crossing outside school - lack of zigzag lines means dangerous parking and obstruction to pedestrians crossing. Crossing lady not replaced when she retired - none of these encouraging people to walk to school."



# Key issues

High traffic volumes



# Key issues

## High traffic volumes



“A large secondary school has been built at the end of a country lane without, it seems, much thought for the traffic it would create from Temple Way. Wood Lane is of course busy during school start and end times not only with cars but also with children walking and cycling. The existing footpath is narrow anyway and the children cycle on the lane which is busy and fast moving. It is a shame during all the building work another entrance or proper cycle path wasn't created as it was from the Forest Road end... The school is not yet even at full capacity and so this issue will only get worse.”

“This road is very open and cars are excessively speeding. Crossing is difficult at the top end of the road nearest town due to parked cars”

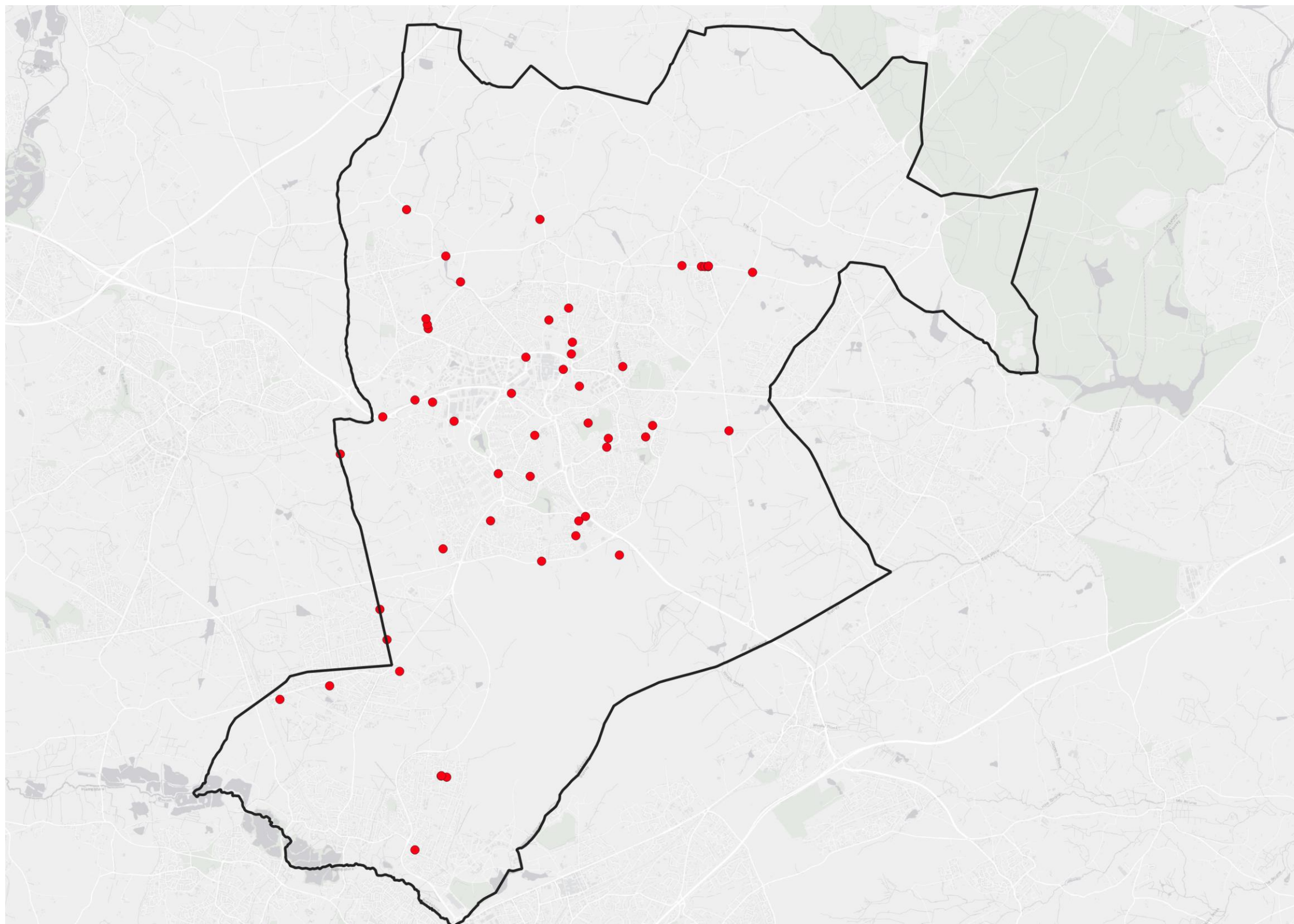
“Lots of people cross for school with children and the speed the cars travel and lack of courtesy to stop to let families cross makes people late for school or it's just dangerous”

“Yeovil Rd serves 3 schools. Traffic is too heavy, esp at school drop/collect times and rush hour. Road is used as shortcut to avoid Yorktown Rd. Traffic speeds. Road surface pot holes are constant. There's no safe place for children to cross the road.”

## Key issues



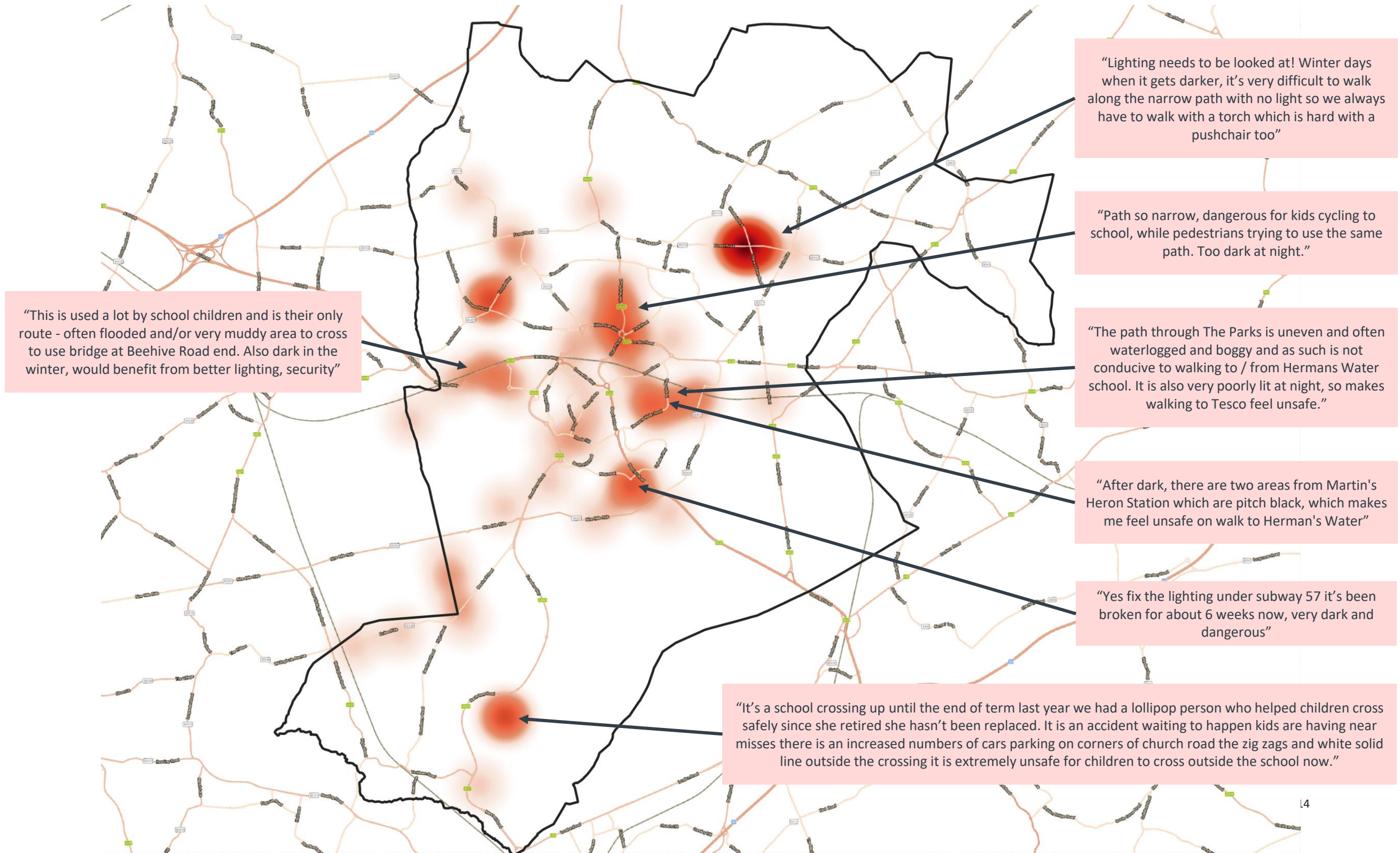
Female respondents – personal security concerns



# Key issues



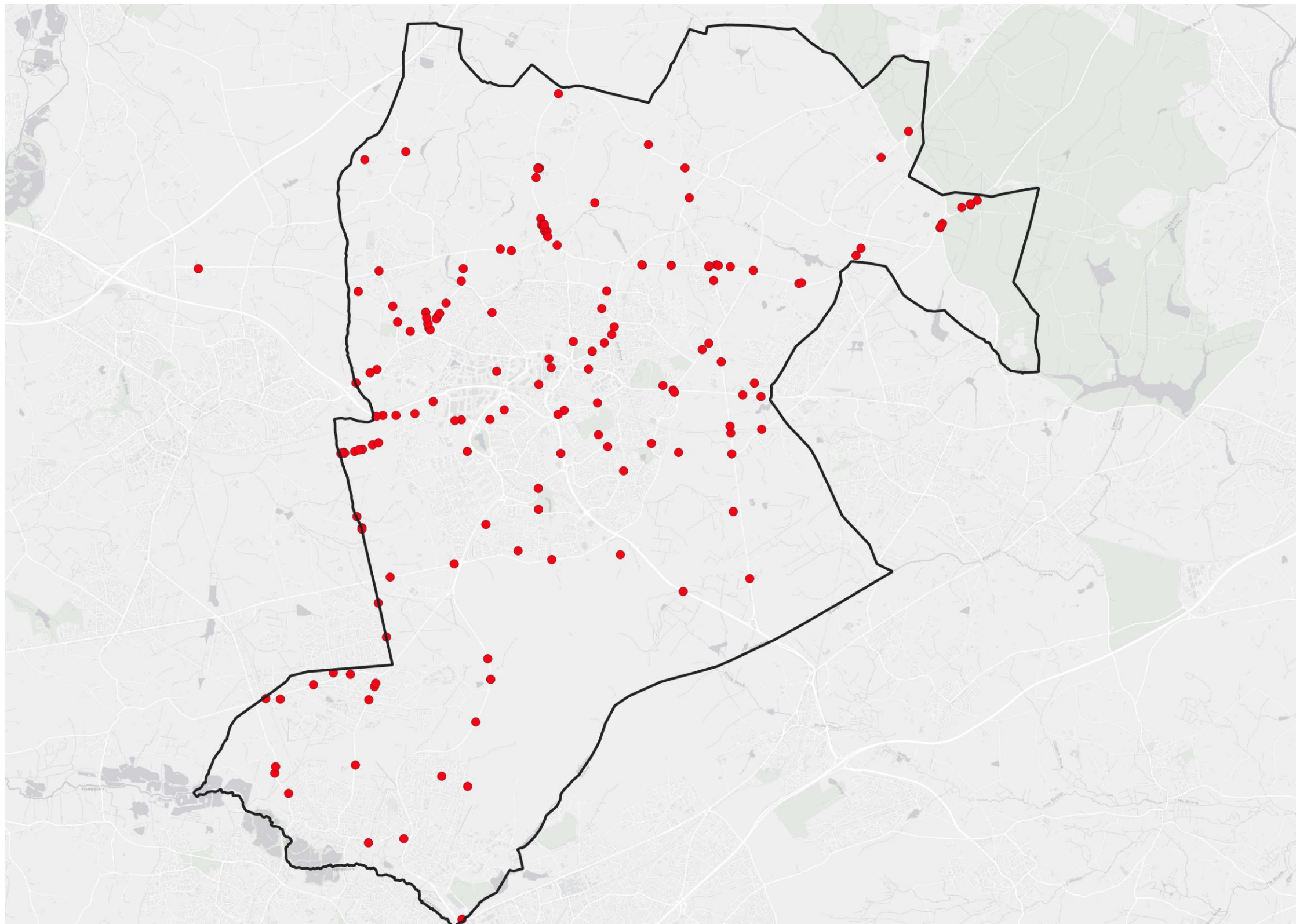
## Female respondents – personal security concerns



# What would encourage you to cycle here?



Segregated cycle facilities



# What would encourage you to cycle here?



## Segregated cycle facilities

“Adding a pavement and cycle path between Bottle Lane and Buckle Lane would greatly improve access to Moss End Garden Centre... the very last section along the A3095 has no pavement and would be greatly improved with some additional infrastructure.”

“Great access among new build estates around here but terrible wider strategy joining places up. There’s hundreds of new homes but no safe way to get to moss end / frost folly and cycling to Maidenhead is lethal. Please improve. Thanks”

“This is the only route to both a primary and secondary school. Footpaths are narrow, no cycle lane and 30mph speed. Should be reduced speed limit and made safer for children walking to school (wider footpath and cycle lane).”

“Wokingham Borough Council are creating cycling infrastructure from William Heelas Way into Waterloo Road for their future South Wokingham Distribution Road. Will Bracknell council be connecting the existing Jennets Park cycle network to this network along Peacocks Lane?”

“A cycle lane to access Windsor would provide much needed safe transport, take many cars off road and encourage an active lifestyle whether it'd be by widening of the current road or establishing a rural link.”

“I would love to cycle to my work in Windsor but there is no safe route. The traffic can be heavy and fast .”

“No safe cycle access to Winkfield St Mary's. All schools should have safe cycle access provided”

“Children from Warfield & Whitegrove Primary schools who move onto Garth and cycle are forced to either cycle uphill in the road or on narrow footpaths. A cycle path would really help.”

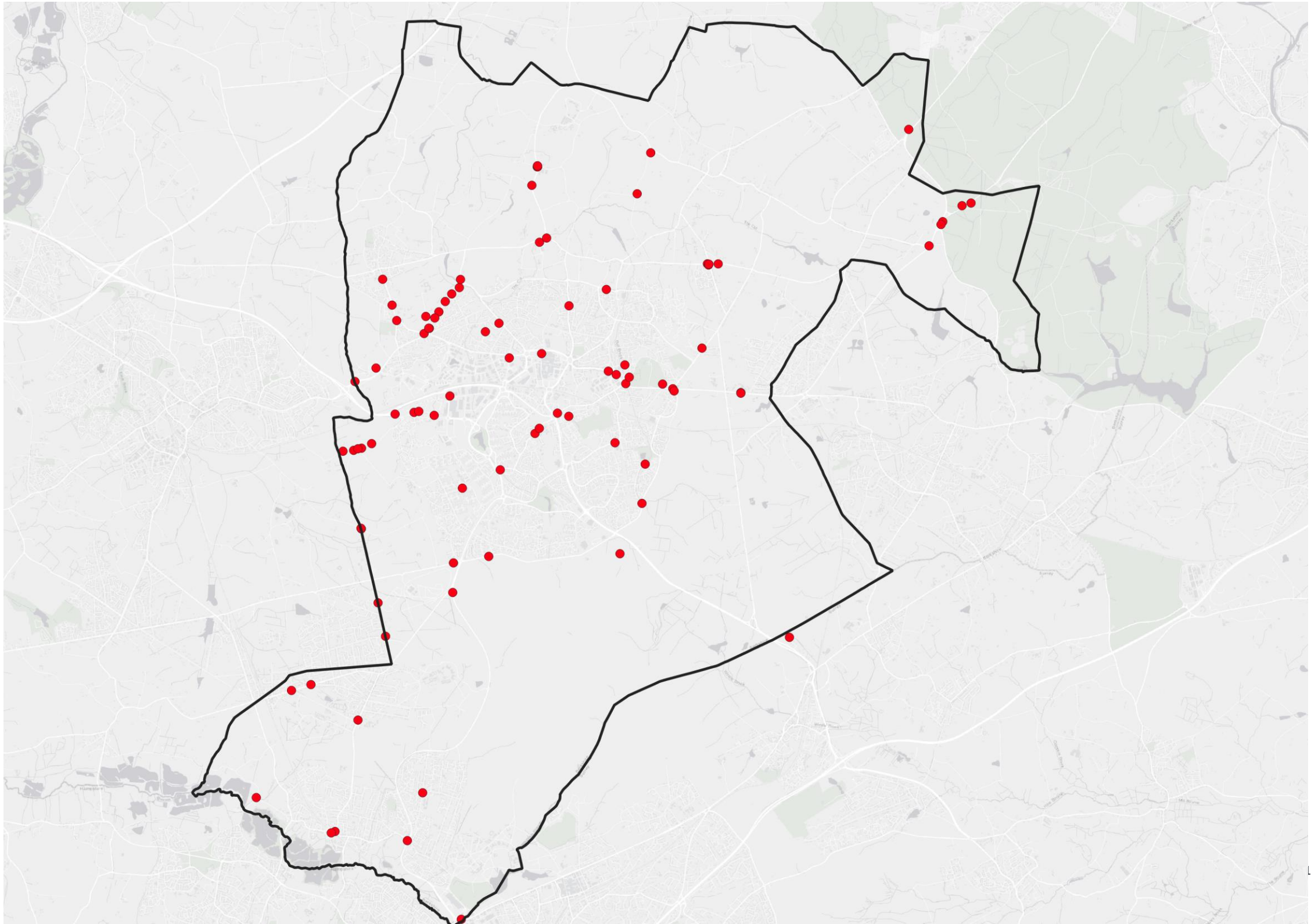
“There is a gap between the excellent cycle paths of Warfield and the town centre. Need something from bottom of holly spring lane to met office. You could route through the park at the top. Because its uphill going you are moving slowly and therefore more vulnerable. Park cars on the way back make it tricky too. “



# What would encourage you to cycle here?



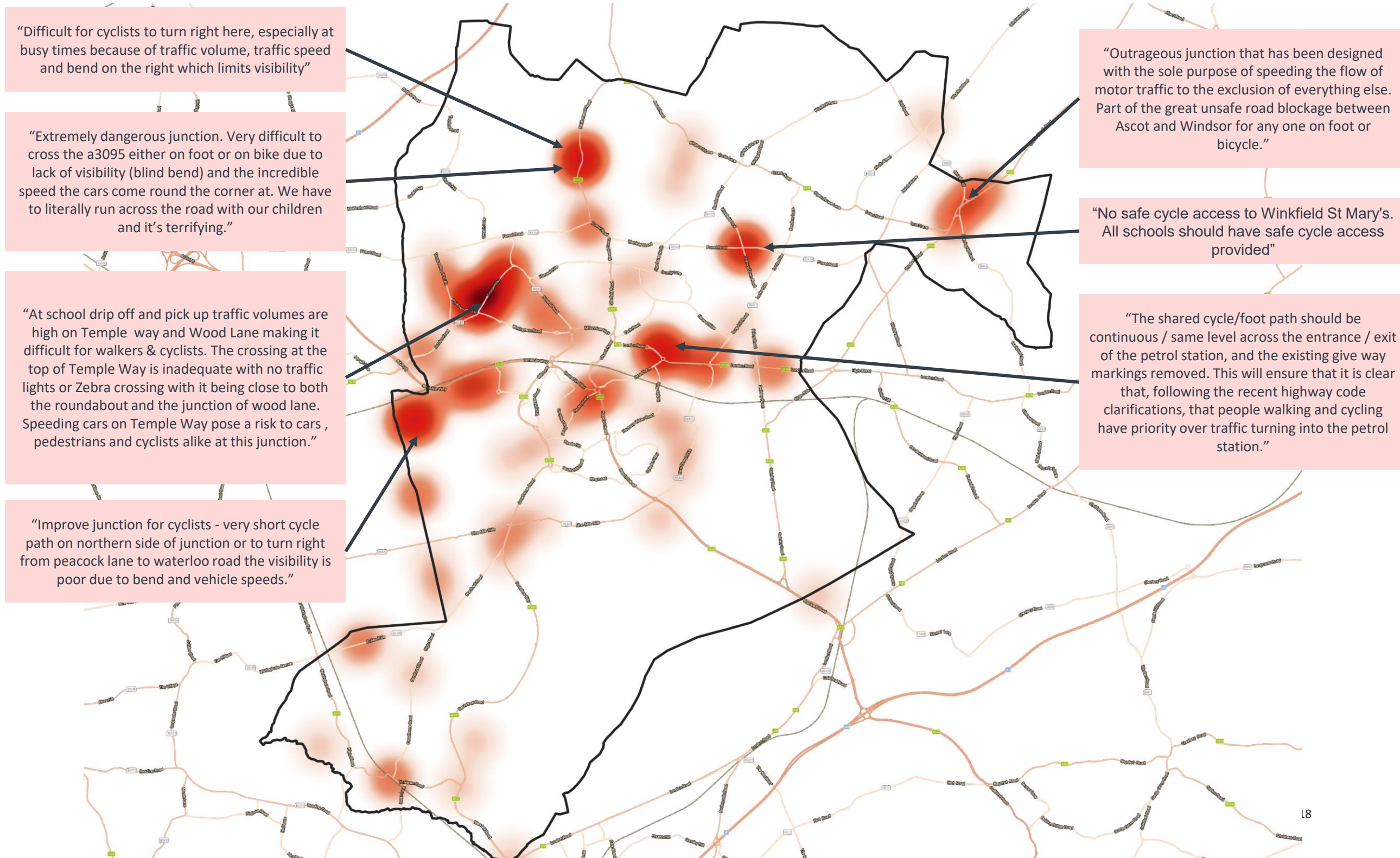
Improve junction for cyclists



# What would encourage you to cycle here?



## Improve junction for cyclists



“Difficult for cyclists to turn right here, especially at busy times because of traffic volume, traffic speed and bend on the right which limits visibility”

“Extremely dangerous junction. Very difficult to cross the a3095 either on foot or on bike due to lack of visibility (blind bend) and the incredible speed the cars come round the corner at. We have to literally run across the road with our children and it's terrifying.”

“At school drip off and pick up traffic volumes are high on Temple way and Wood Lane making it difficult for walkers & cyclists. The crossing at the top of Temple Way is inadequate with no traffic lights or Zebra crossing with it being close to both the roundabout and the junction of wood lane. Speeding cars on Temple Way pose a risk to cars , pedestrians and cyclists alike at this junction.”

“Improve junction for cyclists - very short cycle path on northern side of junction or to turn right from peacock lane to waterloo road the visibility is poor due to bend and vehicle speeds.”

“Outrageous junction that has been designed with the sole purpose of speeding the flow of motor traffic to the exclusion of everything else. Part of the great unsafe road blockage between Ascot and Windsor for any one on foot or bicycle.”

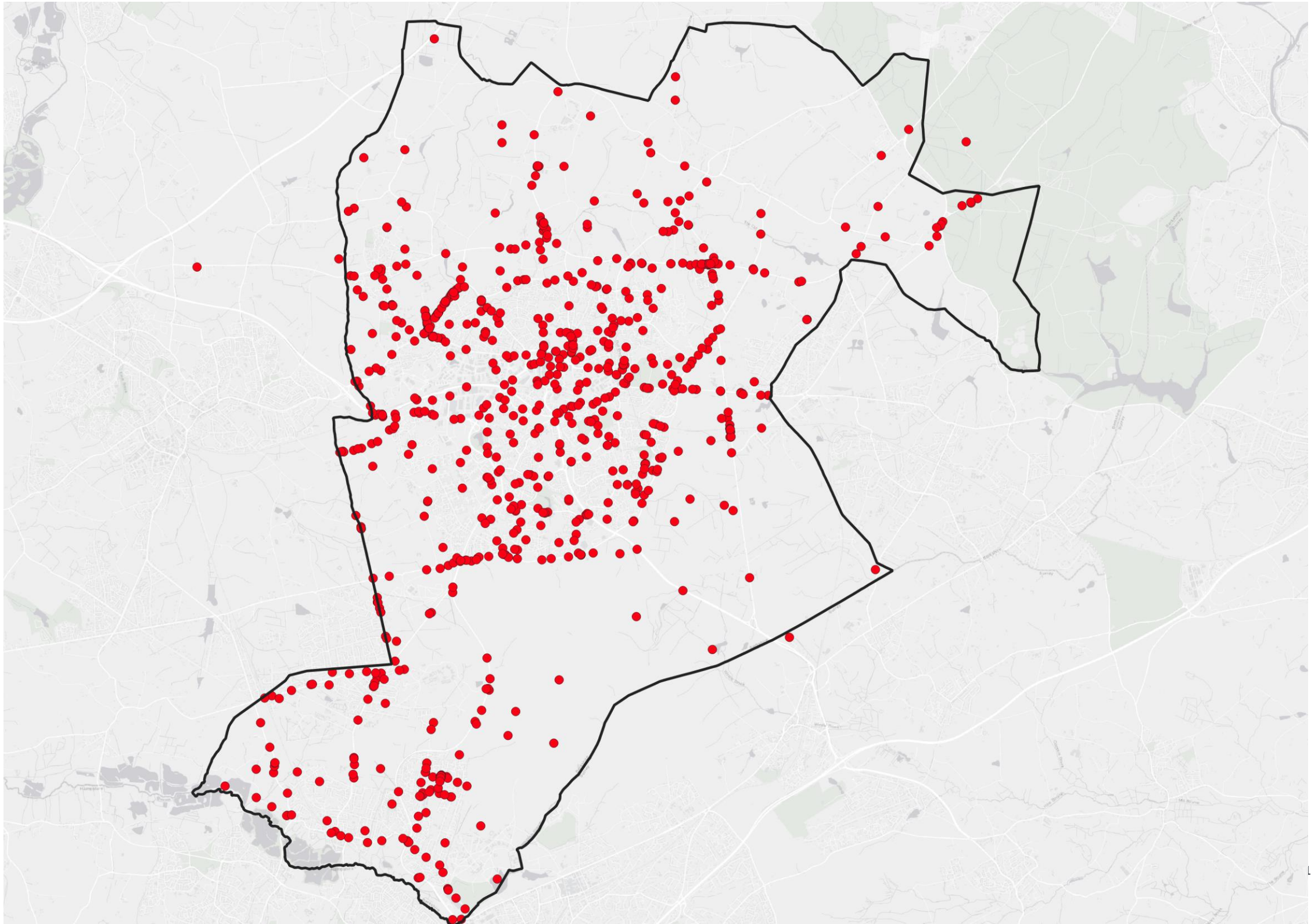
“No safe cycle access to Winkfield St Mary's. All schools should have safe cycle access provided”

“The shared cycle/foot path should be continuous / same level across the entrance / exit of the petrol station, and the existing give way markings removed. This will ensure that it is clear that, following the recent highway code clarifications, that people walking and cycling have priority over traffic turning into the petrol station.”

# What would encourage you to walk here?



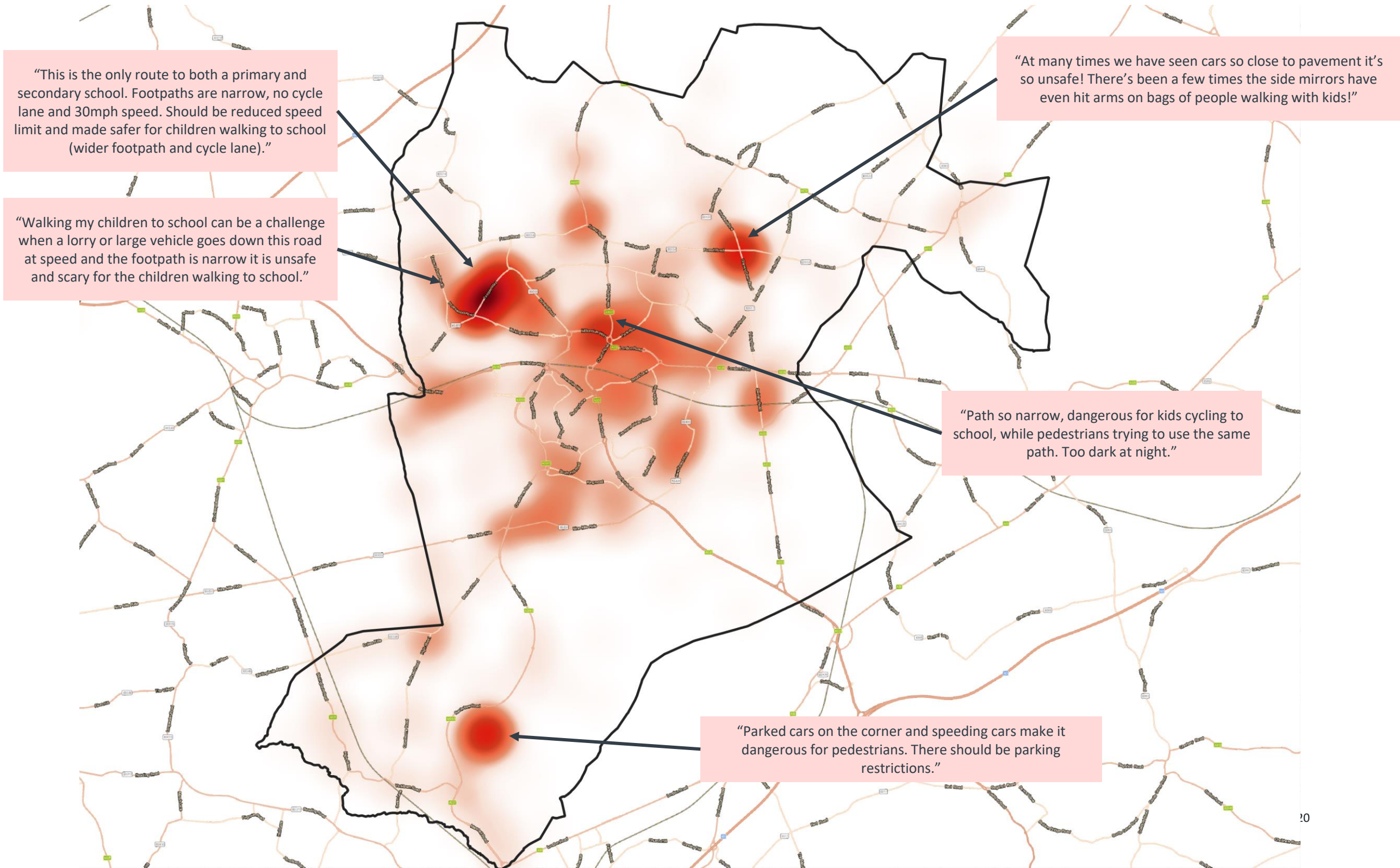
Widen footways



# What would encourage you to walk here?



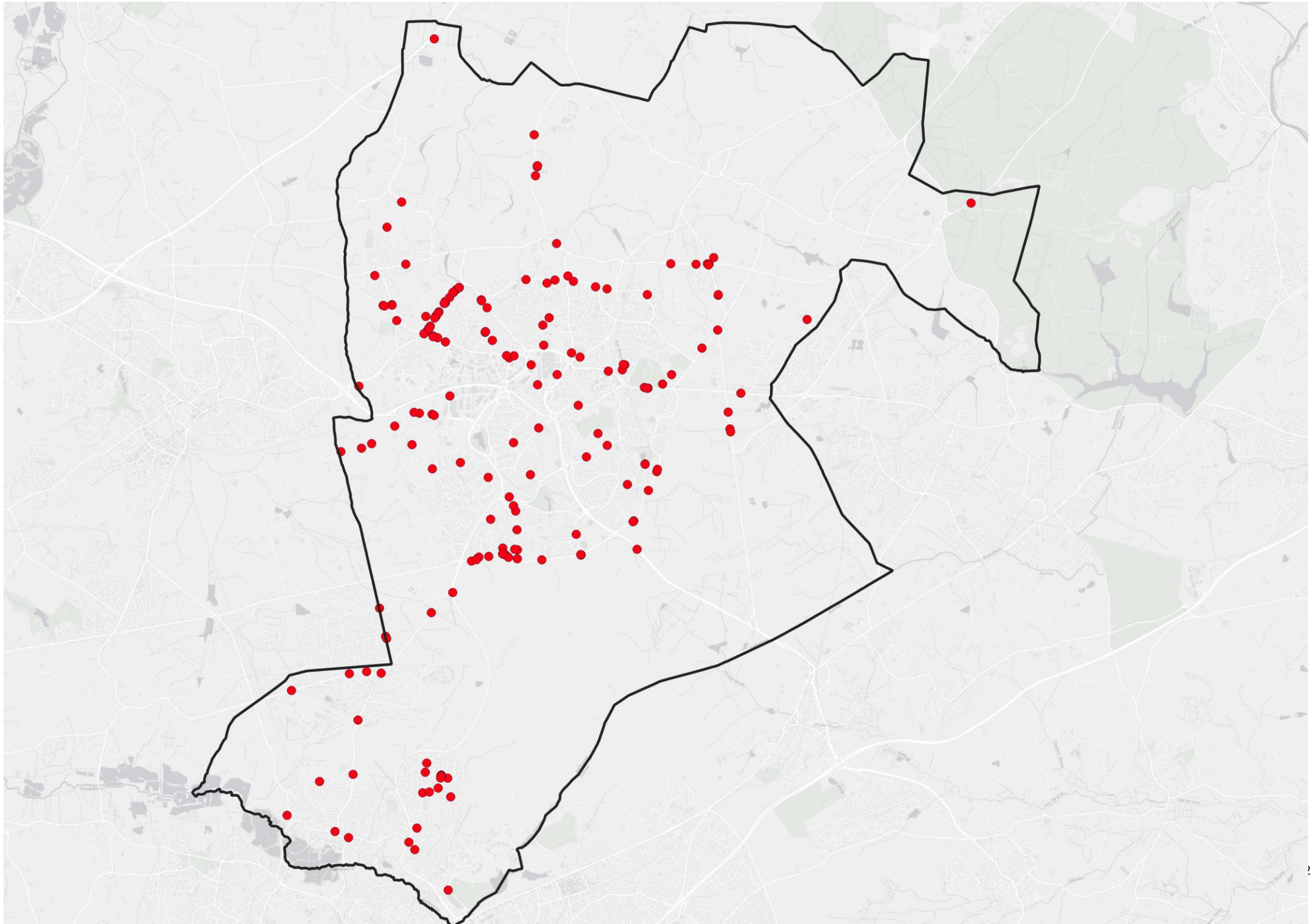
## Widen footways



# What would encourage you to walk here?



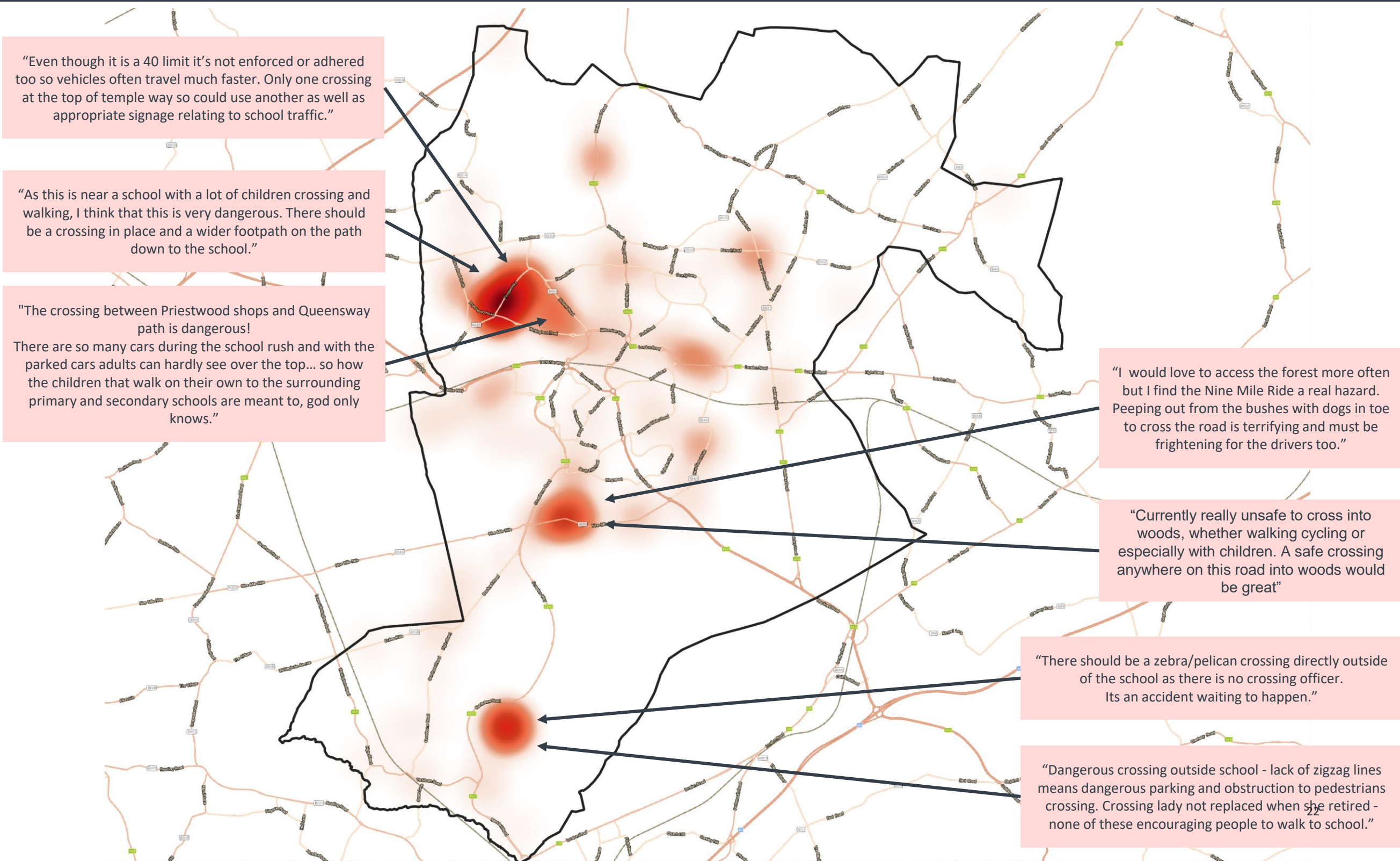
More crossing points



# What would encourage you to walk here?



## More crossing points

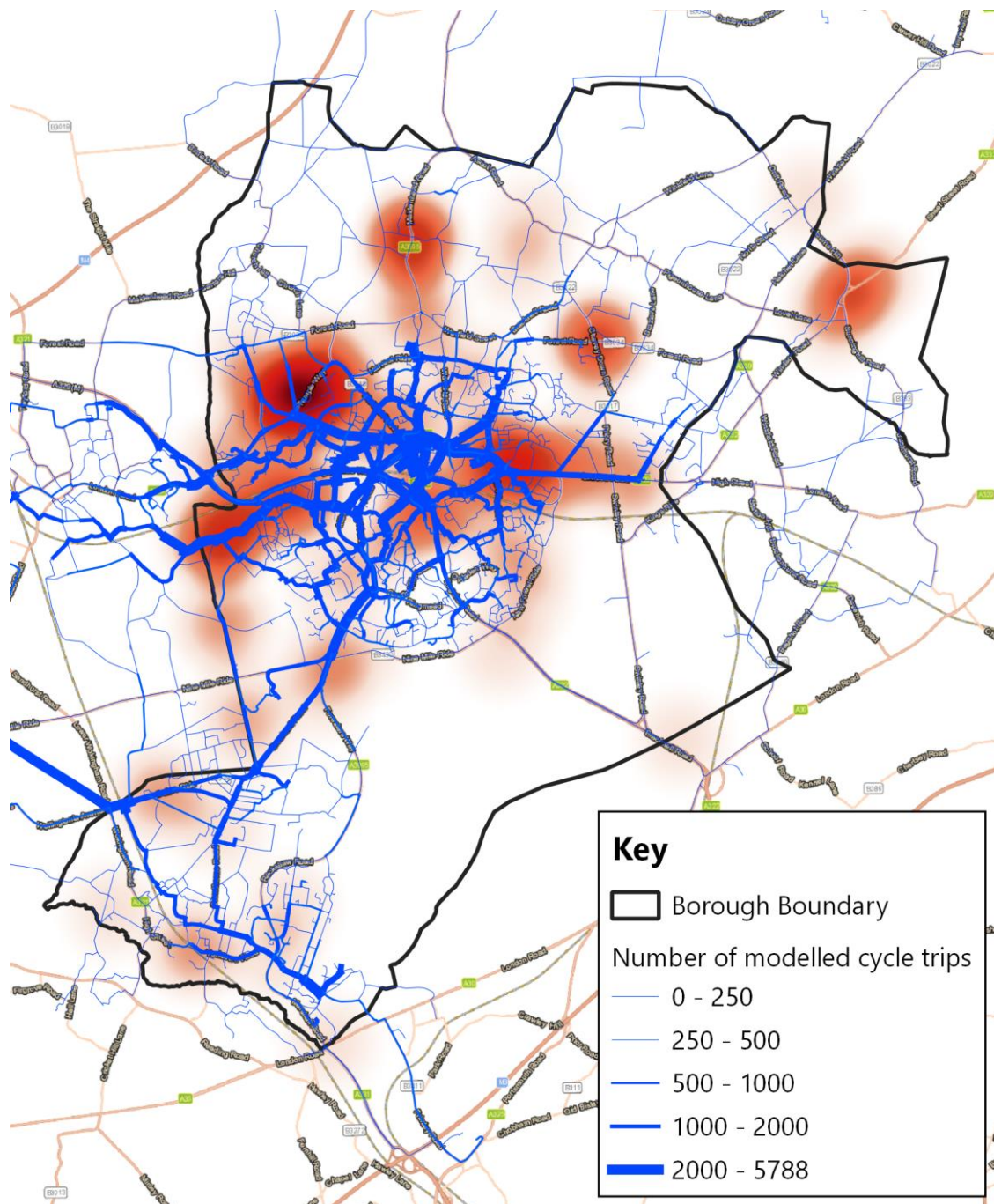


# Comparison between modelled flows and responses

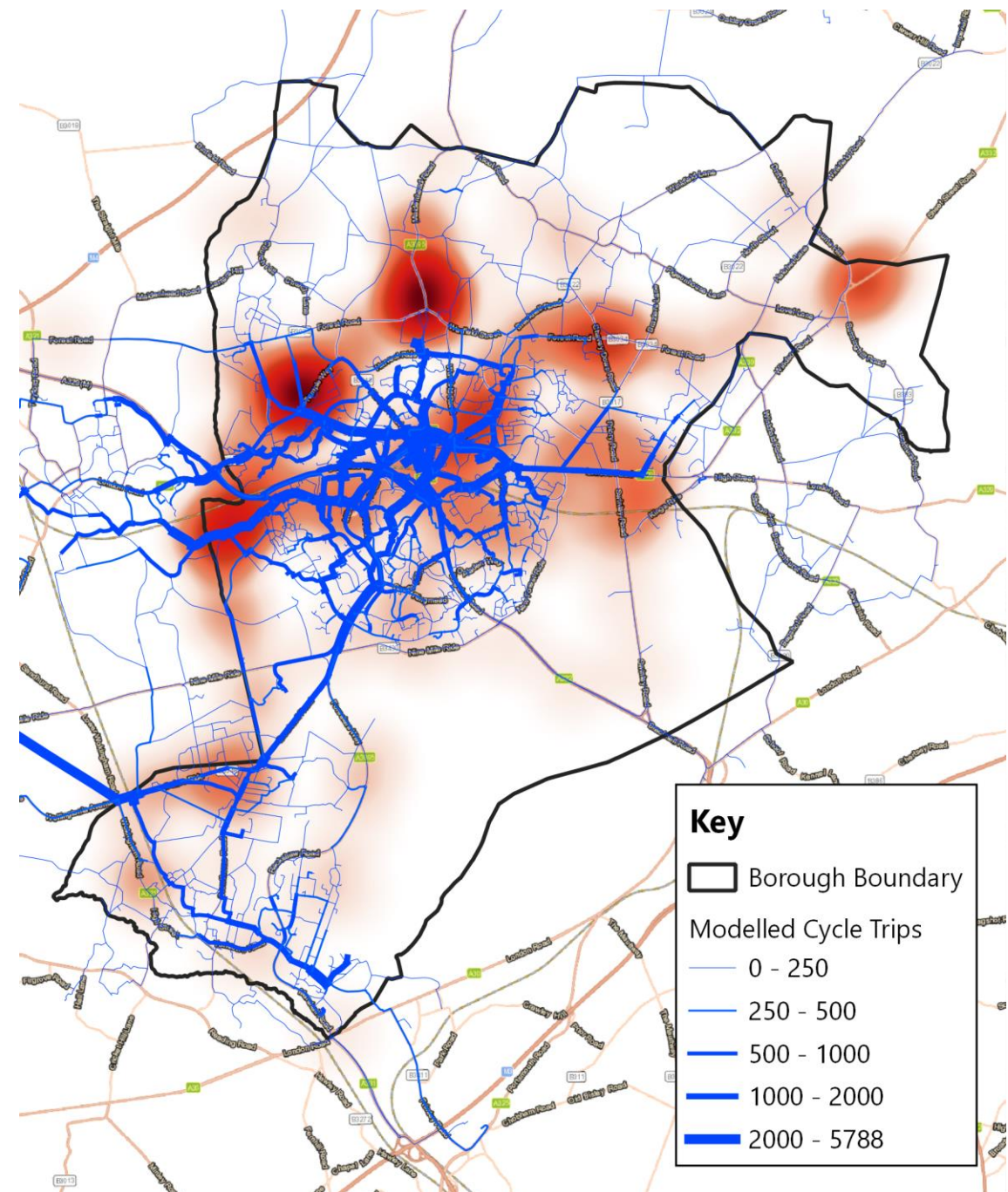


## Cycling

Modelled cycle trips overlaid on responses on “improve junction for cyclists”



Modelled cycle trips overlaid on responses on “segregated cycle facilities”

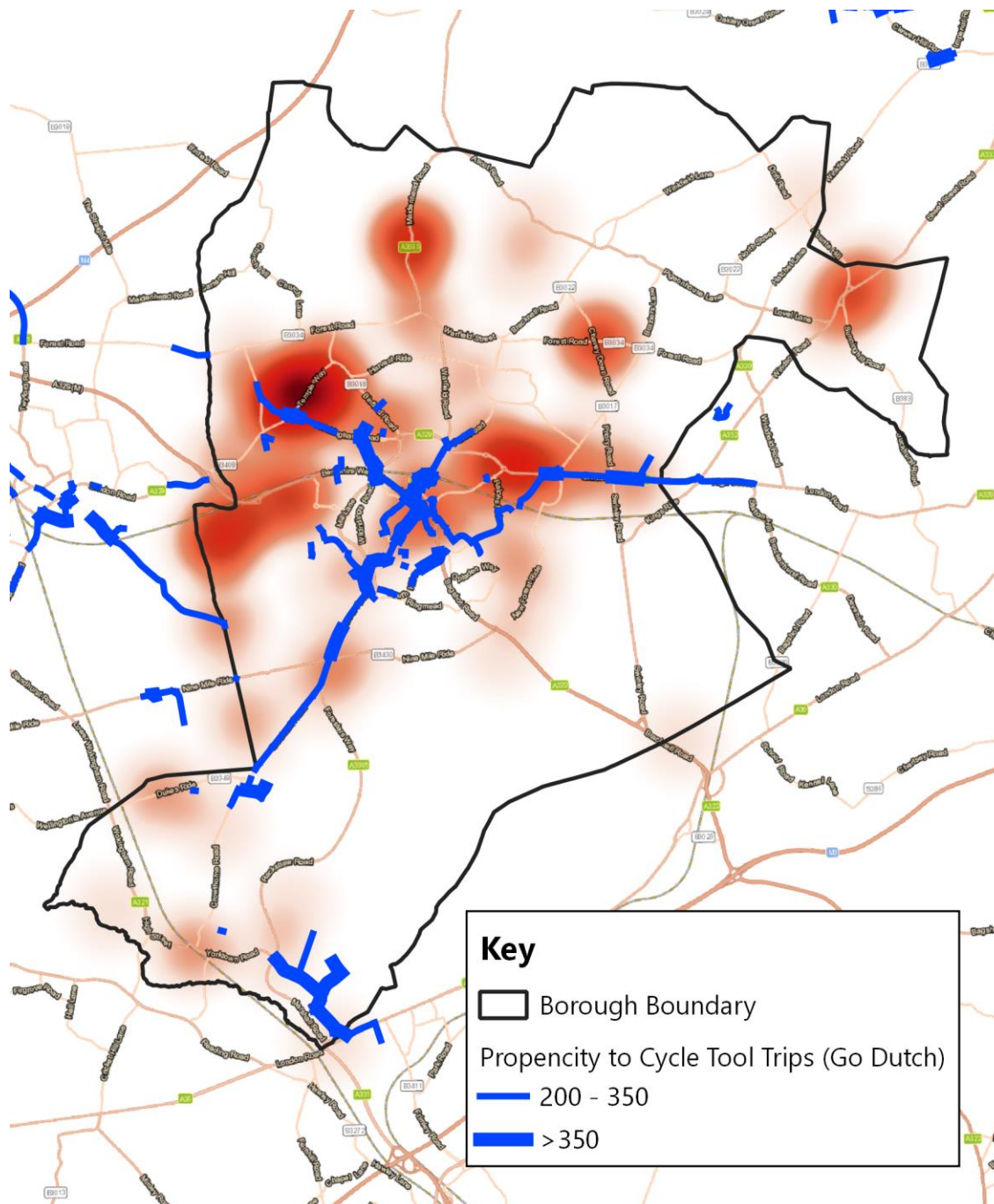


# Comparison between PCT flows and responses

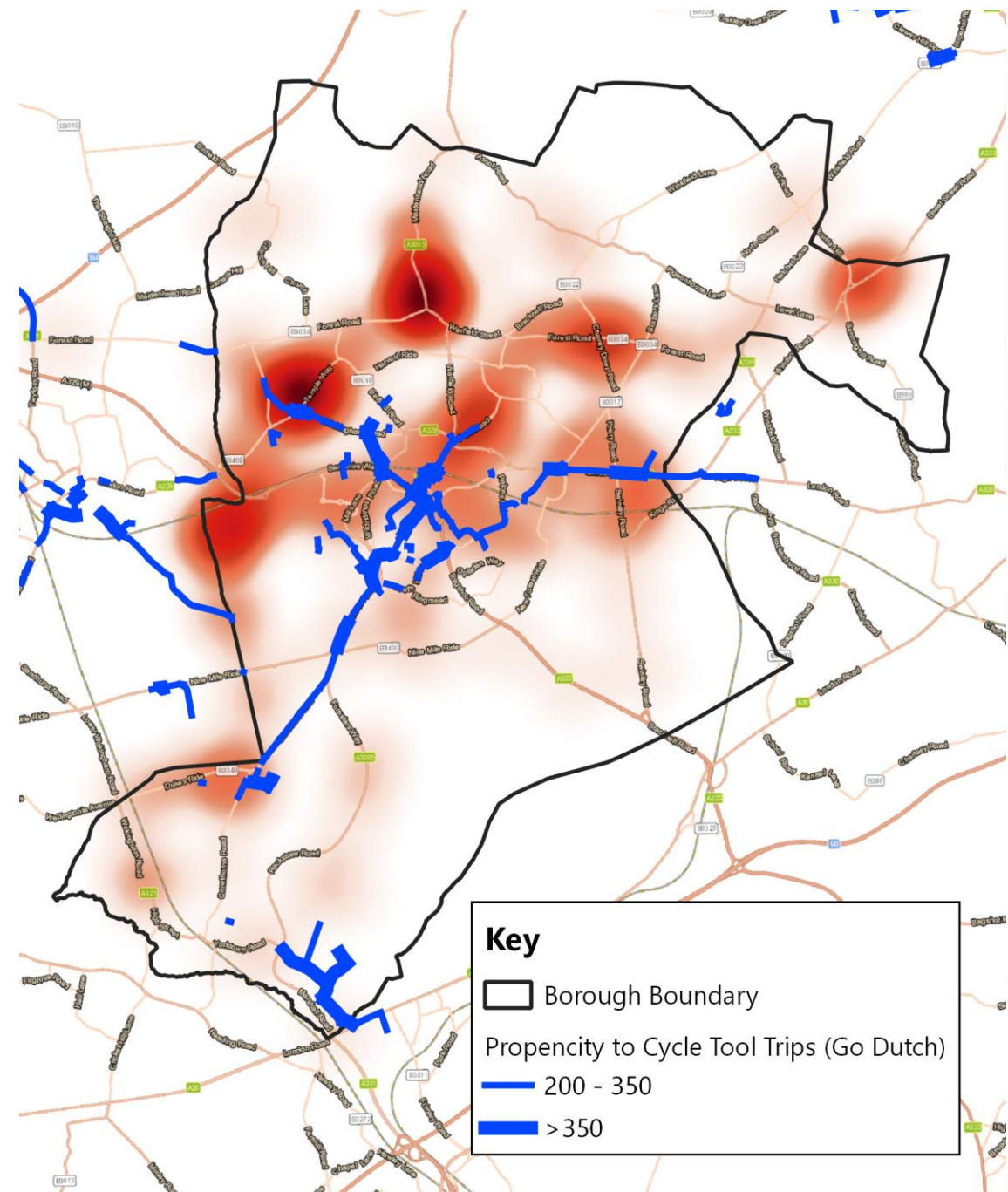


## Cycling

PCT cycle trips (Go Dutch) overlaid on responses on "improve junction for cyclists"

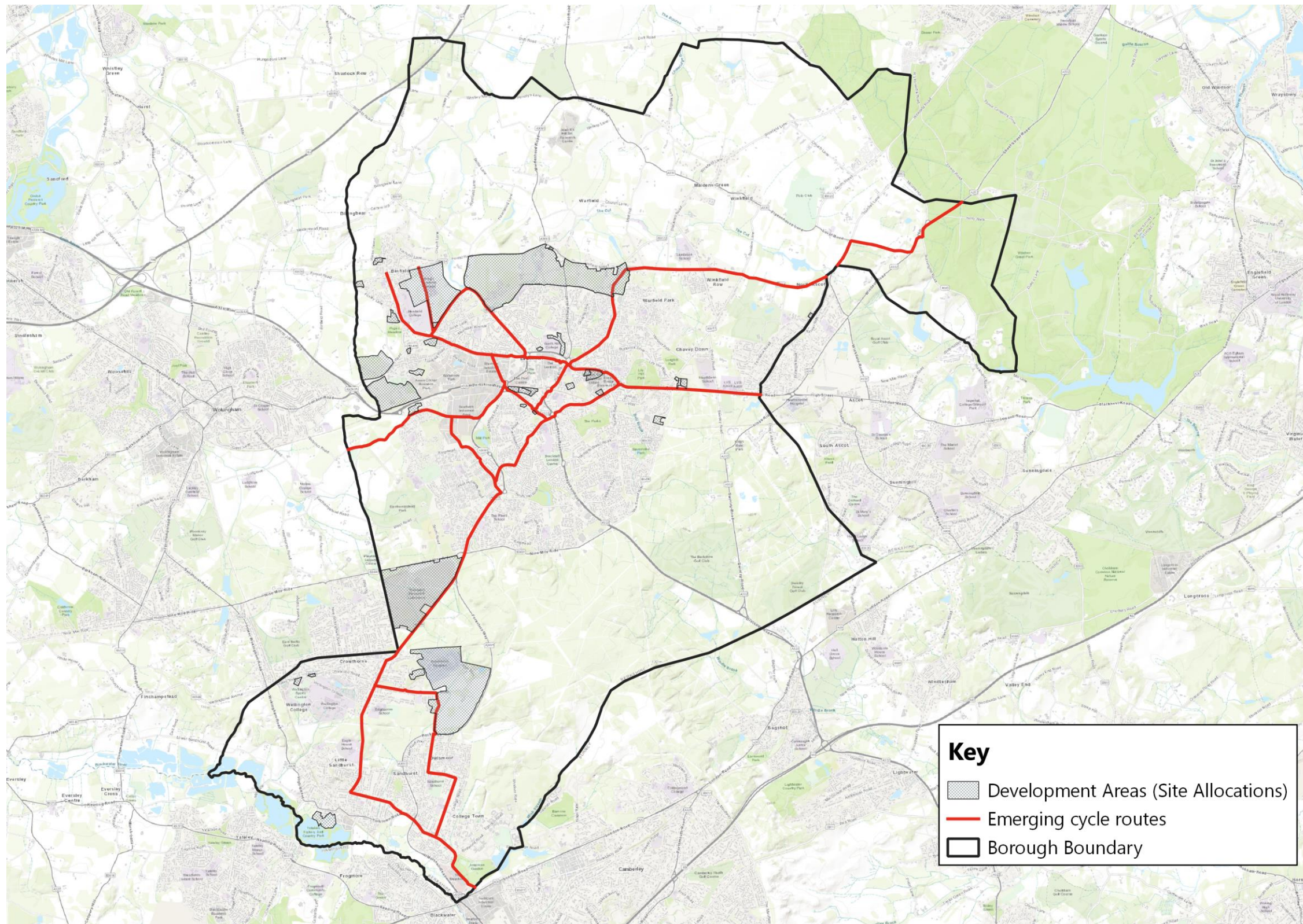


PCT cycle trips (Go Dutch) overlaid on responses on "segregated cycle facilities"





# Emerging cycle network

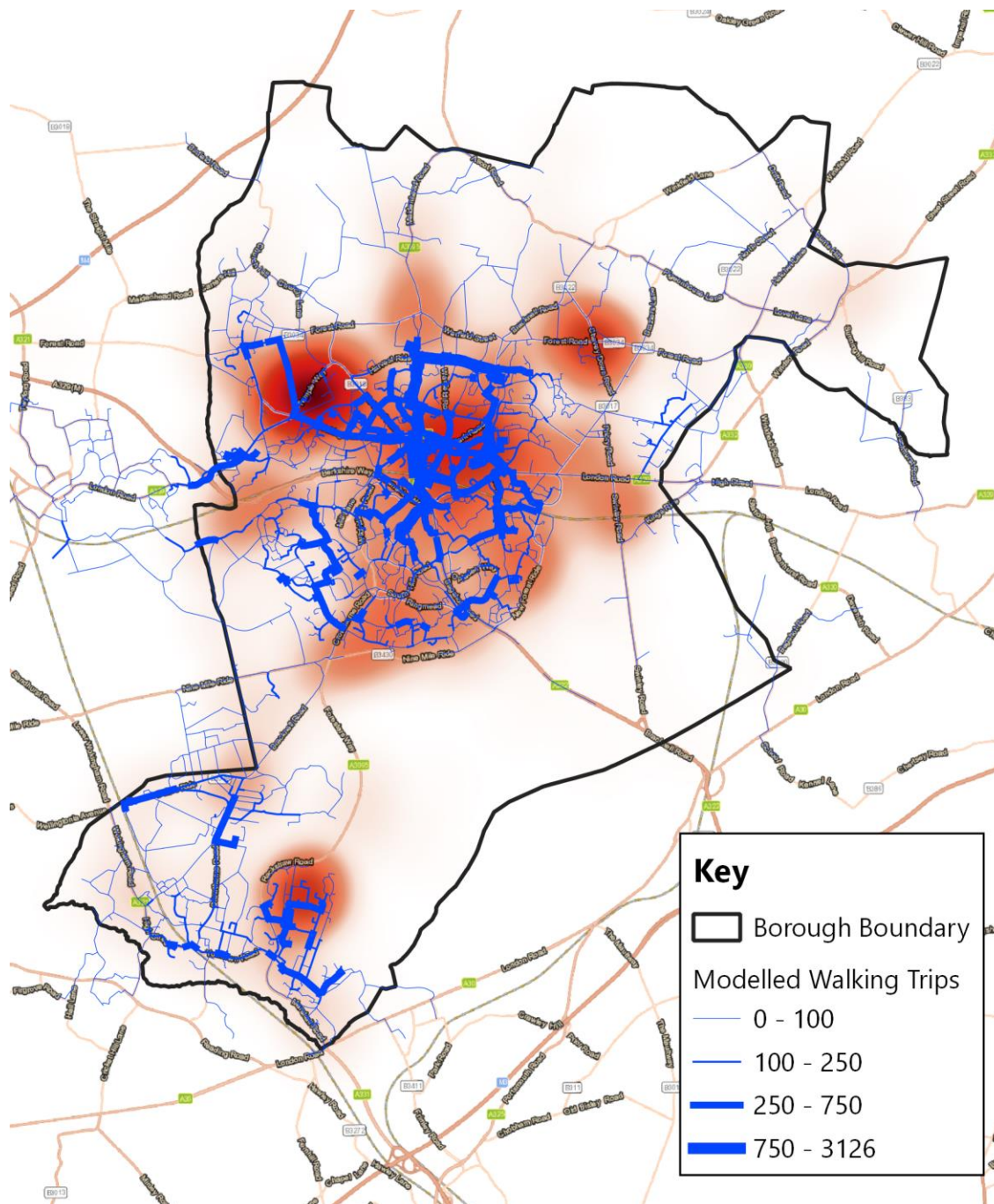


# Comparison between modelled flows and responses

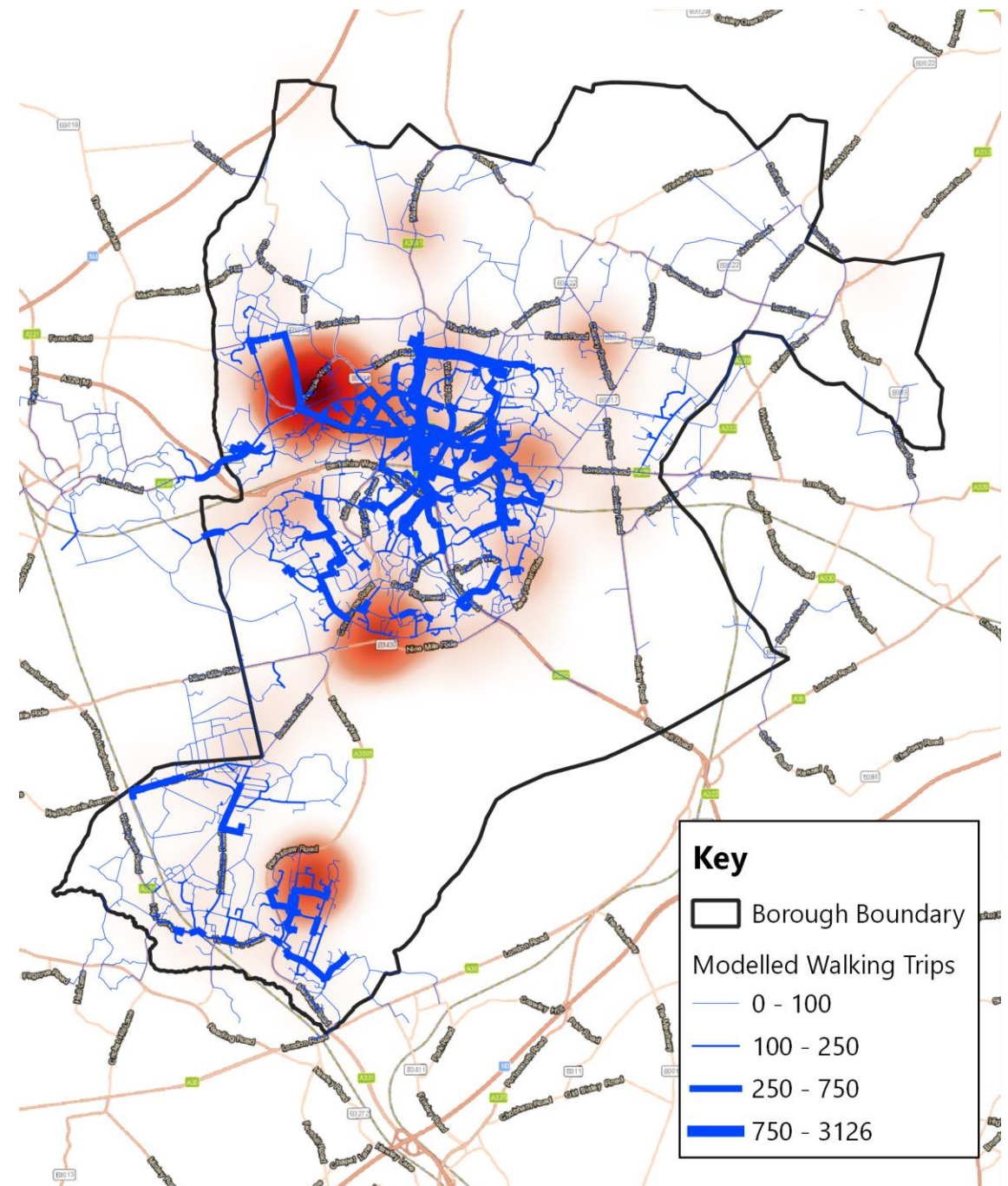


## Walking

Modelled walking trips overlaid on responses on “widen footway”



Modelled walking trips overlaid on responses on “more crossing points”



# Emerging walking zones

