



Local Transport Plan 4 Survey

Response summary report

A 2-month survey running 1st December 2023 – 31st January 2024, to understand residents' travel habits and priorities.

We asked residents 6 questions about their travel habits

- **What are the three main ways you travel in Bracknell Forest for any purpose?**
- **Which modes would you use more if you could?**
- **What stops you using those modes?**
- **What are your top 3 priorities for sustainable access?**
- **What are your top 3 priorities for highway management?**
- **Your views on buses – why don't you use them, what might make you use them more?**

The aim of this survey was to concentrate on sustainable modes, and was purposely kept short to attract as many responses as possible. It is well known that car ownership in the borough is high and travelling by car is relatively easy on a network that has seen a lot of funding invested in it over the last decade.

We therefore wanted to understand more about residents opinions on walking, cycling and buses as we look to increase use in these areas on sustainable transport networks that are currently underutilised. This will allow us to develop a plan that increases cleaner modal choice without heavy capital investment making it affordable and realistic.

We received 1051 responses which have been analysed and summarised in this report, along with comments on social media and via email to our LTP dropbox.

Feedback gathered from both social media comments and emails regarding the survey revealed a diverse range of opinions and concerns among residents. Some social media comments perceived bias in the survey against cars, opposition to measures such as Low Traffic Neighbourhoods (LTNs), and frustrations with public transport reliability and parking issues. There are concerns about the impact of new housing developments on traffic.

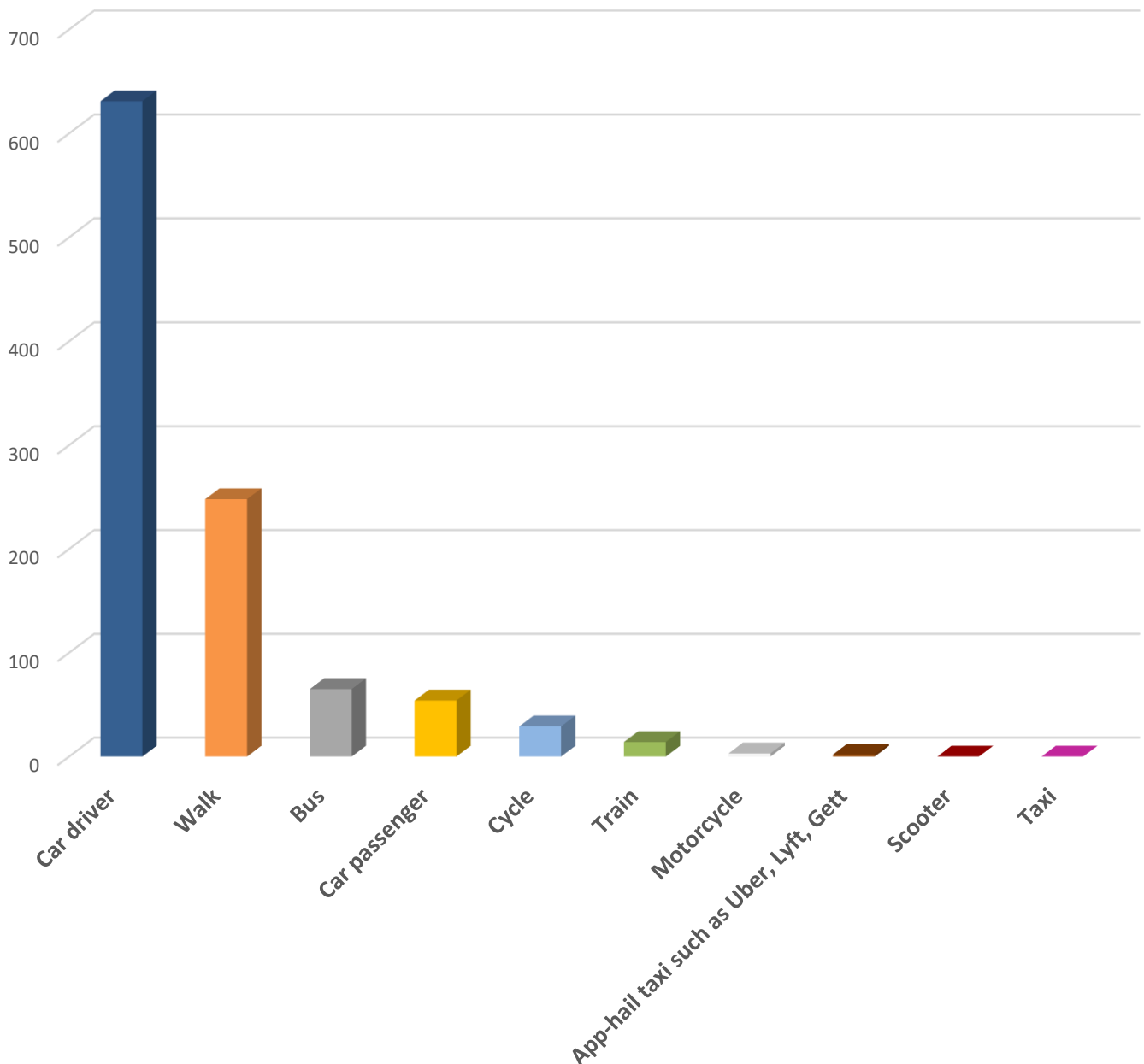
Additionally, some residents express scepticism towards what they perceive as "woke agendas" in the survey questions. However, amidst the criticisms, there are also positive remarks regarding footpath quality, cycle routes and relative capacity and efficiency of the road network. Suggestions for innovative solutions, such as creating new bus routes and improving pedestrian safety, are put forward.

What are the three main ways you travel in Bracknell Forest for any purpose? Ranked 1 – 3

1 being most used

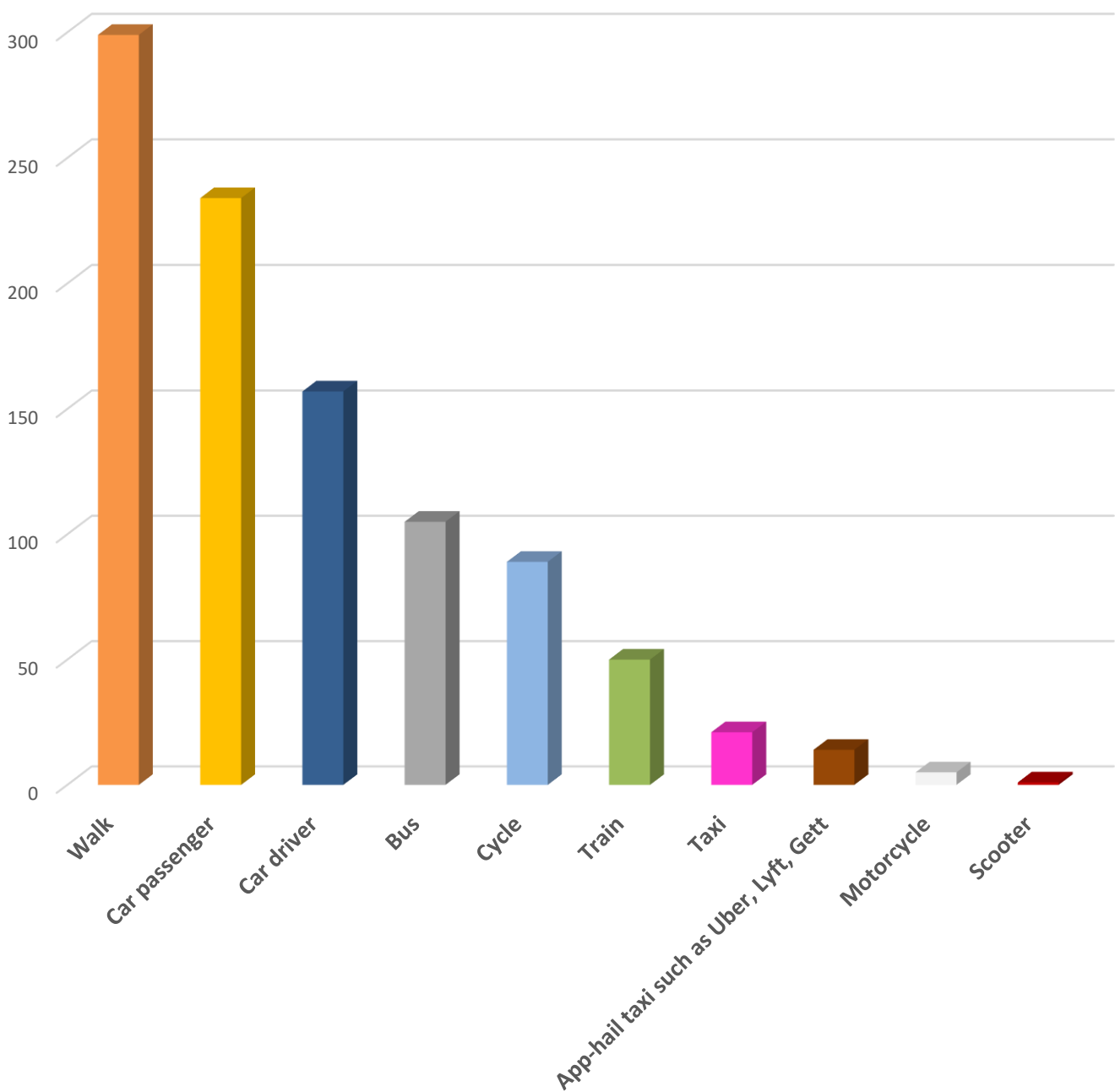
Preference 1 (most frequently used)

Car driver	60.33%	631
Walk	23.71%	248
Bus	6.21%	65
Car passenger	5.16%	54
Cycle	2.77%	29
Train	1.34%	14
Motorcycle	0.29%	3
App hail taxi such as Uber, Lyft, Gett	0.19%	2
Scooter	0.00%	0
Taxi	0.00%	0



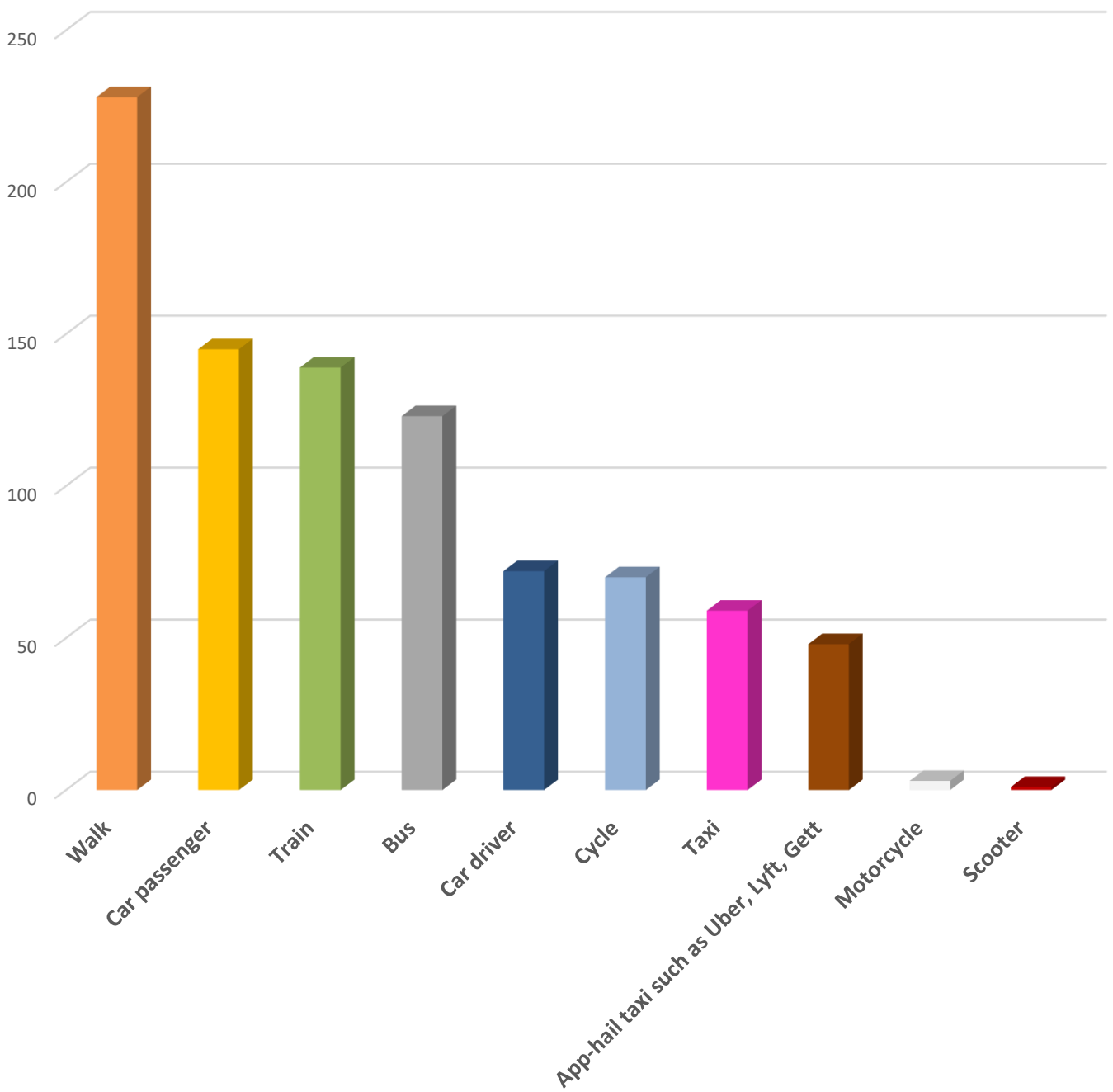
Preference 2

Walk	30.67%	299
Car passenger	24.00%	234
Car driver	16.10%	157
Bus	10.77%	105
Cycle	9.13%	89
Train	5.13%	50
Taxi	2.15%	21
App hail taxi such as Uber, Lyft, Gett	1.44%	14
Motorcycle	0.51%	5
Scooter	0.10%	1



Preference 3

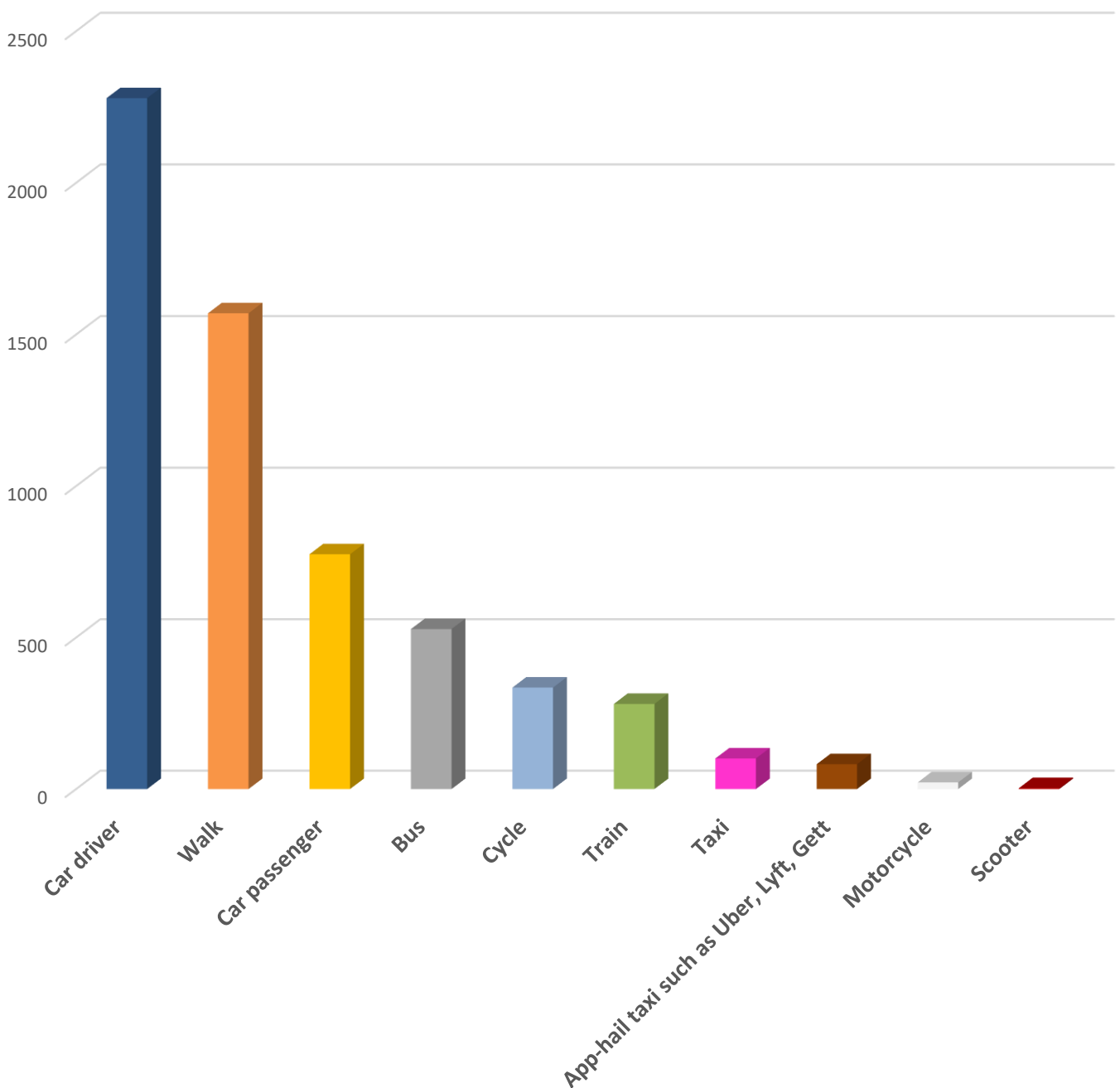
Walk	25.68%	228
Car passenger	16.33%	145
Train	15.65%	139
Bus	13.85%	123
Car driver	8.11%	72
Cycle	7.88%	70
Taxi	6.64%	59
App hail taxi such as Uber, Lyft, Gett	5.41%	48
Motorcycle	0.34%	3
Scooter	0.11%	1



Scored summary of all respondents based on ranked preferences

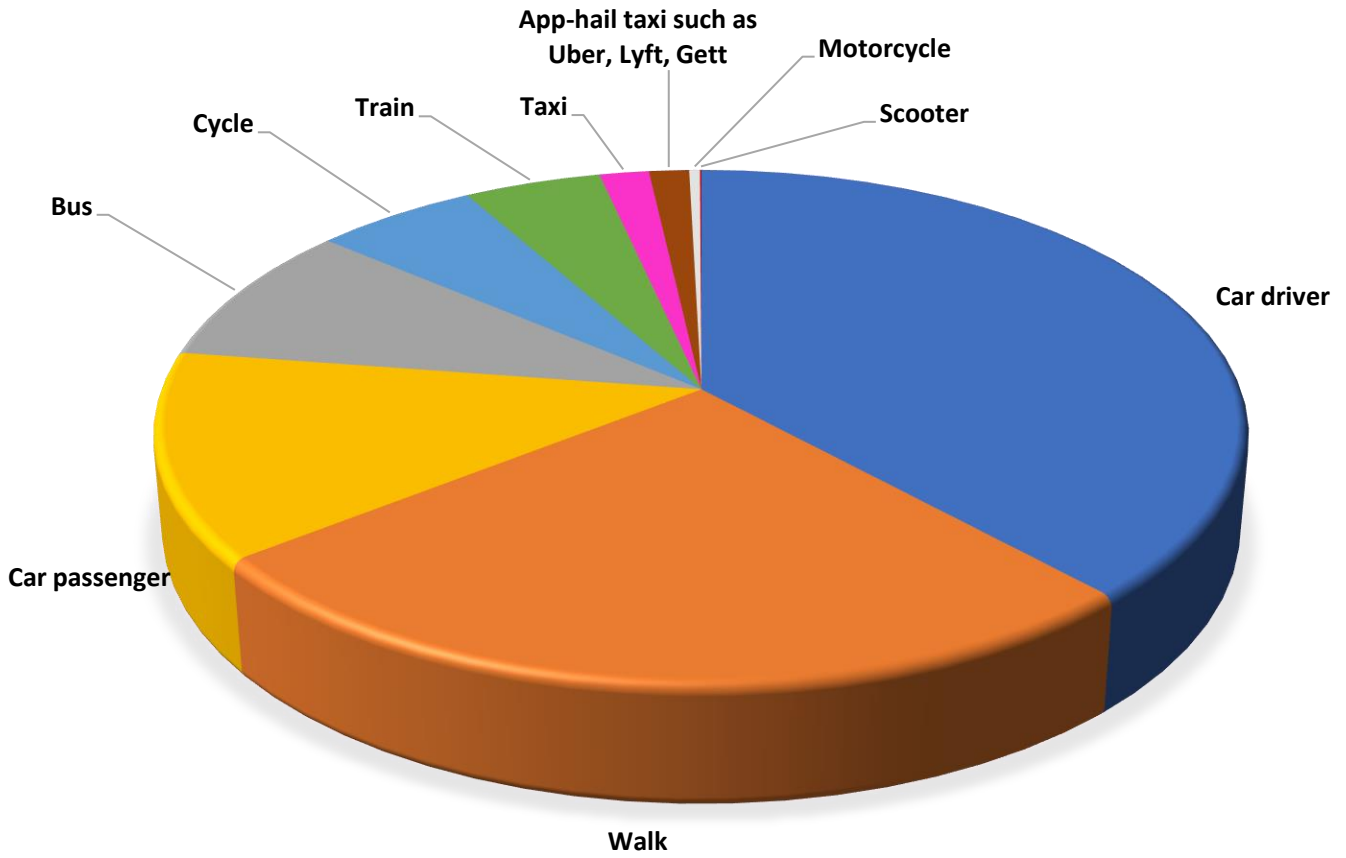
First preference scores 3, Second preference scores 2, third preference scores 1.

Preference Scoring - Travel habits	% answer	score
Car driver	38.14%	2279
Walk	26.27%	1570
Car passenger	12.97%	775
Bus	8.84%	528
Cycle	5.61%	335
Train	4.70%	281
Taxi	1.69%	101
App hail taxi such as Uber, Lyft, Gett	1.37%	82
Motorcycle	0.37%	22
Scooter	0.05%	3



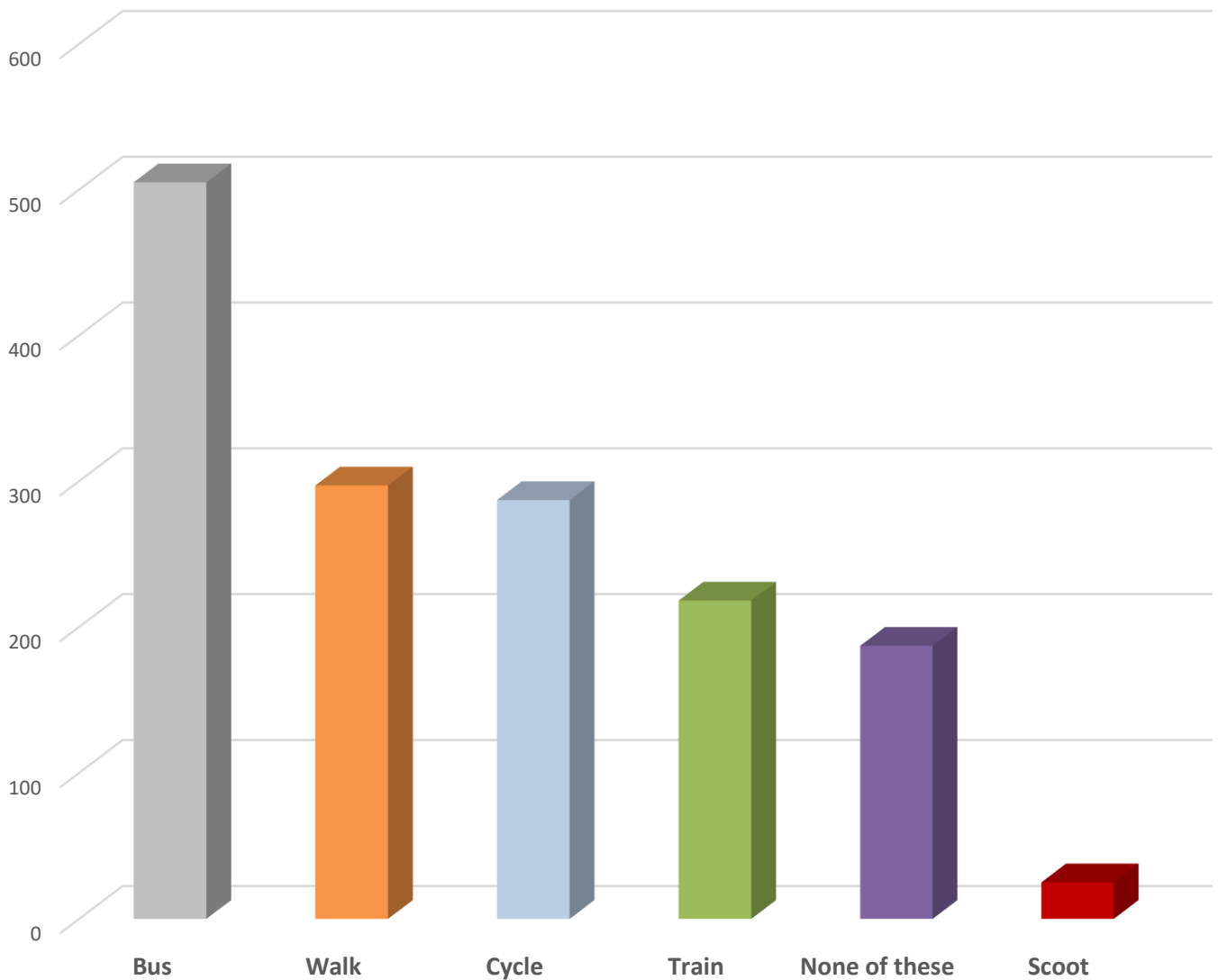
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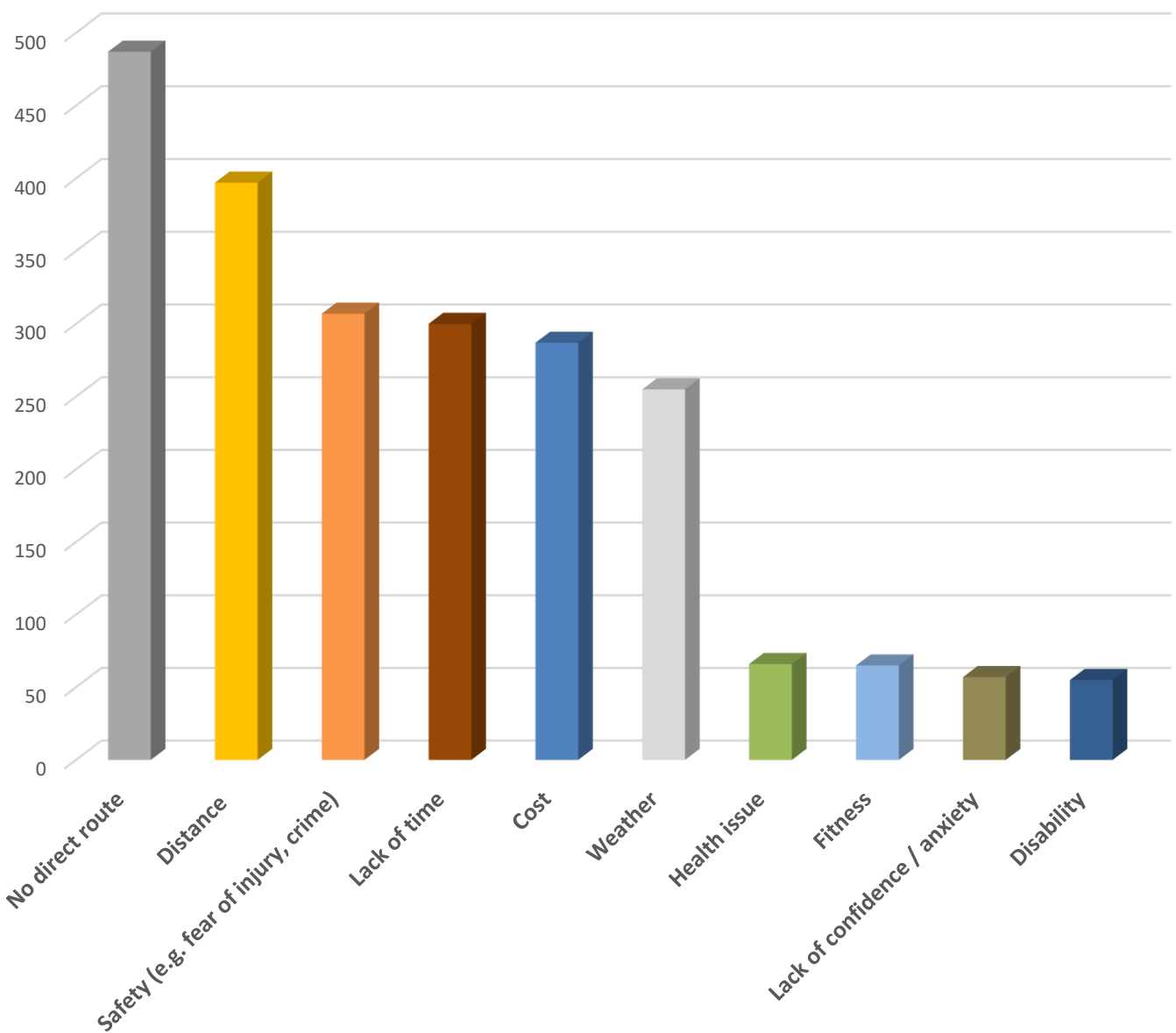
Which of the following modes would you use more if you could?

	% answer	% frequency	count
Bus	33.25%	48.14%	505
Walk	19.55%	28.31%	297
Cycle	18.89%	27.36%	287
Train	14.35%	20.78%	218
None of these	12.31%	17.83%	187
Scoot	1.65%	2.38%	25



What stops you? (tick all that apply)

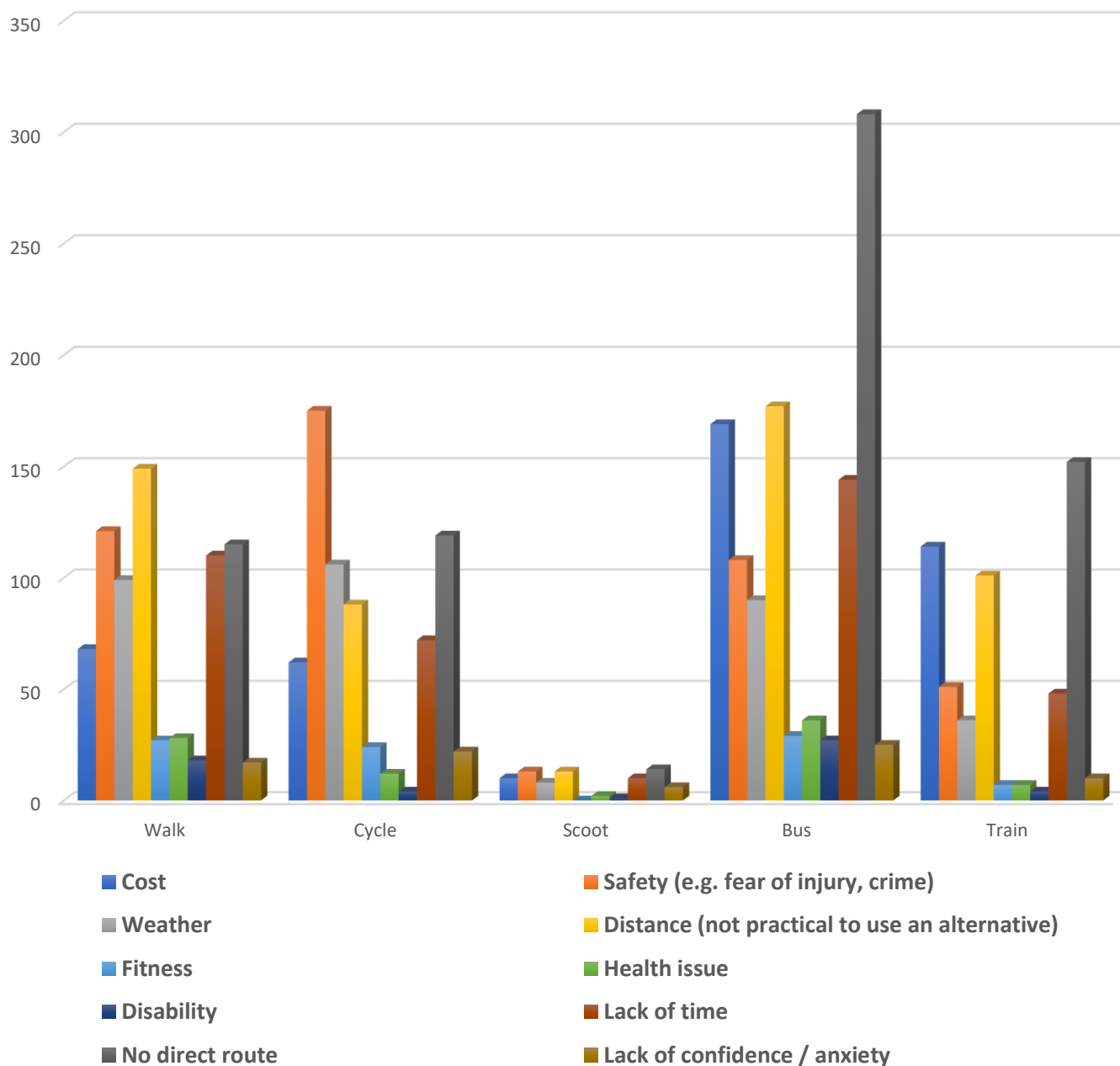
	% answer	% frequency	count
No direct route	21.40%	46.43%	487
Distance	17.44%	37.85%	397
Safety (e.g. fear of injury, crime)	13.49%	29.27%	307
Lack of time	13.18%	28.60%	300
Cost	12.61%	27.36%	287
Weather	11.20%	24.31%	255
Health issue	2.90%	6.29%	66
Fitness	2.86%	6.20%	65
Lack of confidence / anxiety	2.50%	5.43%	57
Disability	2.42%	5.24%	55



Deterrents split by mode

Method of travel they would like to do more of:	Walk	Cycle	Scoot	Bus	Train
Cost	68	62	10	169	114
Safety (e.g. fear of injury, crime)	121	175	13	108	51
Weather	99	106	8	90	36
Distance (not practical to use an alternative)	149	88	13	177	101
Fitness	27	24	0	29	7
Health issue	28	12	2	36	7
Disability	18	4	1	27	4
Lack of time	110	72	10	144	48
No direct route	115	119	14	308	152
Lack of confidence / anxiety	17	22	6	25	10

This shows, for example that 'no direct route' is the biggest reason by people don't use the bus more, whilst safety is the biggest reason people don't cycle more



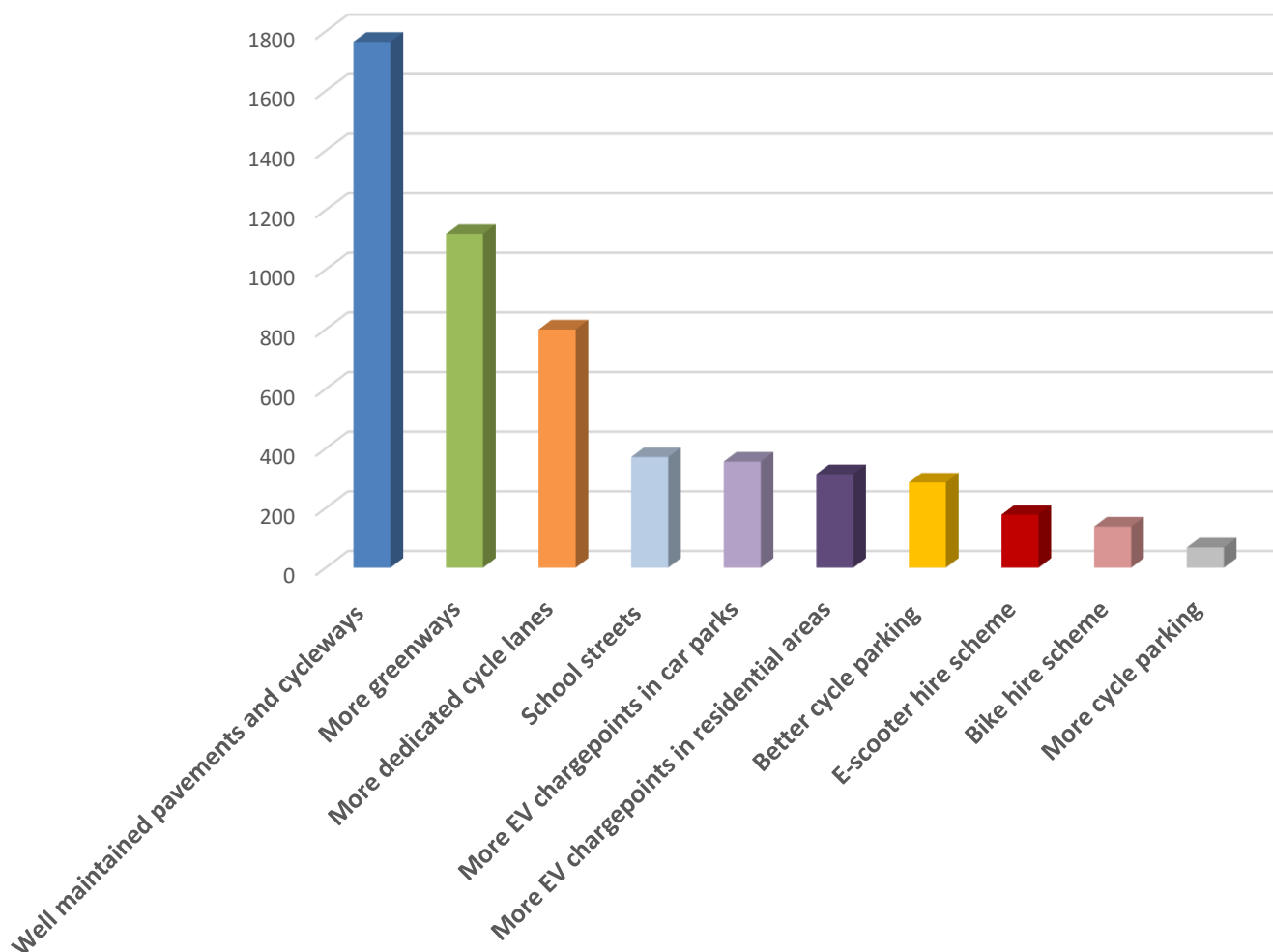
Sustainable Access - Of the following options, what would be your three top priority areas for investment and improvement over the next 15 years? Ranked 1 - 3

1 being highest priority

Scored summary of all respondents based on ranked preferences

First preference scores 3, Second preference scores 2, third preference scores 1.

	% Answer	Score
Well maintained pavements and cycleways that are clean and free from weeds and overgrowth	32.72%	1,765
More greenways (a green space corridor that is maintained for conservation, recreation, and non-motorised transportation)	20.76%	1,120
More dedicated cycle lanes and cycleways	14.81%	799
School streets (where the road outside the school is closed to cars at the start and end of the school day)	6.88%	371
More EV chargepoints in car parks	6.60%	356
More EV chargepoints in residential areas	5.82%	314
Better cycle parking (i.e. covered and more secure)	5.30%	286
E scooter hire scheme	3.30%	178
Bike hire scheme	2.56%	138
More cycle parking	1.26%	68



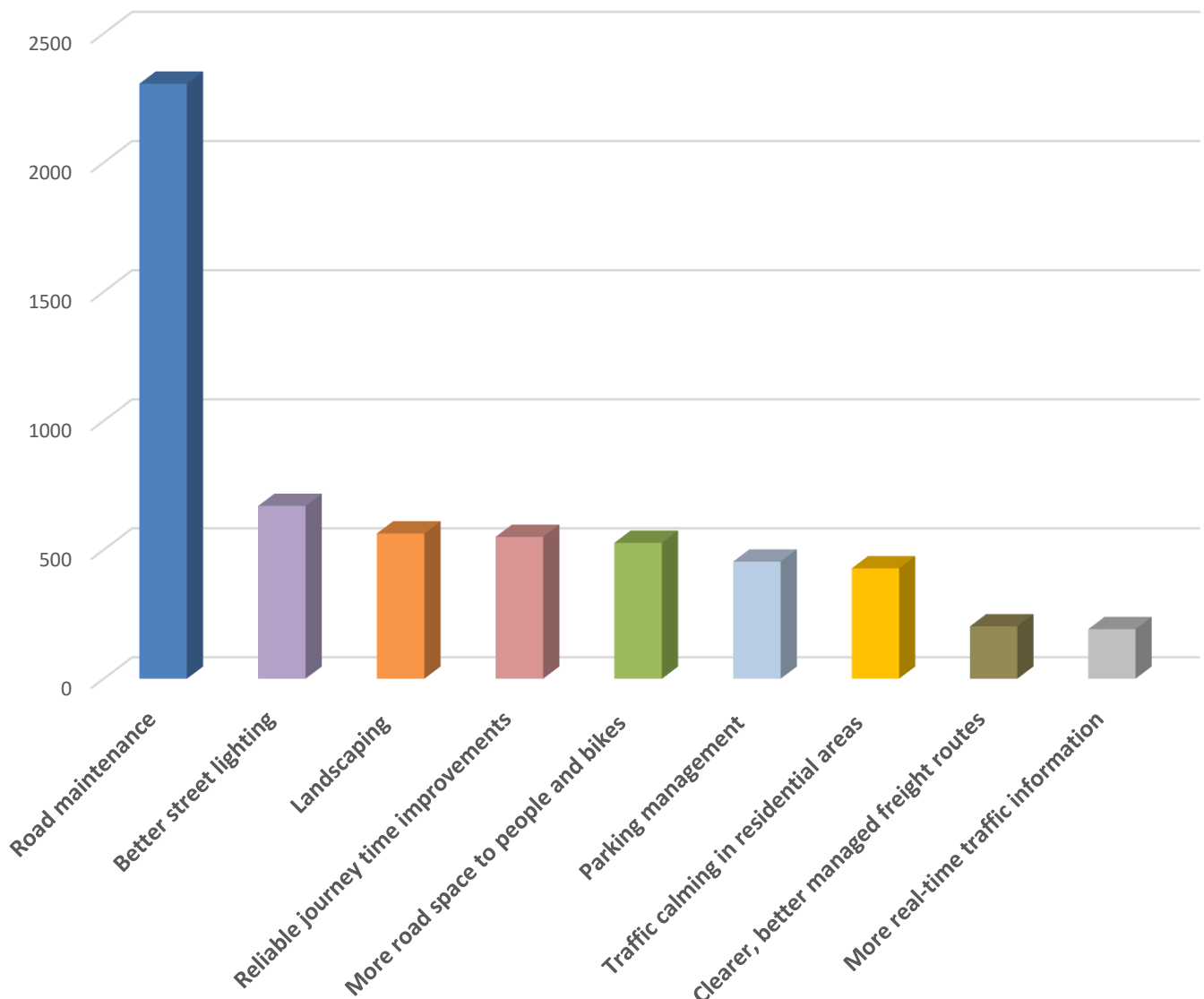
Highway Management - Of the following options, what would be your three top priority areas for investment and improvement over the next 15 years? Ranked 1 - 3

1 being highest priority

Scored summary of all respondents based on ranked preferences

First preference scores 3, Second preference scores 2, third preference scores 1.

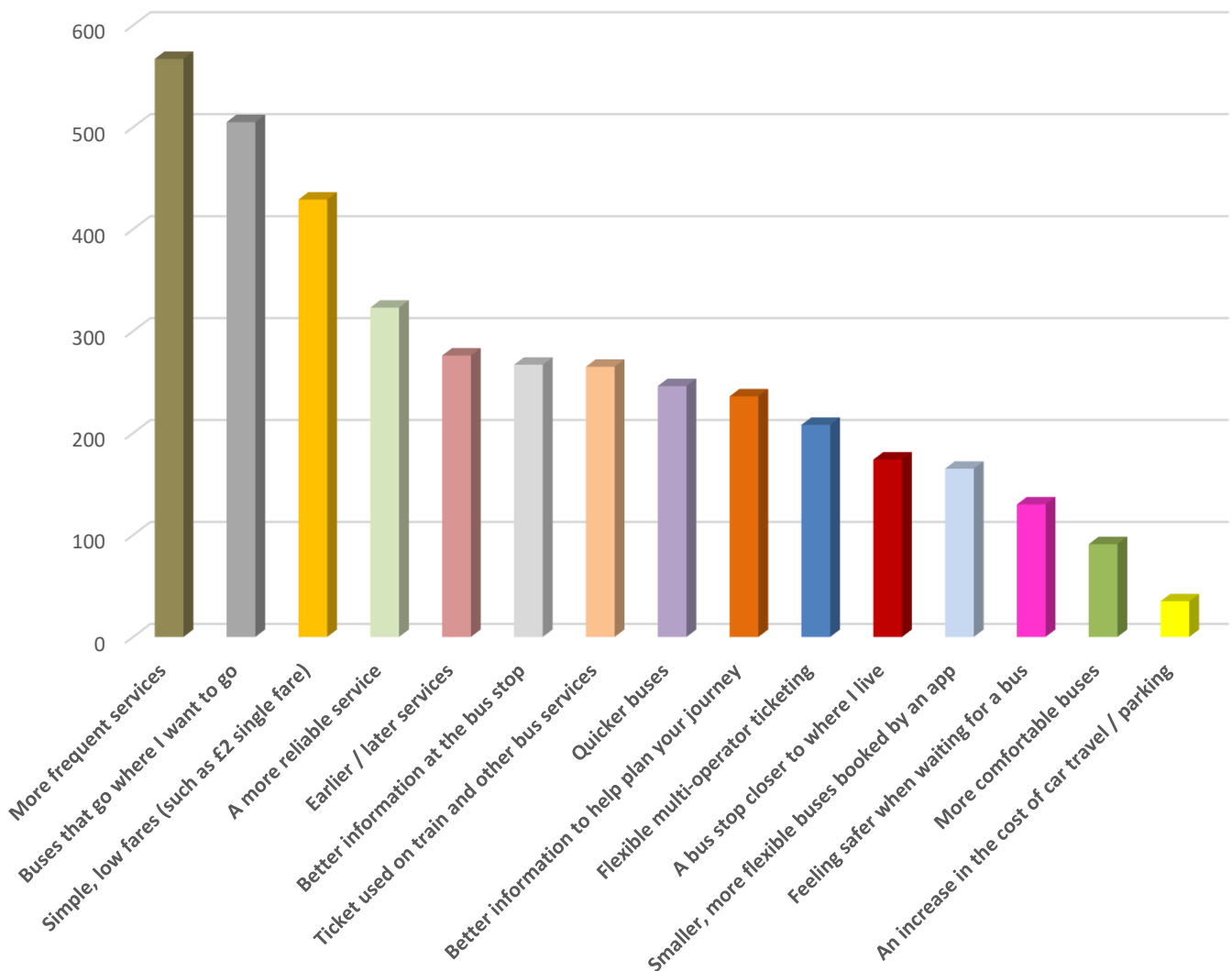
	% Answer	Score
Road maintenance - fixing and resurfacing	39.12%	2305
Better street lighting	11.37%	670
Landscaping (trees, grass mowing, natural roadside areas)	9.56%	563
Reliable journey time improvements	9.33%	550
Dedicating more road space to people and bikes through schemes like low traffic neighbourhoods, and more one-way / access only schemes	8.94%	527
Parking management (more permit schemes, tackling parking on pavements and verges)	7.71%	454
Traffic calming in residential areas (e.g. speed bumps, 20mph speed limits)	7.26%	428
Clearer, better managed freight routes	3.45%	203
More real-time traffic information	3.26%	192



Views on buses – what would make you use the bus more?

(tick all that apply)

	% Answer	% Frequency	Count
More frequent services	14.48%	54.05%	567
Buses that actually go where I want to go	12.89%	48.14%	505
Simple, low fares (such as the current £2 single fare)	10.95%	40.90%	429
A more reliable service	8.25%	30.79%	323
Earlier / later services	7.05%	26.31%	276
Better information at the bus stop	6.82%	25.45%	267
A ticket that could also be used on the train and other operator's bus services	6.77%	25.26%	265
Quicker buses	6.28%	23.45%	246
Better information to help plan your journey	6.03%	22.50%	236
Flexible multi-operator ticketing	5.31%	19.83%	208
A bus stop closer to where I live	4.44%	16.59%	174
Smaller, more flexible buses booked by an app in advance ('Demand Responsive')	4.21%	15.73%	165
Feeling safer when waiting for a bus	3.32%	12.39%	130
More comfortable buses	2.32%	8.67%	91
An increase in the cost of car travel / parking	0.89%	3.34%	35



Social Media received comments summary

These summaries provide an overview of feedback received regarding the local transport plan in Bracknell Forest from both social media comments and emails

1. **Bias and Presumptions:**

- Multiple respondents criticise the survey for perceived bias and an anti-car agenda, suggesting that it may have a predetermined conclusion.

2. **Links to London:**

- There are calls for a faster direct service to London Waterloo by rail.

3. **Public Transport Challenges:**

- Complaints about unreliable public transport, late or cancelled trains, and buses not adhering to schedules highlight challenges that residents face.

4. **Parking Concerns:**

- Residents emphasise the need for more parking spaces and criticise current parking management policies, expressing frustration with limited options.

5. **Perceived Green Agenda and opposition to 'anti-car' policies:**

- Some respondents perceive a green or "woke" agenda in the survey, opposing anti-car policies such as steep parking charges, speed limit reductions, and LTNs – citing negative experiences from other areas.

6. **Road conditions and Maintenance:**

- Concerns about road conditions, maintenance, pot holes, road closures and blocked drains are raised, emphasising the need for improvements and better planning and organisation.

7. **Public Transport Accessibility:**

- Concerns about the lack of accessibility for disabled individuals and dissatisfaction with the current state of public transport are voiced.

8. **Future Consultation:**

- Concerns are raised about the effectiveness of the survey in influencing decisions, with some participants questioning if their opinions will be considered in future plans.

9. **General Election and Contracts:**

- Questions are raised about the timing of future consultations and concerns about the financial aspects, including the cost of external services.

10. **Positive Feedback on Footpaths and cycleways:**

- Some respondents appreciate the quality of footpaths and cycleways in Bracknell, providing a positive aspect among the criticisms.

11. **Positive Feedback on Road Network efficiency:**

- Some respondents appreciate the relative lack of congestion and ease of travel around the Borough, on its modern road network

Email received comments summary

1. **Mixed Opinions on Public Transport:**

- Some residents express frustration with the reliability and convenience of public transport, especially buses and trains.
- Others suggest improvements and changes to existing bus routes, such as extending routes to connect more areas, adjusting schedules to align with train times, and making bus stops more accessible.

2. **Concerns About Bias and Green Agendas:**

- Some respondents feel that the survey and potential transport plans have a bias against cars, expressing concerns about measures like Low Traffic Neighbourhoods (LTNs) and increased parking charges.
- Residents are keen on maintaining the ease of movement by cars, emphasising the positive aspects of the current road infrastructure.

3. **Infrastructure Improvements:**

- Requests for better road maintenance, additional parking spaces, and improved lighting on footpaths and cycleways are common.
- Concerns about roadworks and traffic congestion are highlighted, suggesting a need for careful planning to minimise disruptions.

4. **Specific Location-Related Issues:**

- Issues related to specific areas like Crowthorne station, Oakwood Climbing Centre, and pathways between Wykery Copse and the roundabout at the bottom of the old ski slope (Beehive Lane) are mentioned.

5. **Accessibility and Safety:**

- Concerns about the safety of pedestrians and cyclists, including the need for better lighting and improved paths, are raised.
- Requests for more accessible transport options for disabled individuals and better pavement parking management are mentioned.

6. **Suggestions for Innovative Solutions:**

- Ideas include creating new bus routes or a monorail to connect areas currently lacking in transport links and incentivizing the use of smaller, community-focused buses.
- Suggestions for secure motorcycle parking areas and allowing motorcycles in bus lanes are put forward.

7. **Concerns About Future Developments:**

- Residents express worries about the impact of new housing developments on traffic and transportation infrastructure.