



Draft Bracknell Forest Local Transport Plan 2024-2037

Growing together, shaping tomorrow

Foreword

This Local Transport Plan and its forward vision is aimed at advancing Bracknell Forest's transport and travel network over the next thirteen years.

It is important that we prioritise connectivity, whilst at the same time promoting cleaner air and reducing carbon emissions from transport.

Investing in the development of inclusive, enhanced travel choices across the borough, with a focus on active travel and public transport, will enable us to address these challenges effectively.

We are dedicated to creating safer, healthier, and more vibrant communities; and ensuring that our transport system serves all residents, workers, and visitors alike. By fostering an inclusive, active, and sustainable network across all modes of transport, we aim to empower individuals to make travel choices that align with their needs.

This Local Transport Plan has been developed alongside the adopted Local Plan for Bracknell Forest. While many improvements will require time to implement, we must initiate impactful changes from the outset. Hence, our strategy will

include transport policies to inform short-term, medium-term, and long-term interventions.

This strategy will address climate and air quality concerns while responding to evolving attitudes and behaviours towards travel. We anticipate a reduction in car usage and eagerly anticipate the evolution of our transport network to meet the demands of today and the future.



Councillor Guy Gillbe
Cabinet Member for Planning,
Transport and Countryside



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Executive summary

Since the adoption of the last Local Transport Plan (LTP) in 2011, there have been a number of significant changes affecting both Bracknell Forest, and beyond. Most recently, attention has been focussed on the role that transport plays towards addressing climate change alongside its influence on social, environmental, and economic challenges.

This document takes a fresh look at the local transport network as it is now, in the context of current travel behaviours, using the views of the community and locally gathered data, and considers how it might change through to 2037.

This LTP strongly aligns with the Council Plan, underpinning its three key themes, and with the Borough Local Plan. It is recognised that the LTP can support land use planning and help create sustainable, liveable, prosperous places in which our communities can thrive and enjoy living and working in Bracknell Forest.

The LTP also works at ensuring that the borough remains a strategic location for businesses to locate, utilise technology, have good accessibility and a modern transport network to retain employment. This role is balanced against protecting and enhancing biodiversity, the natural habitats and ecological networks which make Bracknell Forest a desirable place to live and work. We will manage the delivery of new transport infrastructure to ensure that it is sustainable, resilient and supports active and public transport towards achieving net zero in 2050.

To support the development of LTP4, we have undertaken 'carbon quantification' work, to assess what emissions are currently being generated by our transport networks, and what these levels might look like in future.

Nationally, there is a recognised need to reduce carbon emissions from the transport sector and to slow climate change. The Climate Change Act commits the UK government to reducing carbon emissions to net zero by 2050.

This declaration was supported by Bracknell Forest in 2021 when as a council we published our Climate Strategy and commitment to being carbon neutral. We realise that this is a significant ask by all those living and working in the borough. Carbon emissions from transport account for 35 per cent of all emissions within Bracknell Forest.

We will need the support of local residents and

businesses, along with wider stakeholders and delivery partners, and most importantly central government. Direction from central government will be significantly impactful, influencing and shaping the way we all travel; from the use of modern technology to the provision of further guidance and funding to allow local authorities to achieve their ambitions.

The short-term action plan and the implementation of the strategy will require a partnership approach and significant funding. Monitoring the progress and success of the action plan will be an important part of ensuring the objectives of the strategy are being met, and the vision for the future is realised.

The council will use a range of publicly and routinely collected available data sources alongside other qualitative data to provide a measure of our progress, on an annual basis.

Reporting on the successes of this LTP is important to demonstrate progress towards achieving those changes and improvements to the local transport network that are both nationally and locally significant.

This new LTP recognises the level of ambition required to make serious and significant changes to meet the vision, whilst also contributing towards achieving net zero. This LTP aims to meaningfully impact all aspects of travel in Bracknell Forest for the benefit of all who live, work and visit the borough.

Introduction

Background

Local Transport Plans (LTPs) are mandatory documents prepared by Local Transport Authorities to outline their policies and proposals. It is critical that the LTP remains up to date and reflects changing national and local trends, guidance and policies.

The LTP is a crucial planning document, now requiring closer alignment with Local Plans and a heightened focus on decarbonisation. This shift necessitates an increased focus on sustainable travel and interventions aimed at reducing carbon emissions from vehicles. With this in mind, Bracknell Forest has been reviewing its LTP in order to take it forward to 2037.

Since the adoption of LTP3 in 2011, significant changes have occurred in local, regional, national, and international policies. With

heightened attention given to climate change and the important role of transportation in addressing social, environmental, and economic challenges, the new LTP will need to deliver more.

The 2019/20 coronavirus pandemic had profound effects on transportation patterns, work habits, and consumer behaviour. Whilst many travel behaviours have largely returned to pre-pandemic levels, it did demonstrate people's ability to adopt different approaches. The evolving changes in travel habits and technological advancements highlight the need for proactive planning to harness benefits and mitigate challenges. As we anticipate the demands of a growing population with a continued need for mobility, it is imperative to adopt strategies that minimise environmental impact while meeting the evolving needs of our communities.



Scene Setting

Bracknell Forest is at the heart of the Thames Valley, within the county of Berkshire, alongside its neighbours, Reading, Slough, West Berkshire, Windsor and Maidenhead and Wokingham.

Bracknell Forest thrives as a diverse borough with its robust economy, driven by excellent transport links, attracting and retaining numerous regional and international businesses.

A significant proportion of the borough is covered by woodland, including at Swinley Forest and Crowthorne Woods¹ and over a third lies within the London Area Green Belt². In total over 20 per cent of the borough is recognised as being of high wildlife value, an important consideration in all decision making.

Since the 1950s, Bracknell Forest's population has soared from around 20,000 to over 125,000, largely due to its designation as a 'new town' under the New Towns Act 1946. Bracknell was designed to be 'a self-contained country town combining the amenities of town life with

the advantages of country'³. Bracknell Forest became a unitary authority in 1998. The borough is now responsible for local roads, transport and land use planning.

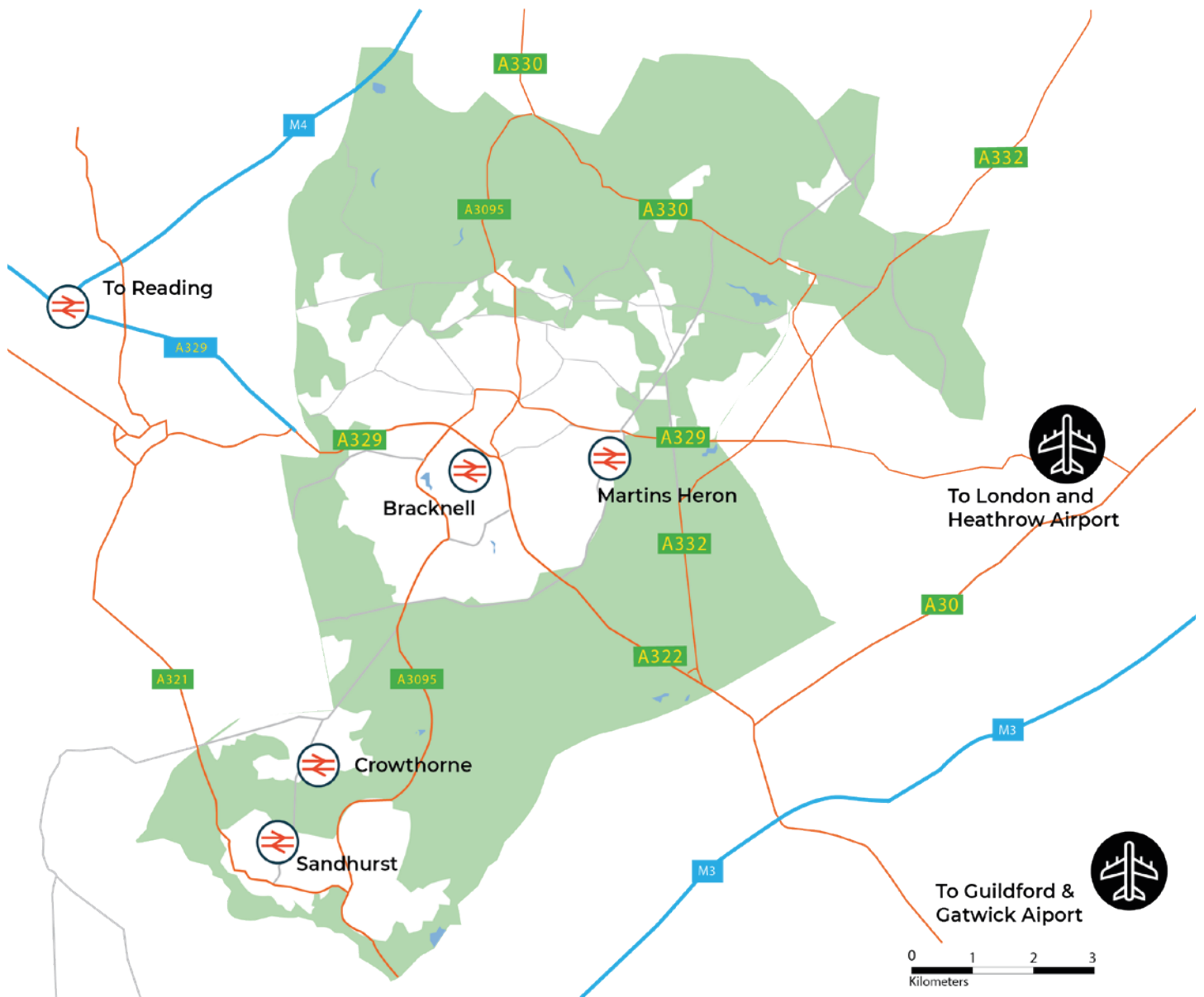
As well as being designed for easy car travel, Bracknell itself also boasts a comprehensive network of footpaths and cycleways, with excellent access to public transport. The concept of a '15-minute city' is exemplified, with most residents living within a short walk of all the essential amenities they would require, for example healthcare, shopping and education.

The authority area covers the towns of Bracknell and Sandhurst and the village of Crowthorne, and areas of North Ascot, Binfield Village, Warfield and Winkfield. The borough has a mix of urban and rural areas, with the north being more rural, with Binfield Village, Warfield, Winkfield and North Ascot effectively forming an extension of the Bracknell suburban area. The town of Bracknell itself has largely been expanded to its north, east and west, with further growth planned in south east and north.



Bracknell Forest in the context of the South East

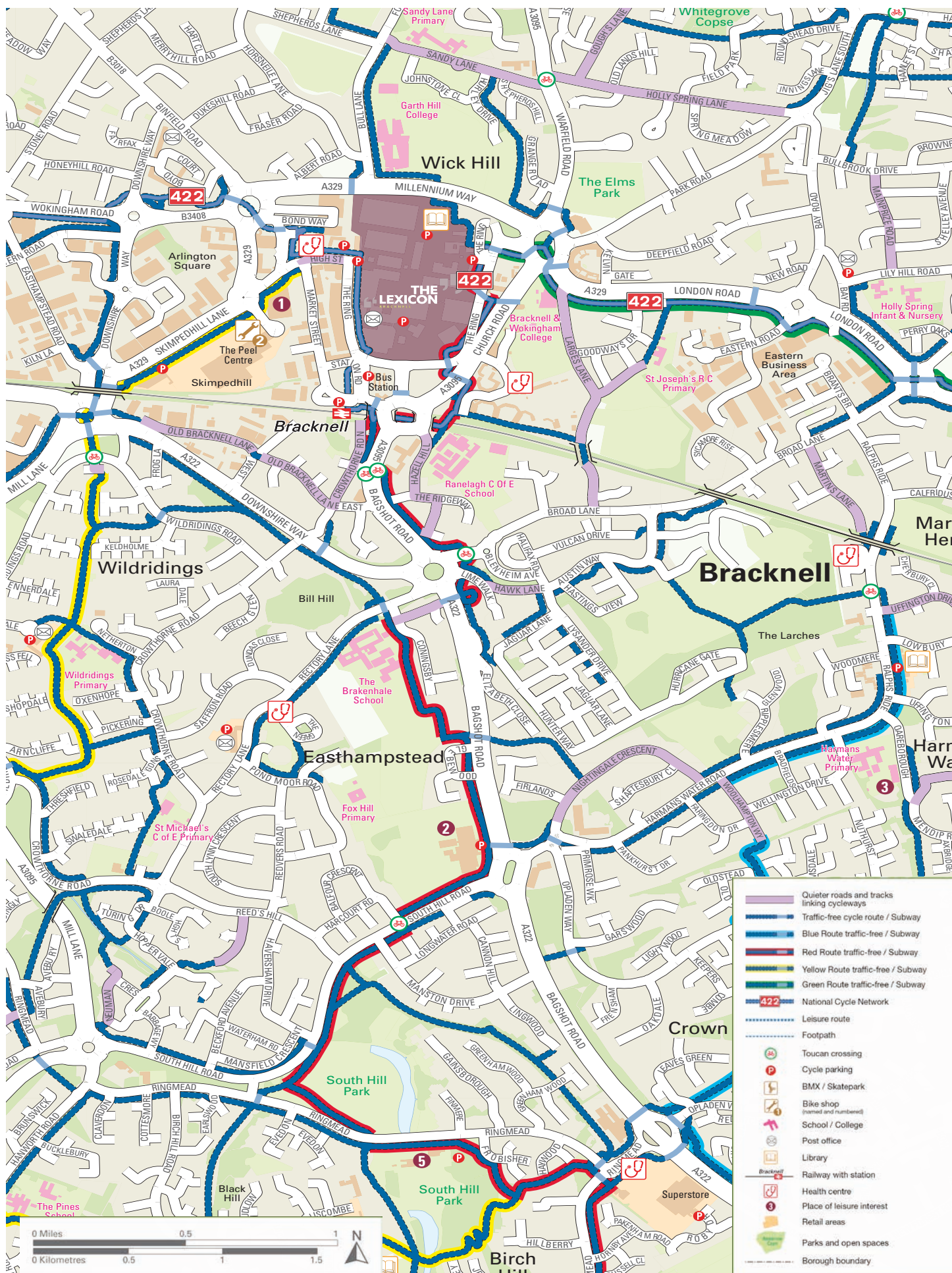
- 1 Bracknell Forest Council, Biodiversity Action Plan, 2024-2029. Available online at: <https://www.bracknell-forest.gov.uk/parks-and-countryside/wildlife-and-biodiversity/biodiversity-action-plan>
- 2 Bracknell Forest Council, Local Plan, 2024. Available at: <https://www.bracknell-forest.gov.uk/planning-and-building-control/planning/planning-policy/development-plan/bracknell-forest-local-plan/about-bracknell-forest-local-plan>
- 3 Town and Country Planning Association



Strategic Road Network and Key Rail Connections to Airports

The strategic A322/A329 corridors, shown in the map above, link the M3 and M4 motorways, facilitating access to London and neighbouring towns in the Thames Gateway. Bracknell Forest enjoys strong road and rail connectivity, anchoring it as a vital economic hub. Additionally, residents and businesses benefit from easy access to Heathrow and Gatwick airports.

The map overleaf shows just a small section of the over 100km of cycle routes in Bracknell Forest, which can be enjoyed as a healthy and cost effective way of getting about, or simply for leisure and pleasure. The full cycle map can be seen at: <https://bracknell.activemap.co.uk/>



A snapshot of Bracknell Forest's comprehensive cycle

The need for change

Since the adoption of LTP3, Bracknell Forest has undergone significant transformation, marked by the revitalisation of Bracknell town centre and the development of numerous major housing sites throughout the borough. Approximately 10,000 new homes were constructed during the LTP3 period, accompanied by new schools, community facilities, and green spaces. Moreover, substantial enhancements were made to the highway and public realm infrastructure, improving accessibility to essential facilities and services for residents.

These enhancements not only accommodated population growth but also were facilitated by technology through improved intelligent transport systems. Cultural and social changes have also had a considerable impact on how and when people travel across the borough, with levels of remote, hybrid and flexible working having accelerated considerably as a result of the movement restrictions that were imposed in response to the COVID-19 pandemic.

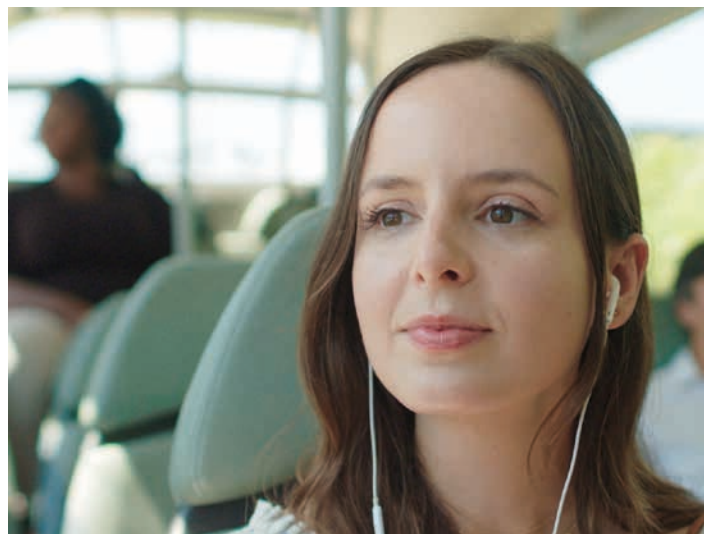
This growth has attracted increased investment to both the town and the borough, fostering additional employment and residential opportunities, all supported by a modern and resilient transport network.

Updating our Local Transport Plan

Bracknell Forest Council has a statutory requirement to have in place an LTP. The Transport Act 2000⁴ (amended by the Local Transport Act 2008) requires LTPs to contain:

- ▶ a set of transport policies (the LTP strategy)
- ▶ an implementation plan, containing specific interventions to deliver the LTP strategy

This will replace the existing Bracknell Forest Local Transport Plan 3 Core Strategy and Implementation Plan 2011-2026 (LTP3), which was agreed in 2011. With much of LTP3 now delivered and changes in society and trends we are now updating the LTP.



The changing policy context which has emerged since the adoption of LTP3 is a key consideration in the development of this new LTP4.

The key themes emerging from policies at a national level, include:

- ▶ tackling climate change and low carbon growth
- ▶ network resilience
- ▶ environmental protection and enhancement (minimise biodiversity loss), and improve air quality
- ▶ sustainable development and planning
- ▶ emergence of new technologies (wireless and digital connectivity)
- ▶ physical and mental health, tackling isolation and social exclusion, and inclusive transport system

Both national and local policy has seen an increasing focus on the decarbonisation of transport, with emphasis on ever-more sustainable planning and policy interventions^{5 6}. As per the Climate Change Act 2008, the UK government has committed by law to reduce greenhouse emissions by 100 per cent, thereby achieving net zero, by 2050⁷.

⁴ Transport Act 2000

⁵ Department for Transport, Decarbonising Transport, A Better, Greener Britain, 2021.

⁶ Department for Energy Security and Net Zero, Net Zero Strategy: Build Back Greener, 2022.

⁷ UK Government, Climate Change Act 2008, 2008.

This LTP acknowledges the need to reduce the impacts of climate change and deliver a transport system which works towards achieving net zero. This LTP also places greater emphasis on the role which transport planning can play in driving sustainable growth and minimising biodiversity loss. The transport system should connect communities to services and facilities and improve transport for the end user.

The LTP4 more than ever, will have a strong relationship with the Bracknell Forest Local Plan⁸. The LTP is an integral part of a wider spatial planning system and is the tool that brings together evidence and aspirations to create a vision for transport in the borough. Combining the two plans will create self-reliant sustainable communities which are well designed, resilient and prosperous places, thriving and growing, offering travel choice.

This will form the foundation for a range of high-quality interventions which have a clear rationale and evidence base allowing them to secure investment.

In addition, the LTP4 aligns and compliments the council's wider strategies, plans and priorities. This LTP is accompanied by a suite of supporting documents which, importantly, include:

- ▶ Local Cycling and Walking Infrastructure Plan (LCWIP)⁹
- ▶ Walking and Cycling Strategy¹⁰
- ▶ Bus Service Improvement Plan (BSIP)¹¹
- ▶ Electric Vehicle Charging Strategy (EV Charging Strategy)¹²
- ▶ Rights of Way improvement Plan (ROW IP)¹³
- ▶ Health and wellbeing strategy

As with LTP3, LTP4 has been produced to align with and support the 2024 adopted Local Plan, which identifies development sites for new homes and businesses, and the associated infrastructure required for these to be built up to 2037.

The Local Plan contains specific policies on transport principles and provision, which have a particular focus on sustainability - encouraging walking and cycling as attractive, priority choices over the car, and protecting our natural green spaces and countryside.

A new approach

In this new LTP4 we are taking a new approach. Previous Bracknell Forest LTPs used the 'predict and provide' approach. This involved using existing travel trends and patterns to forecast future demand, with interventions designed around these forecasts.

Our new approach is more proactive. We want to actively make steps towards achieving our vision throughout the plan period using a 'vision and validation' approach. Using this approach, we can specifically tailor interventions to steer transport in Bracknell Forest towards delivering against the objectives set out and realising the vision for the future. This will allow us to target interventions where they will have most impact and contribute towards realising the vision for the future LTP, as well as allowing us to maximise efficiencies in the use of the transport network and ultimately creating travel options that work for the people of Bracknell Forest.

8 Bracknell Forest Council, Local Plan, 2024. Available at: <https://www.bracknell-forest.gov.uk/planning-and-building-control/planning/planning-policy/development-plan/bracknell-forest-local-plan/about-bracknell-forest-local-plan>

9 Bracknell Forest Council, Local Cycling and Walking Infrastructure Plan, 2011. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2021-11/local-cycling-and-walking-infrastructure-plan.pdf>

10 Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2022-06/walking-and-cycling-strategy.pdf>

11 Bracknell Forest Council, Bus Service Improvement Plan for Bracknell Forest – Annual Review, 2022. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2022-11/bus-service-improvement-plan-annual-review-2022.pdf>

12 Bracknell Forest Council, Electric Vehicle Charging Strategy, 2022. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2024-08/electric-vehicle-charging-facilities-booklet.pdf>

13 Bracknell Forest Council, Rights of Way Improvement Plan, 2023. Available online at: <https://www.bracknell-forest.gov.uk/parks-and-countryside/public-rights-way/rights-way-improvement-plan>

Our successes, achievements and delivery to date

Our previous Local Transport Plan (LTP3)

In November 2023, Bracknell Forest published the 'Local Transport Plan 3 – summary report'¹⁴ which summarised the progress which had been made up to the point of writing against delivery of the third LTP and reflected the themes set out in the Council Plan¹⁵.

LTP3 made good progress in delivering infrastructure linked to future growth, including road corridor improvements, walking and cycling routes and the regeneration of Bracknell town centre. The resulting transport network presents a strong base for LTP4 to continue to ensure the full potential of this network can be realised.



LTP3 delivered multiple highway improvements to support walking & cycling:



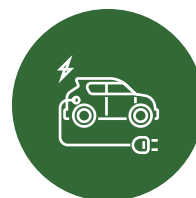
The regeneration of Bracknell town centre



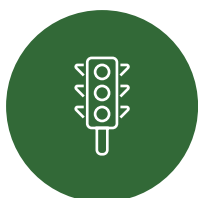
Establishment of a bus partnership and a Bus Service Improvement Plan



A new approach to travel planning for developers



Installation of over 50 electric vehicle charging points



Upgrade to traffic signals, junctions and corridors to benefit all road users



Adoption of a revised Highway Infrastructure Asset Management Plan



Fully upgraded street lighting to energy and cost saving LED bulbs



'Bikeability' cycle training delivered to over 8,000 children

¹⁴ Bracknell Forest Council, Local Transport Plan 3 Summary Report, 2011-2026. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2023-11/local-transport-plan-3-summary-report.pdf>

¹⁵ Bracknell Forest Council Plan 2023-2027

Examples of achievements

Footway & cycleway promotion

A surprising number of people aren't aware of the extensive traffic-free footway and cycleway network in Bracknell Forest, or simply don't use it. So in 2021, we launched five circular routes in different parts of the borough for people to try in their own time. We colour-coded the routes, which can be found on our website, and they are marked with stickers along the way¹⁶.

There is a lot of theory that suggests if people start to enjoy walking or cycling for leisure, they are more likely to carry this on into daily routines, and perhaps incorporate it into a commute or a trip to the shops, benefitting their health and the wider environment.

We also created a series of short films for use on our social media channels, to promote and highlight the network and the benefits of using it for travel to school, the shops, to work, for fitness, or simply to enjoy the many green spaces that the borough has to offer. We continue to use these at opportune times, particularly in spring and summer when people are more likely to make the most of the weather, which again may lead to habits developing over the longer term.

Cycling infrastructure

Throughout the LTP3 period we delivered schemes to add to our comprehensive cycling network, filling in gaps, improving safety and adding brand new sections, resulting in a total network length of over 110km, 13km of which is fully segregated and traffic-free.

A key strategic achievement was the National Cycle Network 422 route, which links West Berkshire with Ascot, passing through Reading, Wokingham and Bracknell. A significant portion of the route was already in place in Bracknell, owing to the existing comprehensive network. Through funding from the Thames Valley Berkshire Local Enterprise Partnership and local development contributions gaps were filled in, creating an east-west continuous link, serving the regenerated town centre and employment areas.



¹⁶ [Cycling in Bracknell Forest | Bracknell Forest Council \(bracknell-forest.gov.uk\)](https://bracknell-forest.gov.uk)

Bikeability cycle training

Primary school children have been offered cycle training for many years now in Bracknell Forest, but levels of uptake haven't always been as high as we would have liked. Limited funding played a part in this, along with busy school schedules and curriculums. However, over the LTP3 period we have worked hard to engage more schools with our award-winning training provider, whilst securing more funds from the Bikeability Trust.

This led to a doubling in the number of children trained by the end of 2023, to nearly 1000 pupils, and an increase in the range and scope of courses offered – from 'Learn to Ride' for younger children, through to advanced 'Level 3' training for Y6 and above. We hope to continue to train more pupils in and out of school through the LTP4 period, giving them the skills to cycle safely and confidently as they mature into adults.



A322 / A329 corridor improvements

Traffic levels in Bracknell Forest continued to grow in the LTP3 period, and the borough's main corridors, including the A3095 and A322 / A329 which links the M3 and M4 motorways, were reaching full capacity at peak times. This resulted in congestion, unreliable journey times and air quality issues.

The council successfully bid to the DfT for funding through initiatives such as the Local Pinch Point Fund and National Productivity Investment Fund. This secured over £30m to upgrade the main junctions along these routes, installing intelligent traffic signals and adding lane capacity to the A322 Downshire Way, which was a historic bottleneck.

The works have improved journey times, reduced congestion and had a positive overall impact on air quality. This has been seen in the reductions at the A322 Downshire Way Air Quality Management Area (AQMA) monitoring station. In turn, this will support the continued growth of Bracknell as an employment centre and further residential growth across the region.



Warfield Link Road

The Warfield Link Road is a half-mile length of strategically important new road, constructed between 2016-2018 to facilitate a significant new housing development and relieve pressures on existing routes in the Bracknell Forest Parish of Warfield.

The building of the link road unlocked a strategic development location for 2,200 new dwellings, a school, neighbourhood centre, open space, SANG and other infrastructure and facilities. The link road crosses the middle of the site and serves as access for many of the development parcels.

The council put together a successful financial business case for the scheme, and submitted it to the LEP for funding through the Local Growth Fund. The scheme was successful and as a result, the Thames Valley Berkshire Local Enterprise Partnership (LEP) provided some of the funding towards the Warfield Link Road whilst enabling developers to fund the rest.

Street lighting LED upgrade project

Between 2016 and 2020 we upgraded nearly all of the borough's street lights (over 13,000) to greener, more efficient LED technology. This project has enabled the council to reduce its costs significantly over the next 25 years through energy maintenance and savings, whilst contributing positively to our carbon reduction goals.

The benefits of LED lighting include:

- ▶ a reduction in maintenance costs
- ▶ using less energy than conventional lighting
- ▶ less light pollution
- ▶ reducing our carbon footprint

Over 2500 tonnes of carbon are now saved each year as a result of the conversion to LED.



Identifying issues and opportunities

Collecting evidence on the existing situation is an important step of an emerging Local Transport Plan. It allows us to establish where we are, and once we decide where we want to go, it will give us a good idea of how to get there. We have collected data and used it to identify key issues that the borough is currently facing or opportunities that are present, as well as any potential issues and opportunities which are likely to arise within the plan period. Data was collected from a range of sources including demographics, place types, carbon emissions and travel habits amongst others.

Public engagement

To understand the current travel habits, priorities and needs of our residents, we carried out a short survey that ran from December 2023 until January 2024. We asked:

- ▶ the main way residents usually travel around the borough
- ▶ hindrances and issues that stop use of other modes
- ▶ priorities for sustainable access
- ▶ priorities for highway management
- ▶ specific views on buses

We received 1,051 responses, along with a number of comments and written representations. The results are summarised below:

- ▶ 60 per cent of respondents use the car as their main form of transport
- ▶ walking is the second most common method of travel within the borough
- ▶ nearly 50 per cent of respondents said they would use the bus more if they could
- ▶ nearly 20 per cent said they would walk or cycle more if they could

The biggest deterrents to active travel uptake were:

- ▶ a lack of a direct route
- ▶ distance
- ▶ safety
- ▶ lack of time
- ▶ cost
- ▶ weather

The top three priorities for sustainable access were:

- ▶ well maintained pavements and cycleways
- ▶ more greenways
- ▶ more dedicated cycle lanes

The top three priorities for highway management were:

- ▶ road maintenance
- ▶ better street lighting
- ▶ landscaping

Reliable journey time improvements, dedicating more space to people and bikes and parking management also received similar levels of support.

The main factors which would make people use the bus more were:

- ▶ more frequent services
- ▶ bus routes that go where they are needed
- ▶ simple, low fares
- ▶ a more reliable service

Comments and emailed representations

Feedback gathered from both social media comments and emails regarding the forthcoming LTP4 revealed a diverse range of opinions and concerns among residents.

Some social media comments highlighted criticisms and concerns regarding the perceived introduction of restrictions on travel choice and perceived bias in the survey. Opposition to



measures such as low traffic neighbourhoods (LTNs) and frustrations with public transport reliability and parking issues also featured. However, amidst the comments, there were also positive remarks regarding footpath quality, cycle routes and relative capacity and efficiency of the road network.

Email responses echoed similar sentiments, with residents expressing mixed opinions on public transport reliability and concerns about bias against car use. Infrastructure improvements, accessibility issues, and the impact of new housing developments on traffic were also common themes. Suggestions for innovative

solutions, such as creating new bus routes and improving pedestrian safety, were put forward.

Overall, the feedback emphasises the importance of addressing these issues within a comprehensive and inclusive local transport plan that meets the needs of the community.

Currently published DfT guidance entitled 'Decarbonising Transport, A Better, Greener Britain' (2021), and Bracknell Forest's Climate Change Strategy (2021) show a clear emphasis on the importance of decarbonisation in our transport networks to achieve our emissions goals.



The role transport plays in decarbonisation

Carbon emissions from transport account for 35 per cent of all emissions within Bracknell Forest. Whilst emissions levels are falling year-on-year, with changes in vehicle technology, work and travel habits and local policies and interventions playing a role, we still know that we need to do more.

There has been a clear recent change in policy direction in support of decarbonisation of our transport systems, which can be seen in national documents such as the DfT's 'Decarbonising Transport, A Better, Greener Britain' (2021)¹⁷ and locally in the Bracknell Forest Climate Change Strategy (2021)¹⁸.

National policy and obligations commit the UK to being carbon neutral by 2050, and whilst Bracknell Forest may have a more ambitious target of meeting 2030 or as close as possible, our LTP is informed by national guidance including the Quantifying Carbon Reduction (QCR) tool which has been developed in partnership by the Department for Transport and the Strategic Transport Bodies (including Transport for the South East). However, every effort will be made through the duration of this plan and the next to beat the national target.

To support the development of LTP4, we have undertaken 'carbon quantification' work, using

data from the QCR tool to assess what emissions are currently being generated by our transport networks, and what these levels might look like in future. On a 'business as usual' path, where no further local, regional or national changes or interventions were made to transport policy, we within Bracknell Forest would be likely looking at an 'emissions gap' of 0.08 million tonnes of carbon dioxide equivalent (0.08 MtCO₂e) by 2050.

To close the emissions gap, we need to make changes to how, why, when and where we travel.

We won't be able to achieve this alone, particularly as not all emissions can be influenced by the council alone. We will need the support of local residents and businesses, wider stakeholders and delivery partners. We will also need the support of national government which has the power to make significantly impactful changes to the way we all travel, by providing further guidance and funding to allow local authorities to achieve their ambitions.

This local transport plan sets out some realistic and affordable policies. In the short term these are based on committed government funding over the next three year spending period, and interventions which will contribute towards these reductions, beyond those that a 'business as usual' approach would achieve, towards the net zero 2050 goal.



¹⁷ Department for Transport, Decarbonising Transport, A Better, Greener Britain, 2021.

¹⁸ Bracknell Forest Council, Climate Change Strategy, 2021. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2021-11/bracknell-forest-climate-change-strategy.pdf>

Issues and opportunities

An issues and opportunities assessment has provided a strong evidence base, and in-depth understanding of the demography of the area and the transport and access needs of all user groups within the borough. This evidence base is set out in the issues and opportunities report¹⁹, which, we reviewed data on the following:

- ▶ population demographics
- ▶ economic activity
- ▶ population density
- ▶ travel patterns

- ▶ electric vehicle ownership
- ▶ public transport use
- ▶ active travel use
- ▶ broadband availability
- ▶ air quality
- ▶ house prices
- ▶ carbon emissions

The identified local issues and opportunities are detailed overleaf.



¹⁹ Bracknell Forest: Issues and Opportunities Report 2024

Issues



Ageing population

Population average age in the borough is expected to increase in the future, which may present increasing demand for transport access to healthcare, community facilities and other services. Equitable access for all should be a key consideration within the emerging LTP, ensuring appropriate facilities for everyone.



Reduced levels of physical activity

Lower than average levels of physical activity have been identified in Bracknell Forest, when compared to the national average. This has long-term implications for the wider health of the population. 30 per cent of residents of Bracknell Forest, walk or cycle five times a week, compared to the 35 per cent of the population of England. This is a key issue as active modes of travel have numerous benefits for both physical and mental health.



Ageing infrastructure

There are unique maintenance issues associated with Bracknell Forests 'new town' history, with preventative and planned maintenance requirements which impact upon long-term asset condition. This issue is compounded with modern funding challenges for undertaking the required maintenance, and the impact of climate change and the need to ensure climate resilience of transport infrastructure.



Low uptake of sustainable modes

Bracknell Forest currently has low levels of active travel compared to wider regional and national trends. This is despite a relatively comprehensive existing walking and cycling network. Bus and rail passenger levels in the borough are still considerably lower than pre-pandemic levels and, whilst these have been slowly increasing again over the last few years, this remains a key issue.

Issues

Car dependency



The most recent census showed 89 per cent of households in Bracknell Forest have at least one car, with half having at least two. Increasing car ownership and use has led to increased traffic levels on our roads, which in turn adds to congestion and pollution.

Parking issues



Car dependency has corresponding issues associated with parking availability. These issues are most prominent in older residential areas which were not designed to accommodate this level of demand.

Transport emissions



Bracknell Forest Council has committed to being a carbon neutral as close to 2030 as possible, therefore tackling the impact of transport on emissions is a key component of the LTP. This existing issue is likely to require considerable cultural, political, and behavioural shift to change existing car dependency. Furthermore, as not all emissions are within the council's influence, collaboration with wider stakeholders and delivery partners will be needed.

Air quality



At present there is one Air Quality Management Area (AQMA) designated within the borough. The number of vehicles on the roads is likely to increase as the population rises, putting air quality at further risk of degradation.

Opportunities

Working age population



Bracknell Forest has high proportion of working age population. Over 80 per cent of the population are economically active, above the regional average. An opportunity for promoting active and sustainable modes for commuting, business travel and accessing ongoing education and training.

Modern transport network



A modern transport network, which we will be capitalising upon the full potential of existing available infrastructure and maximising its capacity and efficiency.

Strategic position



Bracknell Forest is a unitary local authority and part of the Thames Valley economic area and holds a strategic position in the South East with good accessibility by road, rail and air modes. This connectivity and accessibility benefit is a key opportunity.

Parks and green spaces



Parks and green spaces encourage active travel by serving as pleasant, traffic free routes for pedestrians and in some instances cyclists. There is also an opportunity for the LTP to protect and enhance biodiversity, natural habitats and ecological networks by managing the new transport infrastructure and ensuring that it is sustainable, resilient and supports active and public transport.

Relatively small unitary authority area



As a small unitary authority, Bracknell Forest has an opportunity to influence travel demand through spatial planning to support sustainable connectivity. Bracknell Forest can play a key role in where and how development takes place, and is able to ensure sustainable access is considered from the very earliest stages of development.

Opportunities



Digital accessibility

Bracknell Forest has 88 per cent of properties having access to full fibre broadband compared to 64 per cent of England. This presents the opportunity to reduce the number of physical trips with remote access, reducing overall transport demand and reducing social isolation, specifically for people with disabilities/impairment and the elderly.



Emissions from urban areas

94 per cent of existing transport emissions in Bracknell Forest come from urban areas, six per cent from rural areas. This is a key opportunity for change, as sustainable travel interventions - public transport schemes, are easier to implement and more successful in urban areas. Population density can sustain such services.



Embracing innovation

There is an opportunity to embrace new and emerging technologies to keep all modes of transport moving as efficiently as possible. There are opportunities to work with businesses and infrastructure owners to develop proposals that meet the needs of the freight and logistics sector, and support business and economic growth.



Local Plan alignment

Aligning with the Bracknell Forest Local Plan, with the LTP has the potential to deliver sustainable communities, which are well-designed. The LTP also can support the Local Plan to deliver opportunities for better placemaking, linking to a wider set of positive social, economic and environmental outcomes.



Living local

As a planned new town, Bracknell was built with distinct neighbourhood areas, with central community areas and access to key services within a 15 minute walk. This pioneered the 15 minute neighbourhood concept we see resurging today. Much of Crowthorne and Sandhurst have shops and facilities within easy walking or cycling distance. We want to capitalise on this in LTP4 with a fresh appreciation and awareness of the benefits of 'living local'.

Shaping opportunities for the future

Vision, objectives and strategy

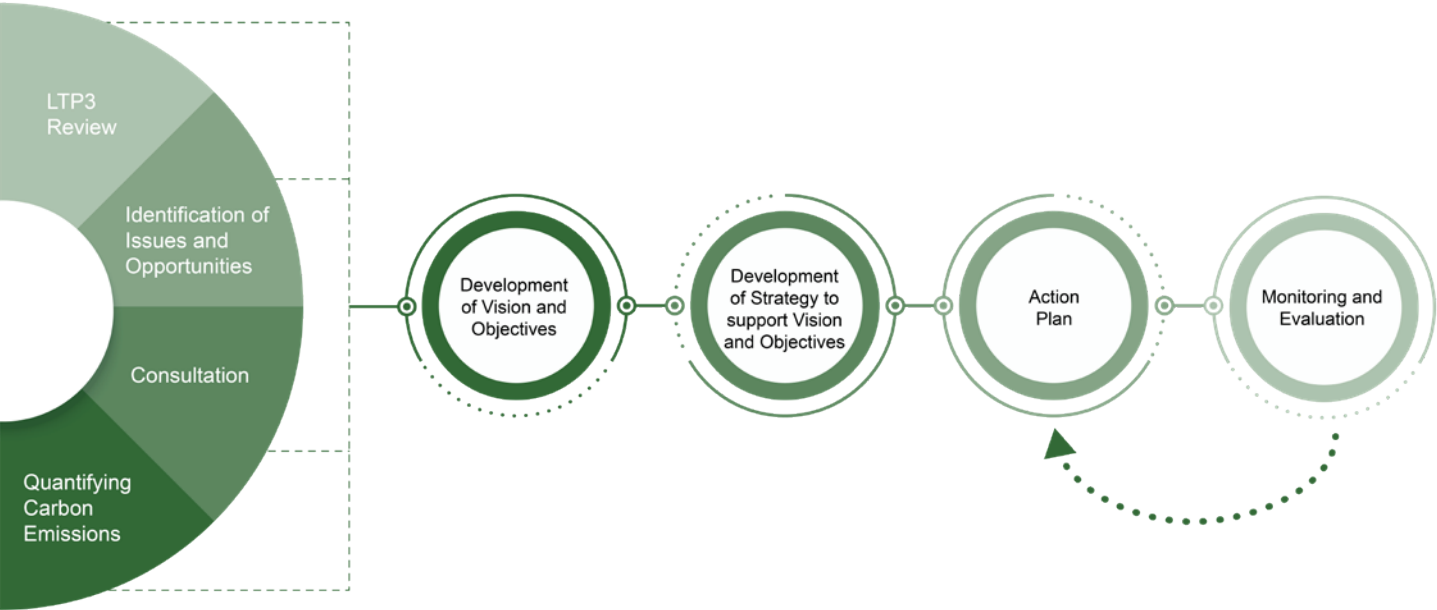
We’ve reviewed the progress made through the delivery of LTP3, engagement with the public and identification of issues and opportunities. Through this process, we gained a comprehensive understanding of the factors which currently influence the transport network in Bracknell Forest, and how we are likely to influence the way the transport network develops in the future.

A new vision is needed for LTP4, to capture our aspirations for transport in the borough. The vision has been derived from the review of the previous LTP, engagement with the public and the review of the relevant issues and opportunities.

A series of objectives were established. These objectives are based on the three key themes which are set out in the Council Plan.

Specific interventions have then been identified to support the objectives and ultimately deliver upon the LTP4. These interventions, alongside information regarding how they will be programmed and funded are contained within the Action Plans.

Progress being made against the delivery of the LTP4 will be assessed via the monitoring and evaluation process. Throughout the plan period, we will periodically review the action plans.



Progress to date



Assessing the new LTP

Strategic Environmental Assessment

In developing this draft LTP4 we have to undertake a number of statutory assessments. A Strategic Environmental Assessment (SEA) is mandatory for all LTPs and is enacted in law through the ‘Environmental Assessment of Plans and Programmes Regulations’ (known as the SEA Regulations)²⁰. The SEA is a five-stage process that ensures that sustainability considerations are a fundamental consideration in preparing this draft LTP and demonstrate how the LTP will support local and national objectives.

The SEA has incorporated the findings from both the Equalities Impact Assessment and Habitats Regulations Assessment, as set out below, known as an Integrated Impact Assessment (IIA).

Equalities Impact Assessment

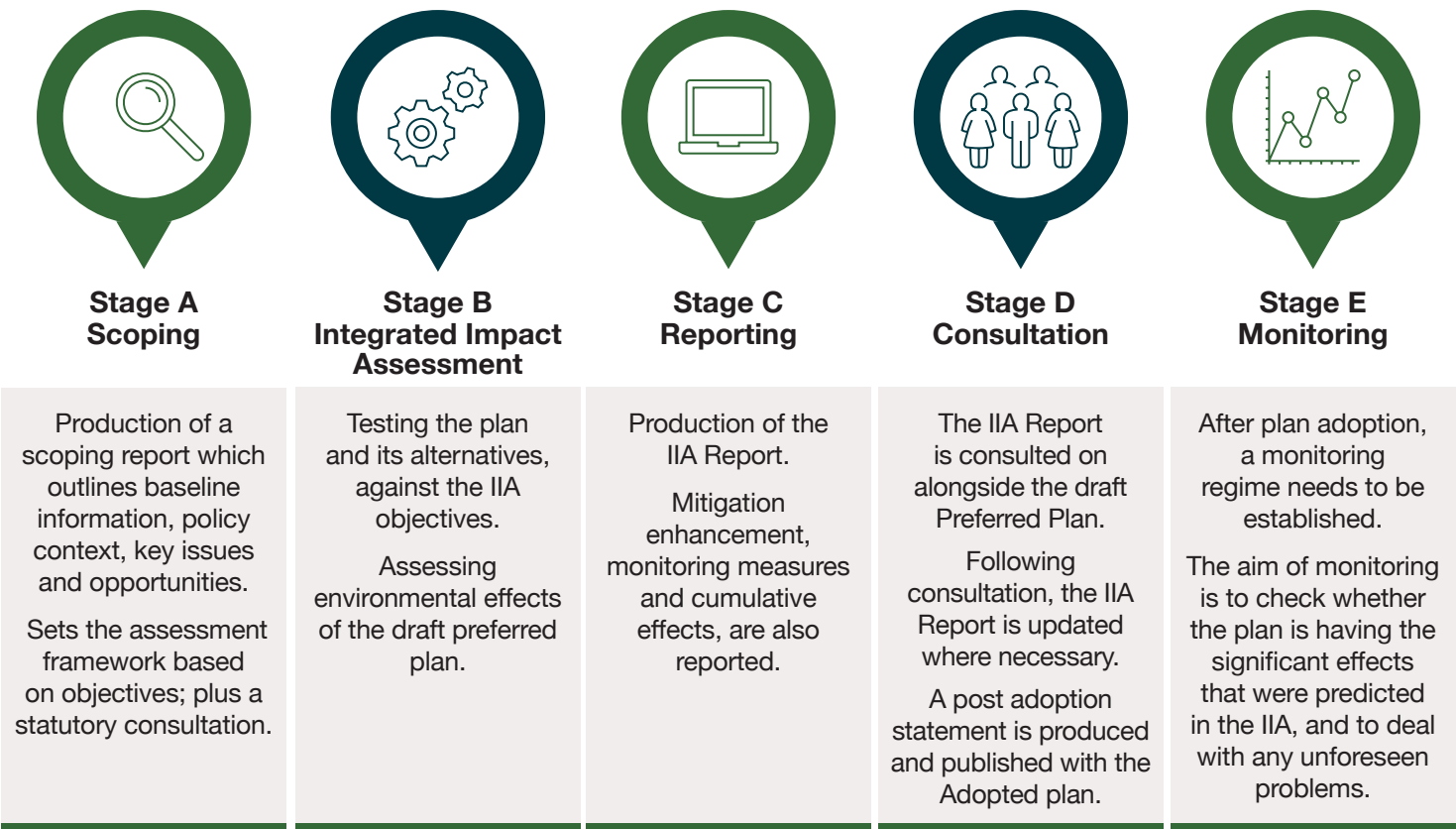
An Equalities Impact Assessment (EqIA) provides evidence of compliance of the draft LTP with the Equality Act 2010. The EqIA process focuses on assessing and recording the likely equalities effects as a result of implementing the LTP4.

It seeks to ensure that the plan’s policies and interventions do not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted.

Habitats Regulations Assessment

Under The Conservation of Habitats and Species Regulations 2017²¹ (as amended) (the ‘Habitats Regulations’) ‘Competent Authorities’ must assess plans and projects for their potential to cause Likely Significant Effects (LSE) on habitats sites. Any plan or project that would lead to adverse effects on the integrity of habitats site(s) cannot be permitted without meeting strict additional tests.

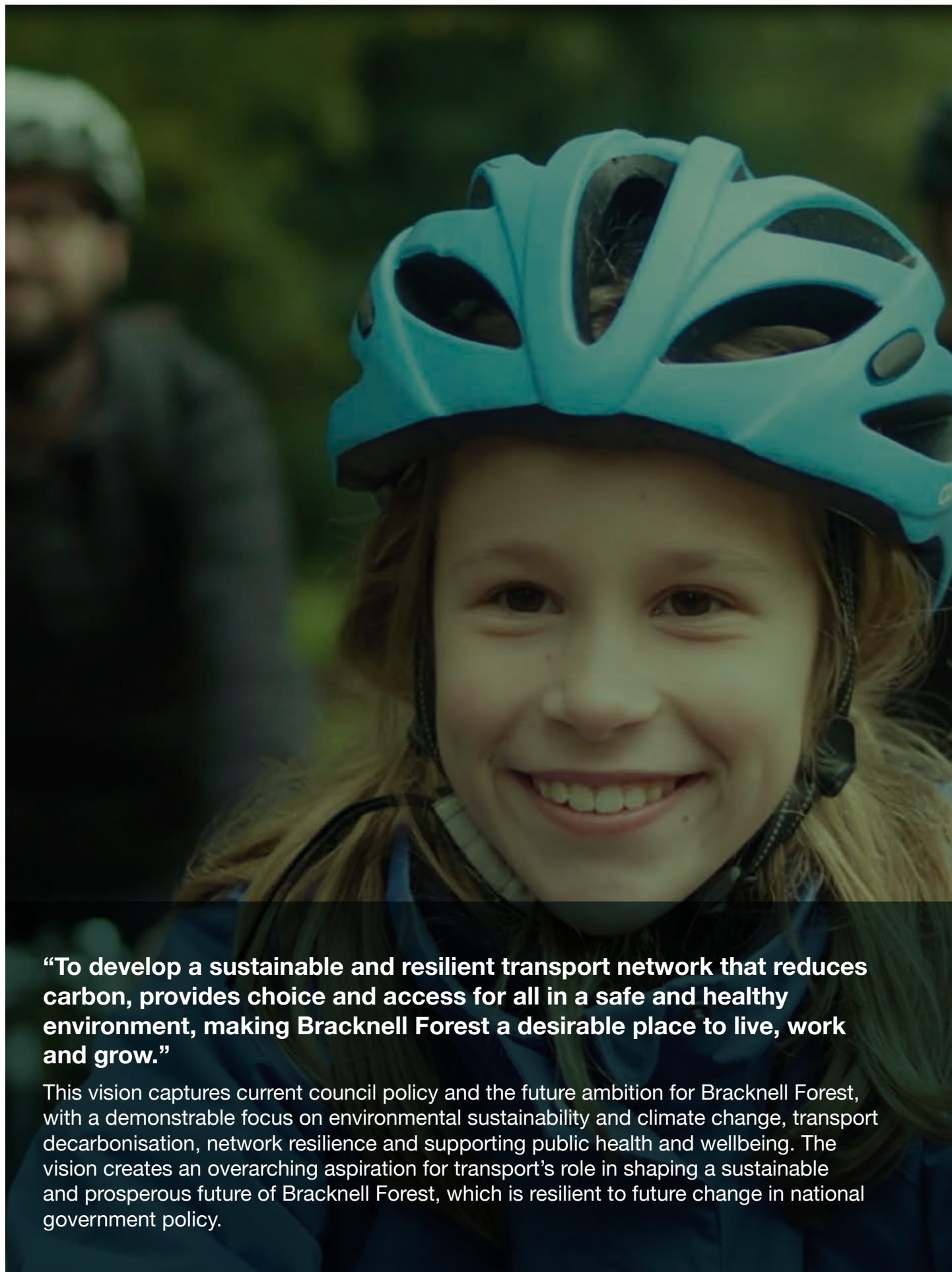
The first stage of HRA - Stage A - Scoping has been undertaken to inform the development of the new LTP. This exercise identified all relevant habitats sites where LSE could occur, particularly in relation to air quality changes and recreation pressures associated with the anticipated LTP policies and interventions.



20 [UK Government, ‘Environmental Assessment of Plans and Programmes Regulations’, 2004](#)

21 [The Conservation of Habitats and Species Regulations, 2017](#)

The vision for LTP4



“To develop a sustainable and resilient transport network that reduces carbon, provides choice and access for all in a safe and healthy environment, making Bracknell Forest a desirable place to live, work and grow.”

This vision captures current council policy and the future ambition for Bracknell Forest, with a demonstrable focus on environmental sustainability and climate change, transport decarbonisation, network resilience and supporting public health and wellbeing. The vision creates an overarching aspiration for transport's role in shaping a sustainable and prosperous future of Bracknell Forest, which is resilient to future change in national government policy.

Our objectives

Our proposed objectives have been set to deliver the vision for Bracknell Forest and will shape and prioritise the future transport interventions included in the implementation plan.

The LTP supports the Council Plan for Bracknell Forest, and therefore the draft objectives for the LTP4 are grouped under the three key themes which are contained within the Council Plan. This means we can ensure the LTP works cohesively in support of the overarching council ambitions.



Engaged and healthy communities

Our role is to help create opportunities where people can succeed, be happy and feel safe.



Thriving and connected economy

The local economy includes many different aspects, such as business, jobs skills, accomodation and services.



Green and sustainable environment

Our environment includes everything around us, our parks, our cycleways and our road networks.





Engage communities and prioritise travel

Our primary focus is to actively involve communities while promoting sustainable travel practices. This means encouraging active travel modes like walking and cycling. Enhancing road safety and creating inclusive public spaces are also integral to our vision.

Objective 1.1: Establish inclusive access for all across our transport network

Transport is a fundamental aspect of daily life, impacting residents access to essential services, employment opportunities, and for social activities. To ensure equitable access for all, regardless of mobility needs, it is important to establish an inclusive transport network. This means removing physical barriers and implementing measures to enhance accessibility across all modes. We will strive to create a cohesive community where everyone can participate fully in social, economic, and cultural activities.

Objective 1.2: Improve usage of active travel networks

Encouraging active travel, such as walking and cycling provides big physical and mental health benefits whilst also reducing carbon emissions and alleviating congestion on our roads. To increase the uptake of active travel, it is essential to enhance the usability and safety of existing networks while developing new infrastructure to connect key destinations. By creating attractive and accessible routes for pedestrians and cyclists, we aim to make active travel a convenient and preferred choice for short-distance journeys, contributing to healthier lifestyles and a cleaner environment.

Objective 1.3: Create safer roads and lower instances of road traffic accidents

Road safety is key in ensuring the well-being of all road users, from pedestrians and cyclists to motorists and public transport passengers. By implementing targeted interventions and infrastructure improvements, we seek to reduce the risk of road traffic accidents and create safer environments for travel. Through proactive measures and community engagement initiatives, we aim to foster a culture of responsible road behaviour and mutual respect among all road users, ultimately reducing the incidence of accidents and improving overall road safety.

Objective 1.4: Deliver high-quality public realm, supporting safe and connected communities

The quality of our public spaces significantly influences the liveability and vibrancy of our communities. By investing in well-designed and accessible public realm infrastructure, such as parks, and streetscapes, we can create inviting environments that promote social interaction, physical activity, and community cohesion. Enhancing the connectivity and accessibility of public spaces through strategic urban planning and placemaking initiatives not only improves the overall quality of life for residents but also fosters a sense of belonging and pride in our shared environment. We will prioritise safe, inclusive, and connected public spaces, for our residents to live, work and enjoy in.





Support a thriving and connected economy

We're committed to fostering economic growth and connectivity through strategic transport planning. This involves creating a transport network that supports sustainable access to employment, education, and training. Embracing new technologies to enhance efficiency and user experience, facilitating the movement of freight, and managing highway assets sustainably are also key priorities.

Objective 2.1: Create a transport network to support economic growth, and sustainable access to employment, education and skills training

An efficient transport network is essential for facilitating economic growth, providing access to employment opportunities, education, skills training, and fostering social inclusion. By strategically investing in infrastructure projects that enhance connectivity, reduce travel times, and improve accessibility to key economic hubs, we can create an enabling environment for businesses to thrive and individuals to fulfil their potential. Through collaborative partnerships with local businesses, educational institutions and community organisations we aim to develop a transport network that not only supports sustainable economic development but also enhances social equity and resilience.

Objective 2.2: Embrace new technologies that enhance the quality and efficiency of transport networks and deliver a positive user experience

Advancements in technology have the potential to change the way we plan and use transport systems. By embracing innovative solutions such as intelligent transport systems, electric vehicles, and mobility-as-a-service platforms, we can improve the efficiency, reliability, and sustainability of our transport networks while improving user experience. Through collaboration with stakeholders, we use this technology to address challenges such as congestion, pollution, and accessibility.

Objective 2.3: Support the effective movement of freight across a variety of transport modes

Efficient freight movement is vital for sustaining economic activity, supporting local businesses, and maintaining supply chains. By optimising the movement of goods across diverse transport modes including road and rail, we can reduce congestion, minimise environmental impact, and enhance the overall resilience of our logistics network. Through targeted investments in infrastructure upgrades, last-mile delivery solutions, and freight management initiatives, we aim to streamline the flow of goods while mitigating the adverse effects of freight transportation on communities and the environment. By working collaboratively with industry stakeholders, policymakers, and local residents, we seek to develop sustainable freight solutions that balance economic prosperity with environmental stewardship.

Objective 2.4: Effectively manage our highway assets in a sustainable way

Highway infrastructure forms the backbone of our transport network, facilitating the movement of people and goods across the region. To ensure the long-term sustainability and resilience of our highway assets, it is essential to adopt proactive management practices that address maintenance needs, mitigate environmental impacts, and enhance user experience. By implementing asset management strategies, such as condition monitoring, lifecycle planning, and performance optimisation, we can maximise the value and utility of our highway assets while minimising lifecycle costs and environmental footprint. Through data-driven decision-making, and continuous improvement initiatives, we aim to develop a highway network that is safe, efficient, and sustainable, supporting the economic vitality and quality of life in Bracknell Forest.



Provide a green and sustainable environment

Our aim is to promote environmental sustainability within our transportation network. This includes supporting the decarbonisation of our transport system, reducing reliance on private car travel, and ensuring that our infrastructure protects and enhances the local environment, biodiversity, and air quality. Additionally, we're dedicated to encouraging the uptake of zero and low emission vehicles. By integrating these objectives into our transportation strategy, we're building a sustainable transport network that not only meets the needs of today but also preserves the well-being of future generations.

Objective 3.1: Support decarbonisation of our transport network

Reducing carbon emissions from the transport sector is critical for mitigating climate change and improving air quality. By transitioning to low-carbon fuels, promoting alternative modes of transport, and investing in renewable energy infrastructure, we can significantly reduce the carbon footprint of our transport network. Through collaborative partnerships with public and private stakeholders, we aim to drive down emissions while fostering economic growth and social equity. By prioritising decarbonisation efforts across all modes of transport, we can create a greener, healthier, and more sustainable future.

Objective 3.2: Reduce dependence on private car travel and enhance modal choice for all

Private car dependency contributes to traffic congestion, air pollution, and carbon emissions, undermining our efforts to create a sustainable transport system. By promoting alternative modes of transport, such as public transport, walking, cycling, and shared mobility services, we can reduce reliance on single-occupancy vehicles and provide residents with diverse and accessible travel options. Through targeted interventions, such as infrastructure improvements, pricing incentives, and behavioural change campaigns, we aim to shift travel behaviour towards more sustainable modes, improving air quality, reducing congestion, and enhancing the overall quality of life.

Objective 3.3: Ensure our local transport network protects and enhances the local environment, biodiversity, and air quality

Transportation infrastructure can have significant impacts on the natural environment, including habitat fragmentation, biodiversity loss, and air pollution. By integrating environmental considerations into the planning, design, and operation of our transport network, we can minimise adverse effects and maximise positive outcomes for the local environment. Through measures such as green infrastructure, habitat restoration, we aim to enhance biodiversity, improve air quality, and protect natural resources.

Objective 3.4: Encourage the uptake of zero and low emission vehicles

Transitioning to zero and low emission vehicles is essential for reducing air pollution, mitigating climate change, and improving public health. By incentivising the adoption of electric vehicles (EVs), promoting the development of charging infrastructure, and supporting clean energy initiatives, we can accelerate the transition to a cleaner and more sustainable transportation system. Through targeted promotional campaigns, financial incentives, we aim to make EVs more accessible and affordable for residents while creating a supportive ecosystem that encourages widespread adoption. By embracing zero and low emission technologies, we can reduce our reliance on fossil fuels, improve air quality, and create a healthier, more resilient community.



LTP4 strategy

What is the strategy?

The draft strategy is long-term plan for transport in Bracknell Forest. It contains a series of policies which support the delivery of the vision and objectives for the next LTP period.

The strategy is structured under the three themes set out in the Council Plan.

As the strategy is long term, is it recognised that it may need to be amended or updated in the future, depending on emerging trends, policies and technologies.

How can we achieve our objectives and meet our vision?

To meet our vision and achieve our objectives, a comprehensive strategy has been developed. Although our vision and objectives stem around transport, our success in achieving them will be determined by positive work with partners, involvement in the local planning process, expenditure decisions and bids for grant funding, private sector investment, engagement with local businesses, and above all the buy in and support of our local residents. This proposed strategy is evidence-based, emerging from the data which has been collected at the outset, reflecting issues and opportunities that have been identified, as well as wide policy context both locally and nationally.

A change in policy context

As referred to earlier, local, national and international policy context have changed since the adoption of LTP3. Transport is now viewed through a wider lens, with increasing acknowledgement being given to the links between transport and other spheres of public life.

There is an increasing focus on the interaction between transport and climate / decarbonisation, inclusivity / equality and health. These same themes are also the underpinning principles of our council priorities and are therefore considered in every aspect of this LTP4 Strategy.

Building upon the success of LTP3

The strategy for LTP4 builds upon the success of LTP3. Our new plan will focus on building the

existing network and maximising its potential. This delivers a more affordable plan delivering value for money with public funds.

This approach aligns with a national change in transport policy from using 'predict and provide' to 'vision and validation'.

Predict and provide is like a weather forecast. We look at what happened in the past, make our best guess about what will happen in the future, and then prepare for that.

Vision and validate, on the other hand, is more like planning a party. We decide what kind of party we want (the vision), plan for it, and then make it happen.

In the first approach, we react to what we think will happen. In the second approach, we actively create the future we want.

Policy influencing the places where it matters most

Policies within the draft strategy have been developed with an understanding of the importance of place types. The same policies that are effective in town centres may not be suitable for rural communities or for residential areas. By taking this approach, it has allowed us to ensure the policies within the strategy



are locally specific, arising from the issues and opportunities which have been identified. This approach will allow targeted interventions, tackling issues where they are most prominent and capitalising upon opportunities where communities will see the most benefit.

Policy TP1: Supporting decarbonisation

Transport accounts for a significant proportion of emissions in Bracknell Forest, and can be considered both in terms of carbon created by transport methods (travel in itself), and carbon created by the construction and maintenance of transport infrastructure.

Achieving decarbonisation is likely to require considerable cultural, political and behavioural shift to change existing car dependency. To support decarbonisation we will:

- ▶ ensure key infrastructure is assessed for whole-life carbon impacts, including those associated with construction, use, maintenance and demolition
- ▶ explore material recycling options for highways works and embracing innovation to reduce whole life carbon emissions
- ▶ support active travel and public transport as far as possible as an alternative to car travel in particular through the planning process with reference to Local Plan Policies LP 25 & 26
- ▶ use promotional campaigns to increase awareness of the carbon impacts of individual trips, through the use of personalised journey planning give clear information on how the

daily decisions of individuals can support the decarbonisation efforts

The objective of policy TP1 is embedded within all policies within LTP4.

Policy TP2: Ultra low emission vehicles (ULEVs) and electric vehicles (EVs)

The UK Government's decarbonising transport plan will ban the sale of new petrol and diesel cars and vans from 2035. Bracknell Forest Council supports this shift towards cleaner vehicles to combat climate change and aims to assist residents and businesses with this transition. While promoting walking, cycling, and public transport, the council acknowledges that cars remain essential for many residents, and electric vehicles (EVs) and ultra-low emission vehicles (ULEVs) will be crucial in meeting local transport and carbon reduction goals.

By the end of the Local Transport Plan 4 (LTP4) period, the borough will need over 1,200 public chargepoints, ranging from slow to ultra-rapid chargers. While the private sector is expected to lead in providing these chargepoints, the council will support the rollout, especially in residential areas with limited off-street parking, and through strategic charging hubs.

Government funding programs, such as the on-street residential chargepoint Scheme (ORCS) and local electric vehicle infrastructure fund (LEVI), will help the Council attract investments from chargepoint operators, ensuring a fair distribution of chargepoints across the borough.



We will also consider other alternative fuels, such as hydrogen, bio and synthetic fuels, which have particular potential for larger vehicles.

Alongside our wider policies and measures to reduce car use and increase travel by other modes, EVs and ULEVs have the potential to significantly reduce the overall emissions from transport in the borough, however it is necessary to increase the availability of electric charging infrastructure and plan for the use of alternative fuels.

We will do this by:

- ▶ working with local housing providers and chargepoint operators to facilitate the provision of appropriate on and off-street charging solutions to meet demand, meeting PAS 1899 accessibility standards where possible
- ▶ identifying council owned land and assets for chargers
- ▶ ensuring all new developments have EV charging provision as per building regulations and council parking standards
- ▶ deepening the relationships and understanding with SSE and other local electrical network operators
- ▶ exploring potential locations for mobility hubs incorporating EV charging with other facilities such as car clubs, cycle hire, parcel lockers, refreshments
- ▶ providing advice to businesses wanting to upgrade their commercial fleets

- ▶ bidding for or exploring funding opportunities to further expand the public charging network

Policy TP3: Walking

Walking is an underutilised method of travel for many. Bracknell Forest currently has low levels of walking comparative to car use, despite many car journeys starting and ending with a walk and many other journeys being undertaken being short enough for many people to easily walk.

We have developed a Local Cycling and Walking Infrastructure Plan (LCWIP) which contains many measures to support the uptake of walking in the borough. The strategy contained within this draft LTP has a strong alignment with the goals of the LCWIP, by:

- ▶ allowing people to make the most of the borough's existing walking network by ensuring footways and footpaths are well maintained, clean and clear from vegetation and debris as well as ensuring that they are appropriately surfaced
- ▶ auditing the existing walking network to identify any potential gaps in provision, or opportunities for improvement
- ▶ ensuring new developments in the borough are designed in alignment with the most recent design guidance for high quality pedestrian environments
- ▶ promoting walking through active travel campaigns, which improve local knowledge and awareness of the health and wellbeing benefits of travelling on foot



Policy TP4: Cycling

Like walking, cycling is also an underutilised mode of travel in Bracknell Forest. We have an expanding cycle network which want to make the most. We will do this by:

- ▶ continuing to hold cycling events across the borough, as a way to build fun initiatives and encourage the uptake of cycling by people who would have not otherwise considered it
- ▶ addressing the gaps in the cycling network identified within the LCWIP, as well as actively working to address public safety concerns or accessibility issues
- ▶ increasing our Bikeability reach in schools to train more pupils, and running more adult cycle training courses
- ▶ exploring potential cross-boundary and regional routes to make cycling a more realistic option for long distance travel, for example for better links to Windsor and Surrey

Policy TP5: Buses

A sustainable bus network is an essential component of the LTP, ensuring people are enabled to easily reach a wide range of education, training, employment, shopping and leisure opportunities without being reliant on the private car.

The strategy for buses in LTP4 is in alignment with our BSIP (Bus Service Improvement Plan). In the plan period, we are committed to:

- ▶ ensuring a quality bus service that provides accessibility to the widest cross section of the population, particularly for the young and old
- ▶ giving people more travel choices to access work, services and leisure activities
- ▶ offering and promoting affordable fare and multi-operator ticketing through partnership working with the bus, rail and leisure industry
- ▶ providing passenger satisfaction with an attractive, reliable and sustainable travel alternative
- ▶ taking a role in supporting the continued success of the town centre (as a council)

and by working closely with The Lexicon and regeneration partnership

- ▶ working in partnership with bus operators to find ways of commercialising subsidised services over time in order to reduce the public cost of delivering the bus strategy
- ▶ engaging with stakeholders to better understand what constitutes a realistic and affordable bus network
- ▶ enlisting support for provision from other public sectors including health and education, recognising the social need and importance of buses for particular demographics
- ▶ securing new bus services, or supporting existing services through developer contributions from new housing developments through s106 and community infrastructure levy contributions, or through new and innovative funding models with developers particularly at larger sites



Policy TP6: Climate resilience

The impact of climate change on transport networks is an emerging issue across the globe. These impacts are currently largely unquantified, but are likely to become more prominent across the plan period. Therefore, we want to be prepared. Climate change related extreme weather events have the potential to cause considerable disruption, damage and costs across the transport network, be this due to increasing prevalence of flood events, extreme heat or strong winds.

The Department for Transport is currently consulting on a strategy document entitled “Adapting the UK’s transport system to the impacts of climate change”²², which emphasises the importance of preparing for the coming impacts of more extreme weather events. We are taking a similar approach, and are committed to:

- ▶ incorporating climate resilience into of our highway asset management²³ plans
- ▶ investigating which components of our transport network are most vulnerable to extreme weather events, and taking steps to protect them



- ▶ working in partnership with emergency services, delivery partners and operators to ensure that when disruption does occur, the effects are dealt with as efficiently as possible, whilst protecting the safety of all users
- ▶ using council-led media outputs and variable messaging signage to keep residents and visitors informed of the status of potential disruption. This will include when disruption from extreme weather is likely to occur, is currently occurring, or has been resolved following an incident
- ▶ investigating the opportunity to incorporate sustainable urban drainage (SUDS) across the transport network, to mitigate surface water flooding issues

Policy TP7: Protecting the local environment

A key ambition for the borough, as set out in the Council Plan, is supporting a green and sustainable environment. Our environment includes everything around us, our parks, our cycleways and our road networks, and we want to ensure that we minimise the negative effects the transport network has on the quality of the local environment. We will do this by:

- ▶ assessing the biodiversity impacts of any transport related schemes or infrastructure provision, taking steps as far as possible to improve local biodiversity and provide biodiversity net gain as part of such schemes
- ▶ reviewing our existing transport network and exploring potential opportunities to improve biodiversity retrospectives, for example through verge planting schemes
- ▶ protecting our greenways from environmental degradation
- ▶ protecting water courses from potential run-off of pollutants from the transport network
- ▶ continuing to monitor local air quality and take action where needed to address air quality problems as they are identified, through the use of air quality management areas and plans

²² <https://www.gov.uk/government/consultations/adapting-the-uks-transport-system-to-the-impacts-of-climate-change>

²³ <https://www.bracknell-forest.gov.uk/sites/default/files/2022-03/Highway-infrastructure-asset-management-plan-hiamp-2022.pdf>

- ▶ ensuring that the air quality is not adversely affected, or is improved on habitat sites
- ▶ ensuring that highway schemes are fully considered under the Conservation of Habitats and Species Regulations 2017 (as amended)

Policy TP8: Creating a healthy setting

The integration of transport with public health and wellbeing has become increasingly recognised, especially in respect to benefits of active travel. This can be seen by the publishing of the Public Health England document ‘Working Together to Promote Active Travel’²⁴ (2016). This link has also been acknowledged by Bracknell Forest in the ‘walks for wellbeing’ campaign²⁵.

Transport availability is one of the wider determinants of health and wellbeing, and therefore the council is committed to working collaboratively with local public health partners and organisations to realise the benefits active travel.

This will be achieved through alignment between LTP4 and the Bracknell Forest Health and Wellbeing Strategy (2022-2026)²⁶. Bracknell Forest are committed to:

- ▶ actively promoting the benefits of active travel to the public, in partnership with public health partners and stakeholders that support health and wellbeing, to create evidence driven campaigns and promotional events to raise awareness and increase knowledge on how active travel can impact health and wellbeing
- ▶ increasing our work and engagement with schools and children, by providing more Bikeability cycle training to more diverse age and ability groups, more partner initiatives and events with our public health team, and investigating and implementing school streets where possible
- ▶ emphasising key stats and data on the benefits of regular physical activity in our communications and campaigns, for example 20 minutes of exercise per day cuts risk of developing depression by 31 per cent, reduces risk of dementia, hip fractures, type 2 diabetes, and some cancers
- ▶ Using public health data to consider target groups who are less physically active or more at risk of lifestyle related disease as this links with our work on tackling health inequalities



24 Public Health England, Working Together to Promote Active Travel: A briefing for local authorities, 2016. Available online at: https://assets.publishing.service.gov.uk/media/5a8059f7ed915d74e622df50/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf

25 <https://health.bracknell-forest.gov.uk/walks-for-wellbeing/>

26 Bracknell Forest Council, Bracknell Forest Health and Wellbeing Strategy 2022 – 2026. Available online at: https://www.bracknell-forest.gov.uk/sites/default/files/2022-06/bracknell-forest-health-and-wellbeing-strategy-2022-to-2026_0.pdf

- ▶ supporting the creation of public spaces which encourage all members of the communities to spend time outdoors, travel actively and engage with their surroundings
- ▶ supporting local activity groups which specifically incorporate active travel as a means of connection and health improvements, for example the existing ‘walks for wellbeing’ campaign
- ▶ exploring the potential for the provision of new greenways, whilst also exploring any potential opportunities to enhance the existing public rights of way network as to ensure the provision of quiet, natural routes for walking and cycling that can be used for leisure, health and fitness, as well as for utility travel
- ▶ working with public health partners to deliver the council’s whole systems approach to obesity action plan, ensuring active travel plays a key role

Policy TP9: Accessibility, inclusion and diversity

Inclusivity and equality afforded by transport networks has seen an increasing focus in recent years, as highlighted in publishing of DfT guidance document ‘Inclusive Mobility’ (2021)²⁷. Bracknell Forest have also demonstrated a commitment to progressing equality and inclusion in the borough through the ‘All of Us’ Equality Scheme²⁸ (2022).

Everyone has the right to access the high-quality transport network. We are therefore committed to ensuring our transport network is accessible to the widest possible cross section of the population. To do this we will actively work towards building a public transport network which is friendly to all users, with particular focus on improving accessibility to those with disabilities, neurodivergence and mobility impairments. This will include the promotion of inclusive design in new infrastructure as well as accessibility upgrades whilst undertaking routine



maintenance. This includes the promotion of the following:

- ▶ provision of step free or ramped accesses in public spaces, with a specific focus on accessibility of transport interchanges (bus and rail) and bus stops
- ▶ ensuring the provision of rest stops and benches on key walking and cycling corridors to allow users to take breaks in their journeys
- ▶ reducing unnecessary street clutter in our public spaces to ensure they are as accessible as possible
- ▶ development of a clear and easy to understand signage and wayfinding network in the borough, that ensures our public spaces are easy to navigate for all and give both

²⁷ Department for Transport, Inclusive Mobility: A guide to Best Practice on Access to Pedestrian and Transport Infrastructure, 2022. Available online at: <https://assets.publishing.service.gov.uk/media/61d32bb7d3bf71f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf>

²⁸ Bracknell Forest Council, All of Us: Equality Scheme, 2022 – 2025. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2022-04/bracknell-forest-equality-scheme-2022-to-2025.pdf>

residents and visitors awareness of the full range of transportation modes available to them

- ▶ working towards improving public safety, and perceptions of safety, on our transport networks, to empower all people to feel comfortable travelling alone. This could include the provision of well-lit spaces which benefit from natural surveillance and / or active frontages, CCTV, clear routing and signage

Policy TP10: Supporting sustainable transport to education

Encouraging sustainable travel patterns to and from educational establishments is a key component of the draft LTP4 Strategy. We are committed to work closely with places of education in order to establish sustainable travel habits especially in young people, who will, by the end of the plan period, be adults. This aims to instil a sustainable way of thinking that can be passed on to future generations. To achieve this, we are committed to:

- ▶ continuing to promote campaign and services such as 'Eco Rewards', 'Love to Ride' and 'My Journey' to parents and pupils to help raise awareness of mode choice for travel
- ▶ investigating and implementing of school streets in the borough where possible, to create safe environments in the immediate vicinities of schools to enable safer environment

- ▶ encouraging sustainable travel especially to schools, and contributing towards children's learning about transport and environment making sustainable transport fun and engaging
- ▶ ensuring all places of educational within the borough have a travel plan which is routinely monitored to assess progress being made against targets
- ▶ ensuring all places of education have suitable secure and covered cycle / scooter parking available for use by pupils and staff
- ▶ ensuring all pupils are offered Bikeability cycle training and a cycle network map by year 6, to give them confidence to ride to school

Policy TP11: Delivering sustainable development

There have been many new homes built in Bracknell Forest in the time which has elapsed since the adoption of LTP3, and many more are planned for the borough. All of these developments place new demands on our infrastructure.

The council is committed to making sure suitable sustainable transport measures are in place within these developments and connecting all new development to existing networks. In additional, we will aim to secure high quality design. To do this, we will:

- ▶ ensure the design of new streets, walking and cycling provision are of the highest possible



quality, with design according with the latest national and local guidance – such as Manual for Streets²⁹, and Healthy Streets³⁰

- ▶ encourage high quality public realm (streets and community areas) which makes sustainable travel the natural and most easily accessible choice for local journeys
- ▶ provide comprehensive transport assessment guidance for developers, to be rigorously applied in the determination of development planning
- ▶ change our in approach for residential travel planning by charging developers a fee per dwelling to allow the council to market active and sustainable modes of travel to new residents before car-based habits can become entrenched
- ▶ ensure collaboration and strong alignment between spatial planning and transport planning to ensure sustainable transport links are considered at the earliest stages of development planning
- ▶ provide free taster tickets for bus travel, signposting information to sustainable travel options and personalised journey planning will all encourage residents to consider alternatives, supported by the 'My Journey' website

Policy TP12: Micromobility and shared mobility solutions

Micromobility solutions include hiring individual mobility solutions, such e-bikes or e-scooters. Trials of both have been taking place in various regions in England since 2021. Currently, there are no shared mobility schemes in Bracknell Forest. However, since this is a growing trend in the UK, we could take advantage of it to offer modern shared mobility solutions for the people of Bracknell. Through out the plan period we aim to:

- ▶ work with operators and the Department for Transport to investigate opportunities to implement shared or micromobility schemes in the borough, this could include e-bike hire or e-scooter trials or schemes
- ▶ provide a clear steer on matters relating to micromobility in design guidance and policy
- ▶ explore potential opportunities to provide smarter integrated ticketing solutions, using mobile phone technology to allow seamless, end-to-end, travel encompassing all modes. this would include a one stop shop for rail tickets, bus tickets, as well as car parking and taxi payments



²⁹ <https://www.gov.uk/government/publications/manual-for-streets>

³⁰ <https://www.healthystreets.com/>

Policy TP13: Mobility hubs

We want residents to have the ability to travel smoothly using different modes of transportation and mobility hubs can provide this. Mobility hubs or ‘transport hubs’ can be defined as a location where a variety of transport modes and community assets are collocated for seamless interchange. These facilities provide added benefit to communities and combined they make up an easy-to-use transport network.

These mobility hubs, or transport interchanges should:

- ▶ be accessible to those with limited mobility, such as disabled travellers, people with pushchairs, or those carrying luggage and provide seating
- ▶ feel safe
- ▶ cater to ‘first or last mile’ journeys (trips made to and from public transport services using other modes of transportation)

Implementing mobility hubs will offer a range of benefits to residents in Bracknell Forest, helping to support delivery across our objectives. Some of the primary benefits of mobility hubs are:

- ▶ improving the health and well-being of residents
- ▶ supporting an integrated public transport network
- ▶ improving the public realm
- ▶ increasing accessibility to shared services

Before considering the best location of mobility hubs within Bracknell Forest, a strategy should be developed in order to identify the key principles, criteria and typologies. Locations can then be identified using the planning process and stakeholder engagement.

Policy TP14: Optimising the road network

Under the Traffic Management Act (2004)³¹, the council has a duty to secure the efficient movement of all traffic on its highway network without unnecessary delays to any users, including pedestrians, cyclists and horse riders, as well as motorists and motor cycle riders.

Through-out the LTP3 period we delivered a high-quality road network for Bracknell Forest. In the plan period for LTP4, we want to capitalise upon this and ensure this road network is being used in the most efficient way possible for all users. In order to do this we will:

- ▶ use technology to efficiently manage traffic on the highway network. For example, by communicating live travel information and roadworks information through council media channels and variable message signage. In providing up-to-date information, we want to help road users make the best route choices and therefore maximise network efficiency, avoid unnecessary delays, congestion and emissions
- ▶ monitor congestion and traffic flow through dedicated CCTV systems and proactively respond to major incidents
- ▶ investigate the causes of regular congestion or disruption and explore any measures available to address them



³¹ Traffic Management Act (2004)

- ▶ co-ordinate the development of Intelligent transport systems by working with neighbouring boroughs to ensure any opportunities for cross-boundary working are explored
- ▶ co-ordinate street and road works as far in advance and as cost effectively as possible and challenge any unreasonable work durations to minimise disruption to residents and road users
- ▶ licence all activities on the highway network through the council's permit scheme. Monitor the number of street works licence and permit applications alongside the council's fees and charges to ensure that costs are adequately recovered
- ▶ monitor the safety and quality of street works and issue fixed penalty notices where conditions are breached reinvesting any income generated in the highway network management function

Policy TP15: Road safety

Improving road safety (which is defined as reducing the number of people killed and injured on the borough's roads) is a key element of the draft LTP Strategy, helping us to meet corporate and local objectives to protect the community and make Bracknell Forest a safer place to live.

Where evidence of safety issues or concerns emerge, the council will explore the opportunities available to address these, through engineering measures, marketing and promotion, and educational campaigns. This will include:

- ▶ making use of promotional schemes to educate the public on road safety matters
- ▶ developing an annual programme of local safety schemes targeted towards casualty reduction, by identifying locations in borough that have a pattern of recorded accidents and investigate the causes to inform decision making and prioritise engineering measures

- ▶ using road safety audit for all highway improvement schemes and monitor contractors who are working on the borough's roads to ensure compliance with safety regulations
- ▶ ensuring we consider all road users, including motor cyclists, in designing and developing road safety schemes

Policy TP16: Access to green space and Public Rights of Way

As is outlined in the Public Health England document 'Improving access to greenspace'³², there is now a substantial body of evidence which supports the value that greenspaces can add to our health and wellbeing, as well as to the wider environment.

Bracknell Forest benefits from numerous parks and plentiful areas of green space, including Lily Hill Park, South Hill Park, Peacock Meadows and Bucklers Park. These areas are perfect for walking, and cycling is permissible too³³. We aim to capitalise upon these assets in the plan period. We want to make our green spaces as accessible as possible. To do this we will:



32 Public Health England, Improving access to greenspace: A new review for 2020, 2020. Available online at: https://assets.publishing.service.gov.uk/media/5f202e0de90e071a5a924316/Improving_access_to_greenspace_2020_review.pdf

33 Bracknell forest Council, Cycling in Bracknell Forest Map, 2024. Available online at: <https://www.bracknell-forest.gov.uk/sites/default/files/2021-08/cycling-in-bracknell-forest-map.pdf>

- ▶ protect green spaces, and links to these green spaces as an amenity for the local community, the availability of which is a crucial component of healthy living
- ▶ encourage physical activity in our greenspaces through exploring the potential provision of public accessible gym equipment and play equipment for children, recreational facilities and high-quality walking and cycling provision
- ▶ management and maintenance are guided by Rights of Way Improvement Plans (RoWIPs), which prioritise the needs of walkers, cyclists, horse riders, vehicular users, and those with mobility issues
- ▶ ensure that the integrity of designated habitat sites is not harmed
- ▶ encourage local access to nature in line with Local Plan (2024) Policy LP46 – ‘Standards for Open Space and Public Value’

Policy TP17: Public realm and place making

It is important to us to create happy, healthy and vibrant places in which people want to spend time and in which communities can flourish in. To ensure this, our public spaces should contain amenities for the community to use. This will be achieved through:

- ▶ creating and applying high quality design guidance within the borough, which prioritises movement and access. This can be achieved through linkages with spatial planning teams and alignment with the Local Plan
- ▶ where needed, switch away from vehicle focused design to people focused design which allows continuous freedom of movement, in alignment with Manual for Streets 1³⁴ and 2³⁵
- ▶ work towards establishing strong place identities for our towns and villages, fostering a strong sense of community



34 Department for Transport and Ministry of Housing, Communities and Local Government, Manual for Streets, 2007. Available online at: <https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdfmanforstreets.pdf>

35 Department for Transport, Manual for Streets 2: Wider application of the principles, 2010. Available online at: <https://tsrgd.co.uk/pdf/mfs/mfs2.pdf>

Policy TP18: Rail

We want to ensure that travel by rail is accessible to everyone, and is a natural choice for long distance public transport trips originating or terminating in Bracknell Forest. The origins and destinations of journeys for which rail is used are often too far from the stations to comfortably walk, and this increases the need for easier and closer integration between rail and other modes. To do this we will:

- ▶ work closely with the train operating companies to improve station quality and amenities (such as toilets, ticket machines, sheltered seating), as well as improving the accessibility for all users and improving perceptions of personal safety at railway stations in the borough
- ▶ support train operating companies who will provide new or improved rolling stock and increased frequency trains on services which call at stations within the borough
- ▶ ensure that any timetable changes planned by train operating companies are not to the detriment of the borough's stations and rail users through consultation and dialogue with both operators and DfT
- ▶ support rail access to Heathrow proposals
- ▶ pursue opportunities with Wokingham

Borough Council to provide a bus service to Crowthorne station which will serve nearby developments in both Bracknell forest and Wokingham boroughs

- ▶ improve the integration rail travel with other modes through collaboration with bus operators, local taxi companies and shared mobility service providers, as well as regularly reviewing the provision of car and cycle parking at railway stations

Policy TP19: Taxi, community and demand responsive transport

The council takes an active role in defining standards for taxis and private hire vehicles and their drivers, and in ensuring that these standards are maintained. We also recognise the upcoming role that app-based ride hailing services are playing in personal mobility, and want to capitalise upon any potential opportunities this may have for transport in Bracknell Forest.

Our strategy for taxi travel, community-based travel and demand responsive travel in the plan period is as follows:

- ▶ advertise opportunities for targeted financial support to community transport schemes and award grants accordingly
- ▶ provide publicity and promotion of services via council platforms



- ▶ seek and pursue external funding opportunities where they arise and are feasible, for example through community rail improvement grants, major development contributions, or from specific government grants
- ▶ ensure that major new development provides convenient drop-off and pick-up infrastructure for community transport, and that stopping places are maintained where they are already in existence
- ▶ Require taxis and private hire vehicles to meet stringent annual testing criteria to ensure they remain safe, clean and efficient for residents and visitors to have confidence in using them require all hackney carriage vehicles to be 100 per cent wheelchair accessible
- ▶ support the transition towards sustainable fuel sources for taxi vehicles and private hire vehicles
- ▶ carry out random checks on vehicles and their mechanical condition
- ▶ continue regular dialogue with drivers, operators and industry partners
- ▶ consider the role that app-based hail and ride platforms can and will have in future, how they might fit changing travel habits, and how traditional taxi and private hire will compete and adapt

- ▶ continue to tackle engine idling by enforcement officers engaging and educating drivers on air quality impacts

Policy TP20: Movement of freight

Alongside its core strategic routes, Bracknell Forest has an extensive network of secondary and tertiary routes which generally act as distributor roads from the main highways to locations within the borough.

However, movement of freight by road, particularly where existing road networks are already well used, can create and increase congestion. In addition, they can have road safety implications, impact on the environment and quality of life of an area or community. This is particularly valid where HGV through-traffic uses unsuitable roads.

To minimise the negative impacts of freight within the borough whilst being mindful of the need to provide competitive and efficient place to do business, we will:

- ▶ investigate opportunities for freight consolidation, leading to more efficient last mile freight logistics reducing carbon emissions and promoting low-carbon delivery vehicles. This has the potential to reduce the number of vans circulating our residential areas completing deliveries



- ▶ seek to ensure that deliveries in town are timed and co-ordinated so as not to impact on the quality of pedestrian environments. Noting that this will require collaboration with businesses and their associated haulage firms
- ▶ provide greater enforcement of parking restrictions on all areas where they are in place. Particularly focussing on unsafe parking practices by delivery vehicles which can cause all other users to divert. For example, a parent with a pram having to enter the vehicle carriageway to pass an illegally parked delivery vehicle
- ▶ continue to promote preferred routes for freight movement with particular focus on network management for major construction projects. Making sure that sat-nav organisations and the department for transport have up-to-date information, and review signage throughout the borough (particularly at boundaries)
- ▶ ensure that the design and layout of new commercial development is appropriate and practical for the expected access needs of servicing, emergency and delivery vehicles.
- ▶ ensure that travel plans are in place on major development projects with freight considerations and mitigations to manage noise, times, routes, access and size of vehicles both during and after construction
- ▶ encourage more environmentally friendly freight, including the use of alternative fuels and low-emission vehicles by working with businesses and freight operators
- ▶ encourage the installation of charge points for electric cars and vans, making businesses aware of any potential electric vehicle funding opportunities as soon as they become available
- ▶ provide sustainable travel packs to businesses and require / encourage travel plans for businesses

Policy TP21: Digital as a mode

Bracknell Forest benefits from a good broadband network with the majority of properties having access to superfast broadband. This is a real opportunity which can be capitalised in the LTP4 plan period. We want to encourage efficient use of broadband to access goods, services, employment and education, as this will in turn save residents time which would otherwise be spent travelling to gain this access. To do this we are committed to:

- ▶ encouraging businesses in the borough, where possible, to allow their employees to benefit from flexible, hybrid or remote employment opportunities reducing the requirement for commuting during traditional peak travel periods
- ▶ supporting and encouraging the introduction



of 'remote working hubs' in rural and suburban areas. Through enabling connectivity and sustainable access these hubs which could be used by remote working residents in the vicinity, thereby also reducing the risk of isolation amongst remote workers and also strengthening notions of community

- ▶ promoting digital literacy to all residents, especially older people, to ensure that everyone can feel comfortable accessing goods and services online
- ▶ the consistent provision of high-quality computers and internet connectivity in local libraries and community facilities to ensure everyone who wishes to can access online goods and services

Policy TP22: Car, motor-cycle and cycle parking

Although many houses in Bracknell Forest are larger and more contemporary than some of the surrounding and more historic boroughs, many streets, properties, communities and businesses were not designed to cater for the number of vehicles that modern households own. Whilst in some circumstances, it is possible for property owners to add off-street parking, vehicles are increasingly being parked on street, causing concerns about access, and other wider social issues.

To effectively manage parking in Bracknell Forest, we will:

- ▶ ensure there is appropriate parking provision in all forms of new development and redevelopment, through application of the parking standards supplementary planning document
- ▶ require all new developments to provide charge points for electric vehicles in line with building regulation requirements and the council's parking standards
- ▶ ensure infrastructure is included in new developments to support travel by alternative modes (consistent with Local Plan Policy LP25) means, to manage the need for car parking and promote healthy, sustainable modes of travel
- ▶ allow some flexibility in parking standards,

including for new town centre masterplan developments, based on a robust evidence base being provided which demonstrates reduced reliance on private car

- ▶ establish a working group across departments to create a clear strategy in respect of town centre parking and to explore how and whether it can be used to support development within the town centre
- ▶ seek improvements to the quality, convenience and security of public car parks and public cycle parking facilities within high density residential developments (flats), town and village centres, rail and bus interchanges, schools, workplaces and leisure facilities
- ▶ ensure there is adequate, safe and accessible motor cycle parking in town and community centre locations, particularly where there is regular movement (such as home delivery services) that reduces the potential for conflict with footways, pedestrianised areas and cycle parking
- ▶ encourage the uptake of electric vehicles by providing dedicated bays in council car parks and promoting installation of home and work-place charge points through government funded initiatives
- ▶ support local centres (shops, services and, facilities) where possible by seeking improvements to car, motorcycle and cycle parking provision, and provision for taxis and delivery vehicles without adversely affecting the amenity of surrounding properties and the adjoining area
- ▶ support off-street parking schemes where practical, without an adverse impact on their surroundings, including the provision of dropped kerbs for driveway accesses and disabled parking bays
- ▶ seek implementation of on-street parking restrictions in existing and new development locations, where appropriate and seek to enhance parking enforcement, where funding allows, to address evidence-based road safety related parking issues, including carriageway/ verge / footway obstructions to movement or visibility

Policy alignment with objectives set out in the Council Plan

Policy	Engaged & active communities	Thriving & connected economy	Green & sustainable environment
TP1: Supporting decarbonisation			✓
TP2: Ultra low emissions vehicles (ULEVs) and electric vehicles (EVs)		✓	✓
TP3: Walking	✓	✓	✓
TP4: Cycling	✓	✓	✓
TP5: Buses	✓	✓	✓
TP6: Climate resilience		✓	✓
TP7: Protecting the local environment			✓
TP8: Creating a healthy setting	✓		✓
TP9: Accessibility, inclusion and diversity	✓	✓	
TP10: Supporting sustainable transport to education	✓	✓	
TP11: Delivering sustainable development		✓	✓
TP12: Micromobility and shared mobility solutions	✓	✓	✓
TP13: Mobility hubs	✓	✓	✓
TP14: Optimising the road network		✓	✓
TP15: Road safety	✓	✓	
TP16: Access to green space and Public Rights of Way	✓		✓
TP17: Public realm and place making	✓		
TP18: Rail	✓	✓	✓
TP19: Taxi, community and demand responsive transport	✓	✓	✓
TP20: Movement of freight	✓	✓	
TP21: Digital as a mode	✓	✓	✓
TP22: Car and cycle parking		✓	

Defining success

Implementation

The implementation of this strategy will require a partnership approach bringing together borough council functions and responsibilities along with town and parish councils, local residents and neighbourhood or interest groups.

Partnership working is key in effective implementation given the cross-cutting benefits, and implications of sustainable travel. Facilitating growth within Bracknell Forest, and the wider Thames Valley will require a sharper focus on the opportunities for travelling more sustainably and the need to co-ordinate infrastructure delivery.

Funding

Historically the council's overall integrated transport capital programme has been funded from the integrated transport direct grant from Government, borough capital and S106/CIL developer contributions towards transport related improvements. During LTP4, we hope to supplement this using our new residential travel plan approach, directing funding secured from new developments from the developer to the council to promote sustainable travel.

We will continue to bid to secure additional funds from central government, as and when initiatives are launched, towards more strategic schemes aimed at reducing carbon emissions and increasing transport network efficiency.

Monitoring

Monitoring progress will be an important part of ensuring the objectives of the strategy are being met. There are a range of publicly available data sources alongside that routinely collected by the council which will be used to provide a measure of our progress. This data is used to inform key indicators, annual progress reports, DfT returns, evidence in reports etc.

The annual travel in Bracknell (TiB) report is a yearly analysis of the changes in travel in and around the borough. Data is captured from a range of sources to inform on rail and bus use, cyclist and pedestrian movements, and traffic flow. By reporting on changes in rail, bus, cyclist, pedestrian and vehicle travel, the council can assess the progress being made towards delivering on the vision outlined in the Local Transport Plan.

Conclusion

Measuring the success of this LTP will be based on residents ability to change their travel habits and patterns to more sustainable ways, which we hope will change perceptions about green travel.

Without this change, all authorities such as Bracknell Forest, which have high car ownership, may be forced to adopt more restrictive measures in effort to reduce carbon emissions.



Our key interventions and actions

Our intervention plan identifies some of the actions proposed to deliver the objectives and policies of the plan. We have assigned a delivery period to each

intervention, and the majority of these are within the first five years of the plan, based on known funding and government administration arrangements.

Action Plan

Intervention/ action	Scheme overview	Delivery year	Policy alignment
Electric vehicles (residential)	Roll out of LEVI funded chargepoints across up to 1000 residential parking spaces across the borough	2025 – 2028	TP2, TP4, TP7, TP9, TP12, TP16, TP18
Electric vehicles (car parks, hubs and strategic sites)	Installation of fast and rapid chargepoints at key locations on the strategic and local road network, using council owned car parks and land, in partnership with a private sector partner (chargepoint operator)	2025 – 2028	TP2, TP4, TP7, TP9, TP12, TP16, TP18
Electric vehicles (businesses and new development)	Require all new properties to have chargepoints in line with council and building regs guidance Encourage businesses to install chargepoints for staff and fleets, ensuring they are aware of grant or collaborative opportunities with the council or other businesses	2025 – 2028	TP2, TP4, TP7, TP9, TP12, TP16, TP18
Bus service improvement plan measures	Building up the network – enhancing and developing services <ul style="list-style-type: none"> ▶ kickstart and boost funding to retain and develop supported and potentially commercial services ▶ investigate feasibility and trial demand responsive (DRT) service in partnership with neighbouring authorities and local partners / businesses ▶ review of supported services to look at whether there are better and / or simpler route opportunities ▶ secure new services using housing development contributions, S106, CIL, particularly at larger sites ▶ a new service with Wokingham Borough Council linking to Crowthorne railway station to provide more integrated travel in the Crowthorne area 	2025 – 2028	TP1, TP3, TP12, TP13, TP15, TP18, TP20, TP22
	Building efficiency - by tackling delays and pinch points <ul style="list-style-type: none"> ▶ look at redesigning junctions, tackling parking issues and other obstructions to improve efficiency of buses in the borough ▶ traffic signal priority at key junctions around the Borough for buses to improve journey times and efficiency 	2025 – 2028	TP15, TP20, TP21

Intervention/ action	Scheme overview	Delivery year	Policy alignment
Bus service improvement plan measures	<p>Building value – through easier ticketing and fares discounts</p> <ul style="list-style-type: none"> ▶ young persons discounted travel for up to 25 year olds, on all services in BF ▶ continue £2 fare (or simple low fare as long as practical) ▶ targeted free or discounted travel, e.g. free buses to town centre during Christmas period, or to encourage use of new or improved Sunday and evening services as new town centre and night economy continues to establish ▶ inter-operable ticketing, between operators and areas 	2025 – 2028	TP15, TP18, TP22
	<p>Building up confidence – by improved information and passenger infrastructure</p> <ul style="list-style-type: none"> ▶ comprehensive information on the My Journey portal (web and mobile) ▶ bus stop and shelter improvements, with better lighting, live info and interactive displays ▶ better advertising and marketing of services inc. targeted social media 	2025 – 2028	TP15, TP18, TP22
Demand responsive transit (DRT) implementation	A demand responsive bus service, bookable by app or phone, providing more flexible travel for residents, workers and visitors	2032 – 2037	TP12, TP21, TP22
Freight management	Review and improve signage and routing of freight along preferred routes	2025 – 2028	TP7, TP14, TP20, TP21
	Explore opportunities for consolidation sites to allow freight, parcels and post to be delivered in a more sustainable manner around the borough in 'last mile' solutions using electric vans, cargo bikes or other clean modes	2028 – 2032	TP1, TP2, TP7, TP8, TP13, TP21
Access, mobility and travel choice	Increase and build on our successful promotional campaigns to get more people walking and cycling, and aware of our networks, in partnership with bike shops, cycle training providers, The Lexicon, public health team, through Eco Rewards, Love to Ride using the My Journey platform	2025 – 2028	TP1, TP8, TP9, TP17, TP19, TP20
	Continue community engagement at summer events (with partners above)	2025 – 2028	TP1, TP8, TP9, TP17, TP19, TP20
	Run more Dr Bike community and workplace sessions, to encourage residents and workers to fix and use their bikes	2025 – 2028	TP1, TP13, TP17, TP20, TP22
	Continue and build on the successful 'Walks for Wellbeing' guided walks, and guided rides, complemented by more adult cycle training using Bikeability funding	2025 – 2028	TP1, TP5, TP8, TP9, TP17, TP19, TP20, TP22

Intervention/ action	Scheme overview	Delivery year	Policy alignment
Access, mobility and travel choice	Improve cycle parking around the borough, particularly in Bracknell town centre, with more secure, covered options supported by repair tools, tyre pumps	2025 – 2028	TP8, TP17, TP20
	Improve signage and wayfinding around the borough	2025 – 2028	TP6, TP8, TP17, TP19, TP22
	E-cycle hire, or E-scooter hire scheme (subject to legal / trials)	2028 – 2032	TP1, TP13, TP22
New and improved cycle routes (delivery of LCWIP)	Bid for ATE funds to deliver cycle network improvements (possibly elements identified in LCWIP depending on scale and intention of funding)	2025 – 2028	TP1, TP3, TP4
	Explore potential for new greenways, and opportunities to improve and upgrade public rights of way	2025 – 2028	TP8, TP16
Safer routes to schools	Continue to investigate and provide measures to improve the safety and attractiveness of routes to school	2025 – 2028	TP14, TP17, TP18, TP19
School streets	Investigate the potential for ‘School Streets’ where streets outside schools are restricted to traffic at the start and end of the day, for safety, traffic reduction and an improved environment	2025 – 2028	TP8, TP14, TP17, TP18, TP19
Bikeability and education work with schools	Increase number of children undertaking all levels of cycle training, from Learn to ride, through Levels 1, 2 and 3	2025 – 2028	TP1, TP8, TP16, TP17, TP18, TP20, TP22,
	Ensure all children who undertake Bikeability are aware of the cycle network and provided with a map to explore	2025 – 2028	TP1, TP17, TP18, TP20, TP22
Car clubs and mobility hubs	Support, encourage and require (where appropriate) car clubs at new development sites, particularly town centre locations to reduce the need to own a car	2025 – 2028	TP1, TP8, TP9, TP13, TP21
	Investigate and pursue opportunities for ‘mobility hubs’ on council or partner owned land, with EV charging, car clubs, cycle hire, cycle parking, parcel collection points, bus waiting and community spaces	2025 – 2028	TP1, TP2, TP8, TP9, TP11, TP13, TP21
Speed management scheme development - subject to annual review	Identification of areas where speed is an issue and delivery of mitigation schemes to reduce risks	2025 – 2028	TP6, TP8, TP14, TP17, TP20, TP21
Local safety schemes - subject to annual review	Localised improvements where highway safety is an issue	2025 – 2028	TP14, TP15
Intelligent Transport	Ensuring our assets are up to date and operational	2025 – 2028	TP6, TP14, TP15

Intervention/ action	Scheme overview	Delivery year	Policy alignment
Systems improvements	Bidding for, and using grants such as the green light fund and TSOG to upgrade major junctions around the borough to the latest smart technology, further increasing traffic efficiency on the network, whilst prioritising buses and sustainable modes	2025 – 2028	TP5, TP14, TP15
Highway capacity and roadspace allocation subject to future sustainable transport improvements	Improvements to the highway where congestion and delay occur	2032 – 2037	TP5, TP14
	Biodiversity net gain (BNG) and sustainable urban drainage systems (SUDS) in new developments and in highway engineering schemes	2025 – 2028	TP6, TP11, TP14
	Road redesigns to benefit residents, buses, bicycles, pedestrians, and overall access, in consultation with local people	2032 – 2037	TP1, TP3, TP4, TP5, TP11
Adopt and promote our new residential travel plan	Ensure developers are aware of and encouraged to sign up to the Council's Travel Planning offer, whereby responsibility for delivering travel initiatives is taken on by the council, in part through the My Journey platform. This will ensure benefits are achieved at scale, targeted and delivered appropriately	2025 – 2028	TP1, TP3, TP4, TP7, TP11
	Ensure new developments are designed with people and sustainable access in mind as a first priority, using the latest design guidance on walking and cycling infrastructure	2025 – 2028	TP1, TP3, TP4, TP11, TP20



