Travel in Bracknell Report 2023



Bracknell Forest Council

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1. Introduction

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

No reports were published in 2020, 2021 and 2022 due to the Covid-19 pandemic, and the effect it had on transport and travel patterns within the Borough and nationally. As such, and with retrospect from what we may consider to be a new *relative* 'normality', this report considers and makes reference to the changes to travel seen during the full 2019 – 2022 period.

The Local Transport Plan

Previous TiB reports were made in reference to the first (2001-2006) and second (2006-2011) Local Transport Plans (LTP). This report will focus on the third such plan, LTP3 2011-2026.

The latest LTP focuses on a number of objectives, with specific policies to support them.

LTP3 Local Objectives

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

By reporting on changes in rail, bus, cyclist, pedestrian and vehicle travel, the Council can assess the progress they are making towards delivering on the vision outlined in the LTP:

"To develop a sustainable transport system that supports the local economy, provides choice, and improves quality of life in a safe and healthy environment"

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

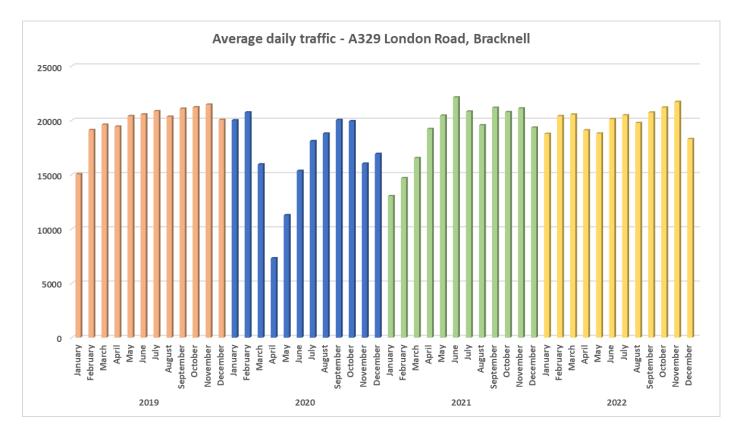
2. Impacts of the Covid-19 pandemic

The Covid-19 pandemic had a dramatic effect on transport and travel in Bracknell Forest.

Traffic levels dropped by over 70% on some of the Borough's roads when compared with the same period in 2019. The number of passengers on buses and trains fell by 90% and 95% respectively, whilst levels of walking and cycling were seen to increase, presumably as people took advantage of their opportunity for socially-distanced exercise and the reduced traffic levels on the roads.

There were some positive short-term implications, as low traffic levels resulted in reduced noise and air pollution and provided an opportunity for highway works to be carried out with far less disruption than would typically be the case. However, such works were limited in scale and capacity by the restrictions on movement and social distancing measures, and the safety of workers remained of paramount importance.

From the early days of the pandemic (March – April 2020) when the toughest restrictions came into force, travel steadily picked up, albeit with further, less pronounced drops as the virus re-gathered pace toward the end of 2020 and into 2021 and restrictions were re-imposed. The graph below shows the impacts on traffic on the A329 London Road, a typically representative Bracknell road, from 2019 through to the end of 2022.



Whilst travel habits, and indeed lifestyle and working habits continue to evolve, the longer-term impacts and effects are now becoming clearer, alongside a changing national policy backdrop which is focussing more on climate change, alternative fuels and future mobility systems.

The report will consider these changes using data from local and national count surveys and passenger usage data.

3. Road Traffic

This section of the report is focused on all private road vehicles. This can effectively be summarised as:

- Cars
- Vans
- Light Goods Vehicles
- Heavy Goods Vehicles
- Buses
- Coaches
- Motorcycles

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

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

Major capacity schemes on the A322, A329 and A3095 corridors and junctions have contributed to improvements in journey times made over recent years and a reduction in traffic congestion in Bracknell Forest. Moving forward, the Council will continue to work towards a better, more efficient road network for the borough.

We will consider traffic data obtained by the Department for Transport (DfT) at a national level, and by Bracknell Forest's own network of automatic traffic counters at a local level.



DfT Statistics

The DfT makes annual (and quarterly) estimates of traffic volumes at national, regional and local level.

From 2007 to 2013, traffic levels in Bracknell Forest reduced every year, then steadily rose until 2020.

This pattern is similar to that of the wider South East, although traffic increased more notably in Bracknell Forest in 2018 and 2019, which may be attributable to the opening of the redeveloped town centre, improvements to the strategic highway network, smart motorway works to the M3 / M4 and the level of new building development taking place at the time.

The figures are produced using local observations and estimates on selected roads and are the latest available.

	2001	2002	2003	2004	2005	2006	2007	2008	2009
South East	82522	83765	83532	83909	83364	83824	84192	82785	81535
% change	-	1.51%	-0.28%	0.45%	-0.65%	0.55%	0.44%	-1.67%	-1.51%
Bracknell Forest	717	728	726	723	720	716	720	708	698
% change	-	1.53%	-0.27%	-0.41%	-0.41%	-0.56%	0.56%	-1.67%	-1.41%

Figure 1: DfT Road Traffic Statistics 2001 – 2022, million vehicle kilometres per annum

	2010	2011	2012	2013	2014	2015	2016	2017	2018
South East	80598	81186	81262	81232	83537	85842	87362	87894	87690
% change	-1.15%	0.73%	0.09%	-0.04%	2.84%	2.76%	1.77%	0.61%	-0.23%
Bracknell Forest	687	683	683	673	690	703	707	709	730
% change	-1.58%	-0.58%	0.00%	-1.46%	2.53%	1.88%	0.57%	0.28%	2.96%

	2019	2020	2021	2022
South East	88333	68266	75487	83075
% change	0.73%	-22.72%	10.58%	10.05%
Bracknell Forest	744	568	621	692
% change	1.92%	-23.66%	9.33%	11.43%

(Table TRA8904)

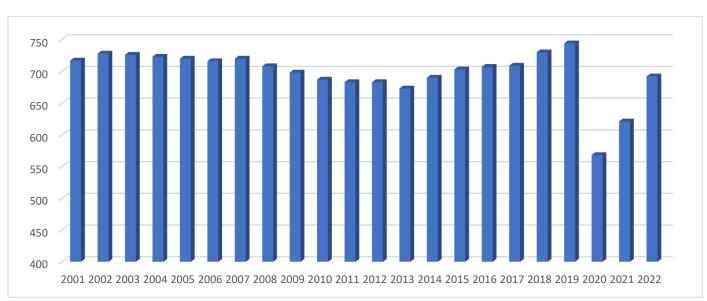


Figure 2: DfT Road Traffic Statistics 2001 – 2022, million vehicle kilometres per annum – Bracknell Forest

Note: the graph uses a baseline of 400 million vehicle kilometres to better illustrate the data trends

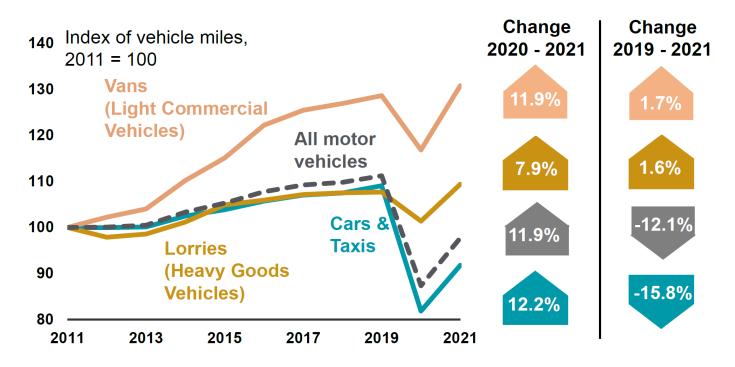
2020 saw overall traffic levels drop by 23.6% in Bracknell Forest, followed by and increase of 9.3% in 2021 (a year which was still affected by restrictions on movement) and 11.4% in 2022.

The types of vehicles on our roads are also changing, with car traffic growing at a slower rate than goods vehicles, in particular Light Goods Vehicles (LGVs) – this is essentially vans and smaller trucks.

Figure 3 is a snapshot produced by the DfT which shows the national trend since 2011 for all types of vehicles, with a significant increase in LGVs clearly visible.

This is down to the popularity of online shopping and home deliveries that we have witnessed in the last 10 or so years – a trend which is continuing to grow.

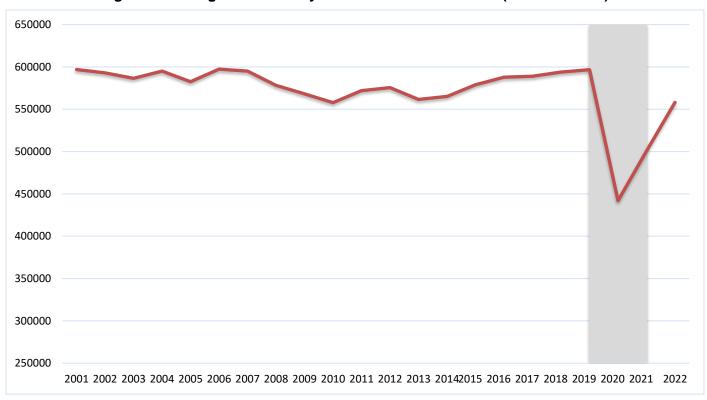
Figure 3: Vehicle miles travelled by selected vehicle types in Great Britain, 2011 - 2021





Traffic monitoring in Bracknell Forest

The Council has around 50 permanent traffic monitoring sites around the Borough, on a mix of road types, which provide hourly data every day of the year. Some of these sites have been gathering data since the 1980s, although for consistent reporting we tend to focus on 2001 onwards. Figure 4 below shows the annual average traffic level, using data from all sites which have been in place since 2001. This includes all traffic – from motorcycles through to HGVs.





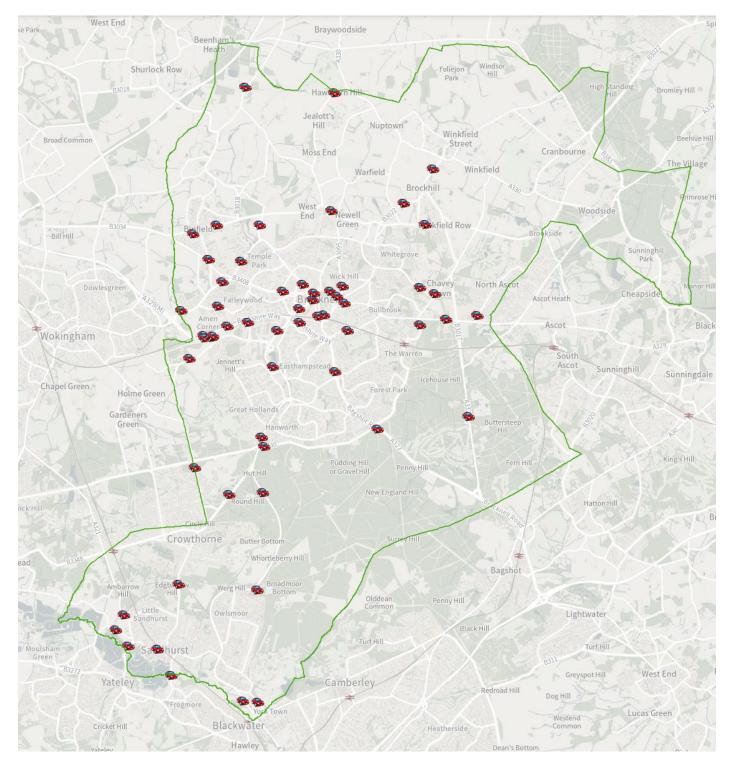
Note: the graph uses a baseline of 250000 to better illustrate the data trends

The grey area on this and the following graphs shows where the Covid-19 pandemic had an effect on traffic and travel

Our figures suggest Bracknell Forest's traffic actually peaked in 2006-07, followed by a drop and fluctuations associated with socio-economic factors (in particular the 2008 recession), and a steady climb to a high in 2019 before the clear impact of the Covid-19 pandemic. This is fairly reflective of the national picture, although DfT data suggests traffic in Bracknell Forest, and across England reached an all-time peak in 2019.



Traffic counter locations



Traffic counters are located on a mix of A, B and 'C' or more minor roads, providing a good snapshot of how traffic is using the network across all road types. This data also helps inform the network management team, particularly when broken down into hourly total flows, on decisions such as when to allow road works to take place, or how a major event or road closure might impact the network and diversion routes.

The data can also be considered in modelling the impacts of more major strategic decisions, such as the construction of a new housing estate or business park.

The busiest road through the Borough is the A322 / A329 corridor which links the M4 with the M3, handling up to 60,000 vehicles a day.

Figure 5: Bracknell Forest Automatic Traffic Counter 2022 average annual daily flow

Location	AADT (7-day) both directions
A329 London Road between Bracknell and Ascot	20259
A329 Berkshire Way	55253
Vigar Way	18614
Cain Road	2858
B3408 Wokingham Road	15465
A3095 Warfield Road	9991
B3018 Binfield Road (South)	6292
B3408 London Road	13674
B3340 New Forest Ride	12672
B3408 London Road	18831
A3095 Forest Road	8820
A3095 Maidenhead Road	7547
A322 Bagshot Road - nr Sports Centre	48092
A3095 Crowthorne Bypass	16329
B3022 Bracknell Road	5414
A329 Skimped Hill Lane	16147
A329 East of Met Office roundabout	18892
A3095 Mill Lane (Wildridings roundabout)	28500
Long Hill Road	5809
B3034 Forest Road	5364
Swan Lane	7332
A321 High Street	10723
A322 Bagshot Road - South of B3430	45882
Temple Way	8983
Harvest Ride	6627
A321 Marshall Road	23663
Laundry Lane	11878
Yateley Road	9048
A321 Wokingham Road	10871
Crowthorne Road	10189
Magdalene Road	2348
Old Wokingham Road	8875
A3095 Crowthorne Road	25476
B3430 Nine Mile Road	13029
A332 Swinley Road	15386
Peacock Lane	13406
Doncastle Road	4875
A3095 Mill Lane (between Ellesfield Ave and Twin Bridges)	21099
A3095 Mill Lane (between Ellesheid Ave and Twill Bridges) A322 Downshire Way	36961
Market Street, Bracknell town centre	7900
Station Way, Bracknell town centre	3494
	9437
High Street, Bracknell town centre Broad Lane	7113
Fernbank Road	6637
B3022 Bracknell Road	4848
B3018 Binfield Road	6985
Terrace Road South	8376
B3034 Forest Road	5703
B3348 Bracknell Road	11037

Traffic on some roads is now at or above 2019 levels, but we are seeing differences in how that traffic is spread throughout the day, for example with lower morning and evening peaks, but higher traffic levels during the middle of the day. Figure 6 shows this pattern on the A329 London Road, between Bracknell and Ascot, compared to 2011 at the start of the plan period.

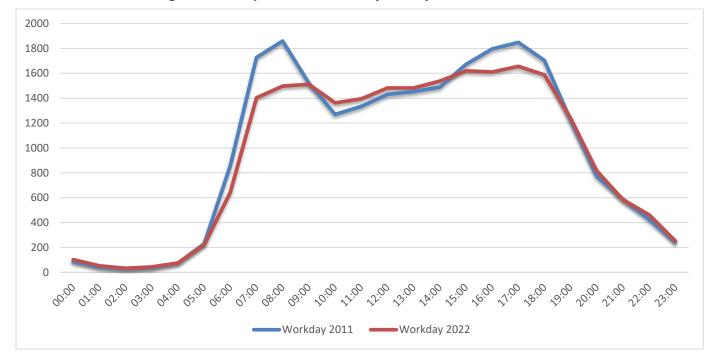
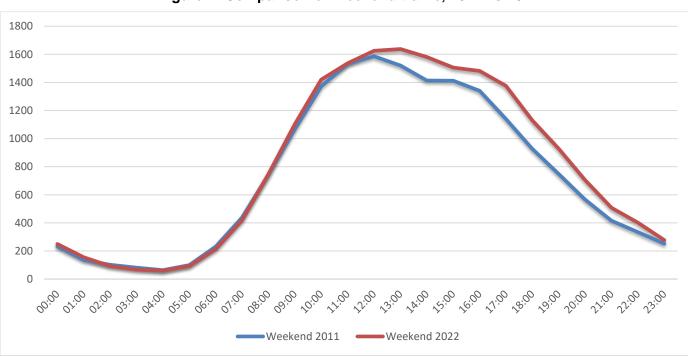


Figure 6: Comparison of Monday-Friday traffic, 2011 vs 2022

We are also seeing weekend traffic volumes on some roads up to 15% higher than recorded pre-pandemic. This is likely down to people commuting less, working more flexible hours and travelling more for leisure purposes than was the case pre-pandemic. Figure 7 shows this pattern on the A329 London Road between Bracknell and Ascot





Key considerations and challenges:

- Some roads are now back to pre-pandemic daily volumes
- However, peaks are lower and more spread, with more traffic during the inter-peak period
- Car traffic is lower than pre-pandemic, however goods vehicle traffic has increased to fill the void
- Weekend traffic volumes are higher on some roads than pre-pandemic

Detailed annual count data for each traffic counter site can be found in Appendix A

Buses

For consistency and accuracy, we use bus patronage statistics issued by the Department for Transport, which also allows comparisons to be drawn at a regional and national level (see Figure 10). This data is only available back to 2009, from which time patronage has fluctuated in Bracknell Forest, reaching a peak in 2014/15. The pandemic had a drastic effect on passenger numbers, however these are again on the increase, assisted by short term government initiatives such as the £2 fare cap.

Whilst the Borough's fairly small size and proximity to other conurbations lends itself to ease of travel by bus, patronage numbers are fairly low when compared to the regional and national average, as Figure 10 shows. This is likely explained by the relative affluence of the Borough, and the design of the highway network which facilitates other modes such as car, walking and cycling. Nevertheless, efforts have been made throughout the LTP3 period to encourage and facilitate bus use, through a refurbished central bus station, real-time information, simpler ticketing options and newer, cleaner vehicles.

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Passengers	2,100,000	2,100,000	1,900,000	1,700,000	1,900,000	2,300,000
2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
2,100,000	1,900,000	1,800,000	1,800,000	1,900,000	600,000	1,000,000

Figure 8: Bus passenger numbers in Bracknell Forest – DfT estimates 2009 – 2022



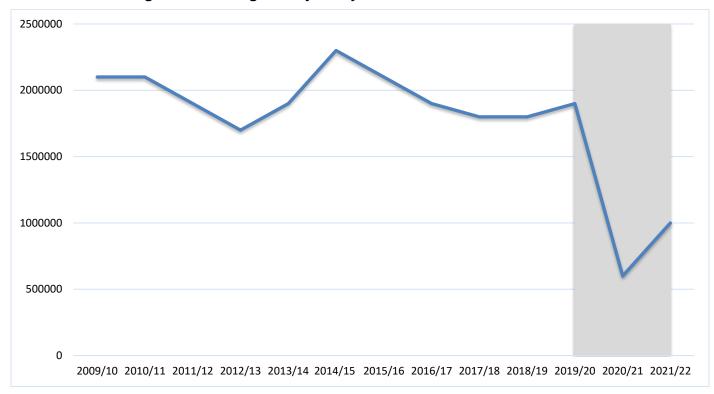


Figure 9: Passenger bus journeys in Bracknell Forest 2009 – 2022

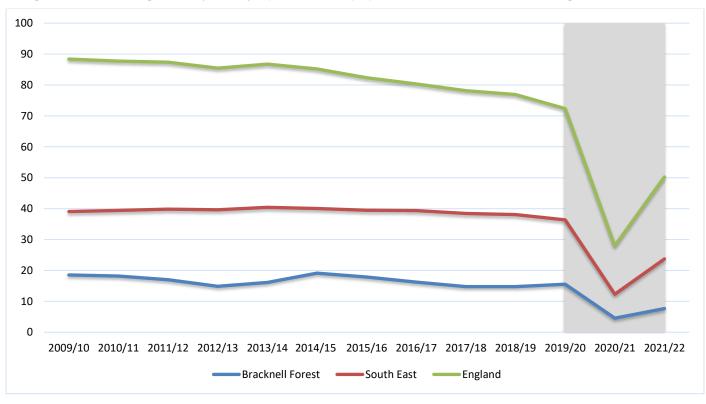


Figure 10: Passenger bus journeys per head of population, BF, South-East, England 2009 – 2022

Our local statistics suggest that bus passenger numbers are now around 82% of levels in the same period in 2019, although some services have been rationalised in order to keep them commercially viable for the operators.

Key considerations and challenges

- Increasing operational costs and a decline in patronage post-Covid have meant many bus services are struggling for viability and require increasing subsidy
- Areas away from the town centre are becoming increasingly difficult to serve
- Smart phone apps with vehicle tracking and discounted tickets can attract new bus users but could equally leave residents without access to technology behind
- Demand Responsive Transport (DRT) could be a possible alternative but there is a lack of local/appropriate case studies



<u>Rail</u>

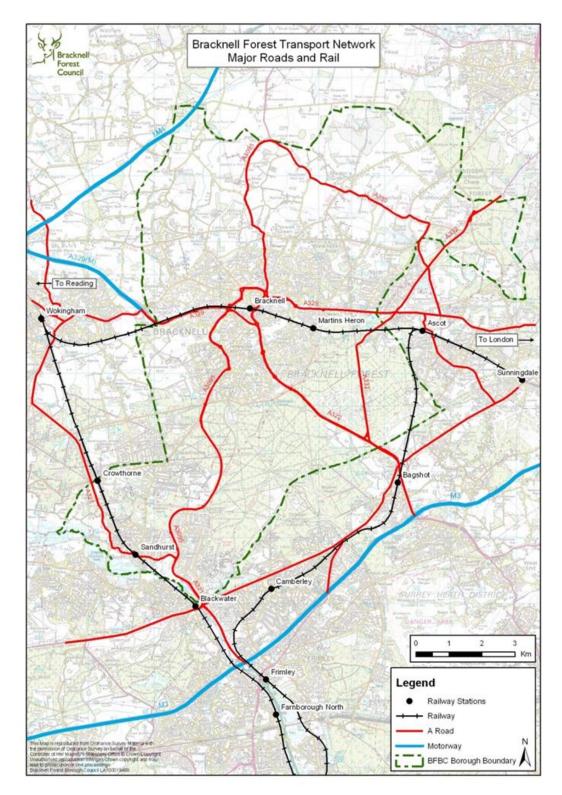
There are two main rail lines which run through Bracknell Forest, and four stations.

Reading to London Waterloo line, operated by South Western Railway and serving:

- Bracknell Station
- Martins Heron Station

Reading to Guildford and Gatwick Airport line, operated by First Great Western and serving:

- Crowthorne Station
- Sandhurst Station



Rail passenger data is available from the Office of Rail and Road and covers back to 2004. Station entries and exits at Bracknell Forest's four stations (Bracknell, Crowthorne, Martins Heron and Sandhurst) had been at a fairly consistent high between 2015 and 2019, reflecting a similar picture of steadily increasing train use from the 1990s at a national level.

Again, the Covid-19 pandemic severely hit rail passenger numbers, and whilst numbers have bounced back, they are not at the levels seen on weekday services pre-2020.

However, in a similar pattern to road traffic, whilst peak time travel has remained subdued, the operators have reported an increase in weekend passenger numbers, in some cases exceeding those ever seen before.

This has been presumed as a result of people getting out to enjoy weekend activities, particularly in London, after a period of being isolated, however should the trend continue timetabling may have to be amended to address the change in people's travel habits. Measures such as congestion charging and an expanded low-emission zone in London may be acutely further influencing increased rail travel towards the capital for leisure purposes.

Figure 11: Station Entries and Exits 2004 – 2022 (Office of Road and Rail)

	2004/2005	2005/2006	2006/2007	2007/2008	2008/2009	2009/2010
Bracknell	1,684,705	1,735,335	1,837,642	1,978,831	1,971,718	1,850,372
Crowthorne	251,229	252,520	270,856	274,800	269,158	268,166
Martins Heron	523,356	529,091	564,743	548,409	519,288	508,856
Sandhurst	121,338	116,236	117,924	124,697	140,434	132,658
Total	2,580,628	2,633,182	2,791,165	2,926,737	2,900,598	2,760,052

2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018
1,976,868	1,998,604	2,050,564	2,207,932	2,315,218	2,386,098	2,354,570	2,311,474
269,414	281,232	292,840	296,692	303,816	312,430	301,880	310,436
512,940	521,412	538,238	561,760	584,142	588,416	586,230	567,372
128,254	142,218	148,160	155,198	155,342	156,218	155,948	152,402
2,887,476	2,943,466	3,029,802	3,221,582	3,358,518	3,443,162	3,398,628	3,341,684

2018/2019	2019/2020	2020/2021	2021/2022	% change 21/22
2,328,350	2,179,272	469,584	1,190,856	60.6%
298,916	277,328	61,142	151,174	59.6%
554,178	510,588	122,026	302,110	59.6%
150,804	152,200	38,252	103,950	63.2%
3,332,248	3,119,388	691,004	1,748,090	60.5%

Overall, passenger numbers increased 60.5% across the four Bracknell Forest stations between 2020/21 and 2021/22, as demand recovered following the pandemic.

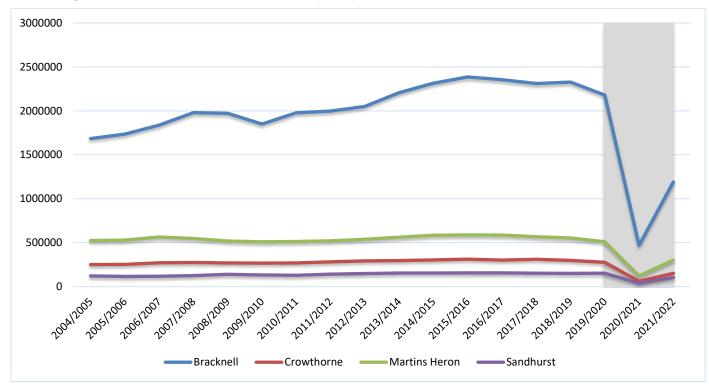


Figure 12: Station entries and exists (ORR) – Bracknell Forest rail stations, 2004 - 2022

More detailed station-specific graphs can be found in Appendix B.

Whilst the Council has limited influence and control over the railways, which are managed by Network Rail, and operated by South Western Railway and Great Western Railway, there have still been successes through partnership working, with the improvement of Bracknell station forecourt, and platform lengthening to allow 10-car trains on the Waterloo to Reading line among the achievements during the LTP3 period.



Cycling

The Council has carried out annual surveys of walking and cycling at 20 fixed locations around the Borough since 2001. Surveys are undertaken using cameras between 7am and 7pm at key junctions or routes on the cycle network, over 3 consecutive days (Tues – Thursday) in the last week of April.

Whilst these surveys only provide a 'snapshot', they are co-ordinated to be on neutral weekdays in the first week of May for as much consistency and reliability as possible. The survey locations and full data can be found in Appendix C.

Figure 13 below shows cycling levels over the last 22 years – these are total cyclist numbers across the 20 count sites. Four new count sites were added in 2007, which are included in a darker shade.

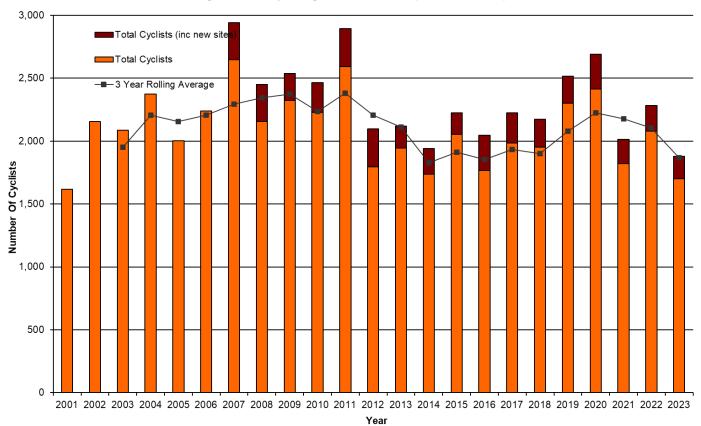


Figure 13: Cycling, 2001 – 2023 (20 locations)

2020 saw one of the highest levels of cycling recorded over the 20-year survey period, with over 2500 cyclists passing the monitoring points in a day.

However, levels have fallen back since 2020, with 2023's figure being one of the lowest counts since 2001. **Numbers decreased between 2022 and 2023 by 17.7%.** The weather may be partly attributable, as it was cloudy on all 3 survey days, with rain on one of them preceded by a rainy weekend. The Department for Transport's own Cycling Index suggests a similar pattern at a national level of a peak in 2020 followed by a steady decline (Figure 14), which provides some reassurance that this may not be an issue isolated to Bracknell, although it remains a concern.

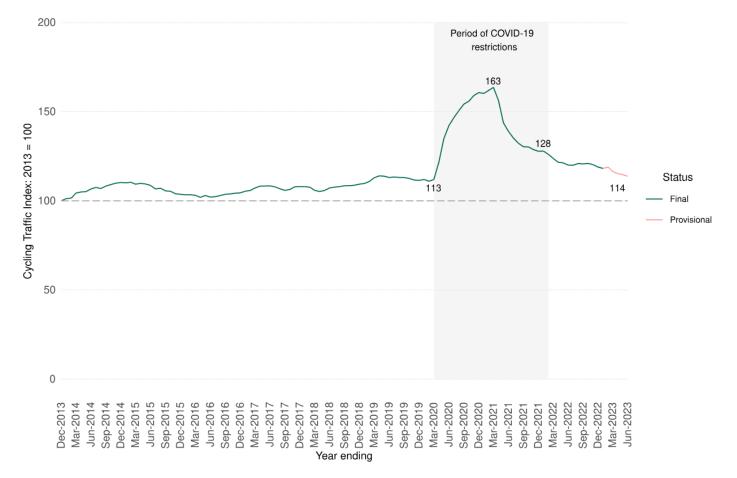


Figure 14: DfT Cycling Index – Cycling traffic levels in England to June 2023

Further DfT analysis at Bracknell Forest level shows a similar pattern to 2022, but 2023 figures are not yet available at the time of writing. It will be interesting to see how the DfT's 2023 figure aligns with our own.

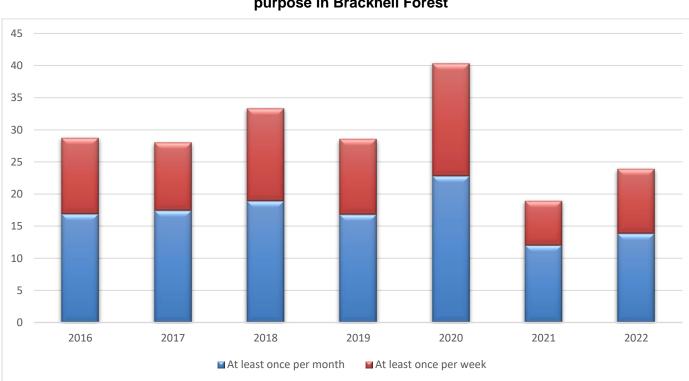


Figure 15: DfT Proportion (%) of adults cycling at least once a month / at least once a week for any purpose in Bracknell Forest

Our work to promote the Borough's excellent cycling network continues as ever, with high quality new infrastructure built in a number of major new developments (as pictured below), whilst the Council's Local Cycling and Walking Infrastructure Plan will aim to identify areas of the network that can be improved.

We are looking to introduce permanent cycle and pedestrian counters at four key points on the cycle network in 2024 which will provide more reliable data to supplement the annual 20-loctaion survey.

Key considerations and challenges:

- Despite a well-developed network of cycleways, levels of cycling in BFC are still lower than regional and national averages
- Key barriers appear to be concerns about the speed and volume of vehicular traffic, vegetation and debris on paths
- Adoption of the new BFC residential travel plan will allow us to engage with new residents and establish help establish more sustainable travel patterns at an early stage



<u>Walking</u>

The Council's annual surveys count pedestrians at the same locations as cyclists. Conversely, despite a general upward trend until 2019, walking levels were seen to drop in 2020, then rebounded to an all-time high in 2022 and 2023.

Figure 16 below shows walking levels over the last 22 years – these are total pedestrian numbers across the 20 count sites. Four new count sites were added in 2007, which are included in a darker shade.

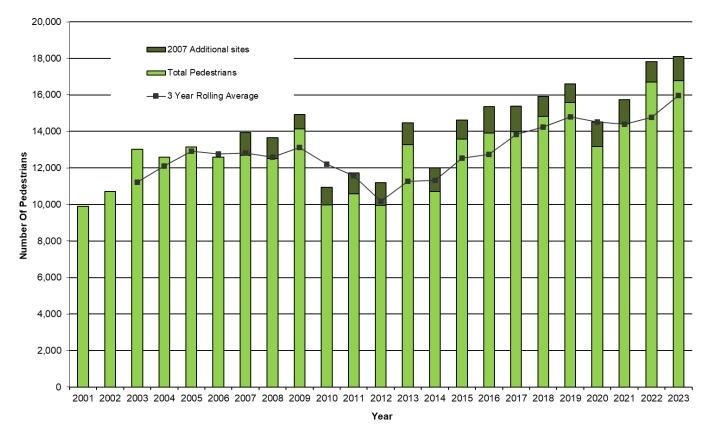


Figure 16: Walking, 2001 – 2022 (20 locations)

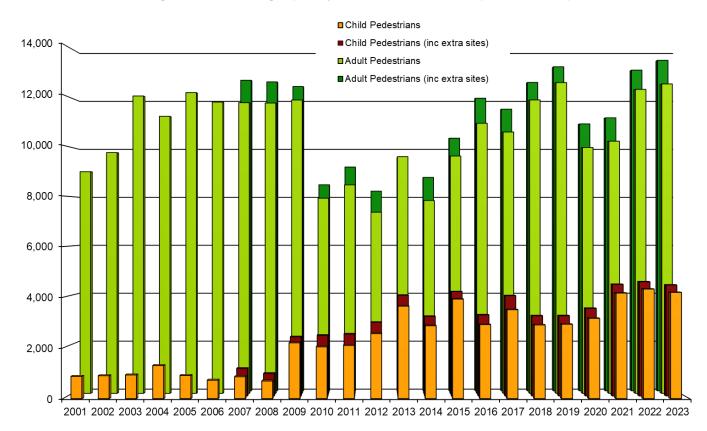
Our pedestrian surveys consider both adults and children, allowing us to consider whether policies encouraging children to walk to school are working alongside walking habits in the adult population.

As Figure 17 shows, the increase in 2022 and 2023 has mainly been driven by adults walking, whilst in 2023 the number of children recorded dropped slightly. This is not a cause for particular concern, as numbers remain high over the full monitoring period, but will be a consideration in forming plans, policies and initiatives that continue to encourage children to walk (or cycle) to school.

Total pedestrian numbers increased by 2% between 2022 and 2023.

Total adult pedestrians increased by 3% whilst child pedestrians fell by 3% (figures are relative).

Figure 17: Walking, split by adults and children (20 locations)



The DfT's analysis of walking participation (amongst adults only) to 2022 shows walking increased in 2020 which may have been more in line with our expectations, and reflective of cycling levels, with a slight drop in 2021 and 2022.

This again is not too concerning, and our own figures are particularly encouraging, however it will be interesting to see how the DfT's 2023 figure aligns with our own.

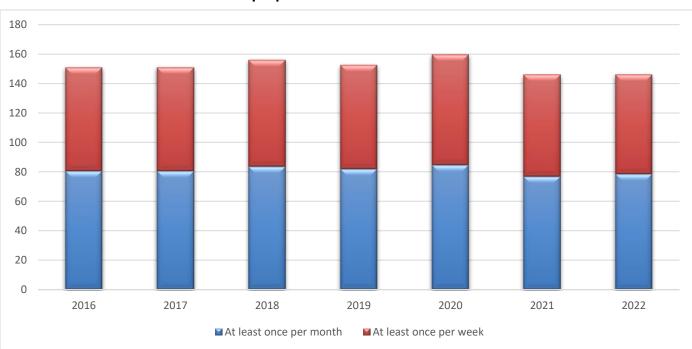


Figure 18: DfT Proportion (%) of adults walking at least once a month / at least once a week for any purpose in Bracknell Forest

The Council continues to invest in and encourage walking, particularly for short trips, through new footways and improvements, crossings and lighting, and interactive initiatives such as Eco-rewards.



Key considerations and challenges:

- Although Bracknell Forest has an extensive network of walkways and underpasses, some users are concerned for their personal safety
- Narrow or absent footways, difficulty crossing busy roads and poor surface quality are also issues
- As many of the key walking routes are currently shared paths with cyclists, if we are successful in improving cycling levels it could be to the detriment of walking

APPENDIX A: Road Traffic

For the purposes of this report, 45 counters are used to provide a consistent Annual Average Daily Traffic (AADT) figure, as since 2010;

- Five sites have been decommissioned and removed permanently;
- Ten new sites have been added (4 in 2011, 6 in 2015);
- Two were decommissioned in 2015 to make way for town centre regeneration works on Millennium Way, but these were replaced in June 2017, along with an additional site on Bull Lane.

The report only considers the 45 counters which have been in place providing data since 2001.

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

Where insufficient data are available, the figure is patched with data from the previous year. This is indicated in the full table of results (*Appendix E*) with a green highlight.

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

•	Central Bracknell – overall traffic change 2021 – 2022:	+21.1%
•	Outer Bracknell – overall traffic change 2021 – 2022:	+9.4%
•	Sandhurst & Crowthorne – overall traffic change 2021 – 2022:	+8.8%
•	Northern & Rural Parishes – overall traffic change 2021 – 2022:	+8.9%

Across all sites monitored, traffic in Bracknell Forest increased by 11.5% between 2021 and 2022, roughly in line with the change seen nationally in DfT figures (11.43%)

| DAILY TRAFFIC FLOW - ALL S

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Number Location 3 A329 London Road		

 | 2001 AADT
21,144

 | | 2003 AADT 2
 | 2004 AADT 2
22,260 | 2005 AADT 2
21,704 | 2006 AADT
21,933 | 2007 AADT 2 | 008 AADT
22,367
 | 2009 AADT
21,432 | | 2011 AADT 2
 | 2012 AADT
21,919 | 2013 AADT | 2014 AADT 2
21,909 | 2015 AADT
21,991
 | 2016 AADT 2 | 017 AADT 2 | 2018 AADT 2 | 2019 AADT 2
19,937
 | 2020 AADT | 2021 AADT 2 | 2022 AADT
20,259 | Growth
% 0
01 - 22
-17.3% | | Growth % Growth %
17 - 22 21 - 22
-2.2% 6.19 |
 |
| 10 A329 Berkshire Way Eastbound
11 A329 Berkshire Way Westbound

 |

 | |
 | | | - 1,000 | |
 | | | 25,799
 | 26,185 | 25,539 | 26,458
27,037 | 27,988
 | 28,925 | 29,050
29,162 | 29,050 | 29,602
29,333
 | 22,053 | 24,920 | 27,606 | -20.1%
 | #DIV/0!
5.6% | -5.0% 10.8° |
 |
| 12 Vigar Way Northbound
13 Vigar Way Southbound

 |

 | |
 | | | | |
 | | | 6,304
5,738
 | 8,109
5,738 | 9,384
8,973 | 10,181 | 10,739
 | 10,951 | 11,602
9,702 | 11,332
9,278 | 11,214
8,598
 | 8,388
6,482 | 9,478
7,325 | 10,500 | -20.1%
 | 29.5%
41.4% | -9.5% 10.8° |
 |
| 14 Cain Road
15 B3408 Wokingham Road

 |

 | |
 | | | | |
 | | |
 | | Giord | 0,001 | 5,228
16,596
 | 5,382
16,073 | 5,021
15,893 | 4,909 | 5,593
16,390
 | 3,110
12,059 | 2,865 | 2,858
15,465 | 8.8%
 | #DIV/0!
#DIV/0! | -43.1% -0.2°
-2.7% 10.8° |
 |
| 16 A3095 Warfield Road
17 B3018 Binfield Road (South)

 |

 | |
 | | | | |
 | | |
 | | | - | 9,705
7,486
 | 10,083 | 10,117 | 10,351 | 10,697
 | 8,002
5,026 | 9,042
5,679 | 9,991
6,292 | -19.9%
 | #DIV/0!
#DIV/0! | -1.2% 10.5° |
 |
| 18 B3408 London Road
19 B3340 New Forest Ride

 |

 | |
 | | | | |
 | | |
 | | | | 13,004
 | 13,264 | 13,136 | 13,501 | 13,061
 | 10,323 | 12,207 | 13,674 |
-24.5%
-20.1% | #DIV/0!
#DIV/0! | 4.1% 12.0° |
 |
| 29 B3408 London Road

 | 23,428

 | | 20,091
 | 22,035 | 21,901 | 22,962
10.803 | 23,400 | 22,468
10,193
 | 22,468
10,275 | 22,468
9.682 | 20,440
 | 21,837 | 21,495 | 21,482 | 14,748
22,175
 | 14,323
22,668 | 15,129
22,316 | 13,609
22,316 | 12,952
21,116
 | 10,123
13,590 | 11,439
15,357 | 12,672
18,831 |
-20.1%
-27.8% | -13.8% | -15.6% 22.6° |
 |
| 70 A3095 Maidenhead Road

 | 10,095
7,226

 | 7,226 | 10,557
7,573
 | 10,961
8,177 | 10,263
8,034 | 7,495 | 10,349
7,194 | 7,315
 | 7,223 | 7,223 | 10,497
7,176
 | 10,344
7,395 | 10,216
7,378 | 10,216
7,270 | 10,468
7,878
 | 10,532
8,069 | 10,067
7,931 | 10,051
8,445 | 8,682
8,633
 | 6,629
6,458 | 7,491 | 8,820
7,547 | -14.4%
 | -14.7% | -12.4% 17.79
-4.8% 3.49
42.7% 4.20 |
 |
| 73 A322 Bagshot Road - nr Sports Cen
74 A3095 Crowthome Bypass

 | 18,755

 | 46,756
18,788 | 45,146
19,399
 | 50,143
19,807 | 47,961 | 49,864
19,623 | 49,864 | 47,150
19,082
 | 45,827
18,985 | 40,367
19,289 | 45,878
19,192
 | 44,142
18,818 | 43,368
18,726 | 43,722
19,457 | 42,092
20,319
 | 42,092 | 42,312 20,762 | 44,214
20,034 | 46,136
19,478
 | 34,510
13,528 | 46,112 | 48,092
16,329 | -28.2%
 | 8.9% | 13.7% 4.3°
-21.4% 15.3° |
 |
| 80 B3022 Bracknell Road 82 A329 Skimped Hill Lane

 | 7,243
16,754

 | 7,243
17,018 | 6,540
16,177
 | 6,765
15,585 | 6,849
14,381 | 6,824
14,808 | 6,938
14,603 | 6,630
14,390
 | 6,432
14,434 | 5,981
14,943 | 6,150
15,339
 | 5,906
15,696 | 5,850
15,603 | 6,216
14,043 | 5,850
15,804
 | 6,106
16,791 | 6,100
17,470 | 6,129
18,264 | 6,428
18,625
 | 4,325
12,981 | 4,887
14,669 | 5,414
16,147 |
-20.1%
-19.6% | -8.3%
2.9% | -11.2% 10.8°
-7.6% 10.1° |
 |
| 86 A329 East of Met Office roundabout
88 A3095 Mill Lane

 | 22,453
32,492

 | 19,582
32,788 | 19,315
32,722
 | 19,057
33,681 | 19,057
33,410 | 17,960
34,067 | 17,407
33,265 | 15,898
32,259
 | 15,898
30,773 | 15,898
32,153 | 18,122
31,578
 | 20,532
31,923 | 20,294
31,680 | 20,294
31,680 | 19,171
31,101
 | 19,168
32,169 | 19,588
34,573 | 20,553
34,637 | 20,776
33,830
 | 14,974
21,172 | 16,921
23,924 | 18,892
28,500 |
-20.7%
-25.7% | -8.0%
-10.7% | -3.6% 11.79
-17.6% 19.19 |
 |
| 89 Long Hill Road
94 B3034 Forest Road

 | 7,011
5,042

 | a na na na na na na na na siya sa | 7,196
5,294
 | 7,916
5,491 | 7,518
5,122 | 7,170
5,581 | 6,845
5,637 | 7,150
5,381
 | 6,181
5,294 | 6,016
5,489 | 6,488
5,593
 | 6,163
5,693 | 6,104
5,631 | 6,104
5,598 | 6,741
5,780
 | 6,294
6,094 | 6,893
5,975 | 7,222
6,345 | 7,176
6,426
 | 4,710
4,574 | 5,337
5,257 | 5,809
5,364 | -18.9%
-14.7%
 | -5.7%
-5.8% | -15.7% 8.8°
-10.2% 2.0° |
 |
| 99 Swan Lane
111 A321 High Street

 | 7,754
12,219

 | 12,272 | 8,047
12,122
 | 7,752
12,101 | 7,724 | 7,649
12,123 | 7,920
11,953 | 7,577
11,537
 | 7,309
11,333 | 7,181
10,870 | 7,059
11,441
 | 7,410
11,258 | 7,324
11,169 | 7,324
10,542 | 7,476
11,227
 | 7,909
11,440 | 7,899
11,172 | 7,922
10,770 | 7,830
11,092
 | 5,857
8,433 | 6,618
9,831 | 7,332
10,723 |
-20.1%
-21.4% | -1.1%
-4.8% | -7.2% 10.8°
-4.0% 9.1° |
 |
| 180 A322 Bagshot Road - South of B343 181 Temple Way

 | 7,412

 | 47,501
7,112 | 49,613
8,471
 | 42,740
7,240 | 35,652
7,539 | 47,391
7,643 | 48,025
7,831 | 47,759
7,602
 | 46,445
7,285 | 40,344
7,608 | 46,533
7,765
 | 48,071
7,450 | 47,904
7,389 | 47,291
7,552 | 44,898
8,024
 | 44,443
8,363 | 45,149
8,217 | 48,112
8,589 | 50,365
8,506
 | 41,702
6,925 | 42,250
8,146 | 45,882
8,983 |
-9.1%
-22.9% | -4.6%
20.6% | 1.6% 8.6°
9.3% 10.3° |
 |
| 182 Harvest Ride
220 A321 Marshall Road

 | 6,164
24,941

 | 5,946
24,533 | 6,143
24,461
 | 6,661
23,780 | 6,659
25,080 | 6,636
25,299 | 6,359
24,716 | 6,488
24,305
 | 6,354
23,288 | 6,354
23,699 | 6,354
23,699
 | 6,308
23,334 | 6,308
23,184 | 6,284
23,567 | 6,358
23,567
 | 6,405
23,567 | 6,495
23,567 | 6,385
23,567 | 6,760
25,271
 | 5,265
18,903 | 5,982
21,360 | 6,627
23,663 |
-20.6%
-20.1% | 5.1%
1.4% | 2.0% 10.8°
0.4% 10.8° |
 |
| 221 Laundry Lane 222 Yateley Road

 | 14,036
8,568

 | 13,222
8,568 | 13,729
8,225
 | 13,679
8,431 | 13,244
8,365 | 12,823
7,601 | 12,742
8,891 | 13,065
8,515
 | 12,900
8,530 | 12,568
8,440 | 12,788
8,633
 | 12,178
8,904 | 11,843
8,816 | 12,920
9,041 | 13,305
9,029
 | 12,817
9,473 | 12,666
9,935 | 12,685
9,610 | 12,685
9,831
 | 9,489
7,228 | 10,723
8,168 | 11,878
9,048 |
-20.1%
-20.1% | -2.5%
1.6% | -6.2% 10.8° |
 |
| 224 A321 Wokingham Road 225 Crowthorne Road

 | 11,200
11,375

 | 10,594
10,199 | 10,118
9,966
 | 10,722
10,422 | 10,722
11,237 | 9,517
10,605 | 10,225
10,630 | 10,595
10,207
 | 10,386
10,280 | 10,078
10,049 | 10,826
10,431
 | 10,116
10,577 | 10,043
10,552 | 10,043
10,709 | 10,912
11,283
 | 11,259
10,962 | 11,569
11,090 | 11,614
10,803 | 11,609
11,005
 | 8,684
9,066 | 9,813
10,107 | 10,871
10,189 |
-20.1%
-11.0% | 7.5%
-3.7% | -6.0% 10.89 |
 |
| 226 Magdalene Road 227 Old Wokingham Road

 | 2,717
7,701

 | 2,846
7,306 | 2,821
7,915
 | 2,700
7,705 | 2,623
7,651 | 2,597
7,430 | 2,713
7,745 | 2,567
7,608
 | 2,529
7,438 | 2,443
7,469 | 2,411
8,077
 | 2,432
8,212 | 2,423
8,166 | 2,423
8,063 | 2,476
8,543
 | 2,675
8,586 | 2,464
7,598 | 2,508
8,042 | 2,508
8,583
 | 1,876
6,421 | 2,120
9,365 | 2,348
8,875 |
-20.1%
-27.7% | -3.4%
8.1% | -4.7% 10.8
16.8% -5.2 |
 |
| 229 A3095 Crowthome Road 230 B3430 Nine Mile Road

 | 26,357
14,421

 | 26,357
14,421 | 25,975
13,199
 | 26,837
14,216 | 26,613
14,019 | 27,541
14,237 | 26,345
14,353 | 25,772
14,137
 | 25,507
14,125 | 24,681
14,001 | 23,615
13,592
 | 25,467
14,096 | 25,385
14,063 | 25,221
14,122 | 26,239
14,147
 | 27,194
13,530 | 27,050
13,694 | 27,102
13,668 | 27,206
14,039
 | 20,351
11,475 | 22,997
12,967 | 25,476
13,029 |
-20.1%
-11.9% | 0.0%
-7.6% | -5.8% 10.89 |
 |
| 231 A332 Swinley Road 232 Peacock Lane

 | 15,142
7,725

 | 15,706
7,725 | 14,693
7,725
 | 16,301
7,252 | 15,524
7,372 | 15,465
6,808 | 15,999
6,810 | 14,831
7,141
 | 15,344
7,266 | 15,087
7,656 | 13,842
9,319
 | 14,681
10,396 | 14,566
10,819 | 14,944
12,096 | 15,375
12,801
 | 15,554
13,326 | 16,381
12,973 | 16,451
12,706 | 16,887
12,800
 | 12,564
10,989 | 14,324
12,174 | 15,386
13,406 |
-18.3%
-18.0% | 4.8%
29.0% | -6.1% 7.49
3.3% 10.19 |
 |
| 233 Doncastle Road 234 A3095 Mill Lane

 | 16,883
26,105

 | | 14,558
26,105
 | 17,259
26,105 | 17,432
25,749 | 15,837
25,591 | 16,951
25,235 | 16,754
24,448
 | 16,533
23,956 | 16,533
24,720 | 16,533
24,459
 | 16,533
24,320 | 6,583
24,105 | 5,831
22,791 | 5,831
24,561
 | 5,831
25,196 | 6,168
25,648 | 6,604
25,217 | 6,876
24,968
 | 4,128
17,129 | 4,665
19,284 | 4,875
21,099 |
-15.3%
-18.8% | -70.5%
-13.2% | -21.0% 4.5°
-17.7% 9.4° |
 |
| 235 A322 Downshire Way
236 Market Street

 | 32,362
7,757

 | 31,564
7,757 | 32,106
7,326
 | 32,756
7,515 | 33,590
7,456 | 32,749
8,080 | 32,278
7,703 | 31,668
7,333
 | 31,155
7,135 | 31,275
7,135 | 32,639
7,330
 | 29,682
7,647 | 29,594
7,589 | 29,594
8,865 | 31,499
9,444
 | 32,116
9,977 | 31,489
8,842 | 32,077
9,392 | 28,606
9,826
 | 21,283
6,707 | 24,050
7,059 | 36,961
7,900 |
-42.4%
-15.1% | 24.5%
3.3% | 17.4% 53.7%
-10.7% 11.9% |
 |
| 237 Station Way
238 High Street

 | 8,335
9,417

 | 7,580
9,417 | 6,889
8,982
 | 6,670
9,239 | 7,733
9,194 | 7,409
9,266 | 6,971
9,483 | 6,764
8,919
 | 7,212
8,924 | 6,915
8,791 | 6,142
8,934
 | 5,223
9,043 | 5,223
8,969 | 5,180
8,969 | 5,180
11,925
 | 5,180
12,204 | 5,180
11,714 | 4,382
11,363 | 4,509
12,005
 | 2,889
8,912 | 3,154
8,423 | 3,494
9,437 |
-17.3%
-5.6% | -33.1%
4.4% | -32.5% 10.8°
-19.4% 12.0° |
 |
| 241 Broad Lane
242 Fembank Road

 | 7,609
6,992

 | ······ | 7,452
7,252
 | 7,388
7,165 | 7,872
7,340 | 7,930
7,475 | 7,974
7,647 | 7,788
7,381
 | 7,926
6,326 | 8,153
7,538 | 8,485
7,431
 | 8,286
7,258 | 8,235
7,232 | 8,235
6,797 | 8,313
6,984
 | 8,649
7,126 | 8,875
7,126 | 7,949
7,126 | 7,636
 | 5,682
5,302 | 6,421
5,991 | 7,113
6,637 |
-20.1%
-20.1% | -14.2%
-8.6% | -19.9% 10.89
-6.9% 10.89 |
 |
| 243 B3022 Bracknell Road
244 B3018 Binfield Road

 | 5,382
8,019

 | 5,382
8,019 | 5,317
7,813
 | 5,183
8,833 | 5,342
8,997 | 5,270
9,972 | 5,214
9,605 | 5,313
7,179
 | 4,470
8,352 | 4,470
7,696 | 4,303
8,022
 | 4,295
7,907 | 4,101
7,827 | 4,555
8,316 | 4,686
8,564
 | 4,913
8,506 | 4,737
8,791 | 4,810
9,387 | 5,205
8,744
 | 3,873
6,198 | 4,376
6,691 | 4,848
6,985 |
-20.1%
-11.3% | 12.9%
-11.7% | 2.3% 10.8 ⁶ |
 |
| 245 Terrace Road South 247 B3034 Forest Road

 | 8,713
5,064

 | 8,560
5,600 | 8,580
4,962
 | 8,659
5,409 | 8,658
5,409 | 8,920
5,146 | 8,719
5,146 | 8,530
4,434
 | 8,351
4,434 | 8,351
4,626 | 8,051
4,739
 | 8,155
4,552 | 8,057
4,552 | 8,428
5,744 | 8,878
5,750
 | 9,038
6,049 | 9,048
6,013 | 8,939
6,314 | 9,367
5,677
 | 6,969
4,556 | 7,875
5,148 | 8,376
5,703 |
-16.8%
-20.1% | 2.7%
25.3% | -7.4% 6.4°
-5.2% 10.8° |
 |
| 248 B3348 Bracknell Road
TOTAL

 | 11,279
596,940

 | 12,148 | 13,737
 | 12,365 | 11,716 | 13,255 | 12,442 | 11,689
 | 11,907 | 11,960 | 10,165
 | 11,451 | 11.451 | 11.634 | 12,312
 | 12,230 | 12,651 | 12,308 | 12,042
 | 8,959 | 10,124 | 11.037 | -18.8%
 | -3.6% | -12.8% 9.0° |
 |
|

 | 550,540

 | 593,024 | 586,502
 | 594,963 | 582,550 | 597,355 | 594,983 | 578,189
 | 568,222 | 557,853 | 571,865
 | 575,610 | 561,558 | 565,071 | 578,957
 | 587,832 | 588,904 | 593,798 | 596,807
 | 442,028 | 500,713 | 558,185 | -20.8%
 | -3.0% | -5.2% 11.5 |
 |
|

 |

 | 593,024 | 586,502
 | 594,963 | | 597,355 | 594,983 | 578,189
 | 568,222 | 557,853 |
 | 575,610 | 561,558 | 565,071 | 578,957
 | 587,832 | | | 596,807
 | | 1 | |
 | -3.0% | -5.2% 11.5 |
 |
| CENTRAL BRACKNELL CORDON - DAILY TR
Number Location

 | AFFIC FLOWS

 | |
 | | 582,550 | | 594,983
2007 AADT 2 |
 | | | 571,865
 | | | |
 | | 588,904 | 593,798 | 596,807
fa
 | 442,028 | 500,713
13.0% | 558,185
10.8% |
-20.8%
Growth % 0 | Growth % G | Growth % Growth 9 |
 |
| Number Location 82 A329 Skimped Hill Lane

 | AFFIC FLOWS
2001 AADT
16,754

 | 2002 AADT
17,018 | 2003 AADT 2
16,177
 | 2004 AADT 2
15,585 | 582,550
2005 AADT 2
14,381 | 2006 AADT
14,808 | 2007 AADT 2
14,603 | 008 AADT
14,390
 | 2009 AADT
14,434 | 2010 AADT 2
14,943 | 571,865
2011 AADT 2
15,339
 | 2012 AADT
15,696 | 2013 AADT :
15,603 | 2014 AADT 2
14,043 | 2015 AADT
15,804
 | 2016 AADT 2
16,791 | 588,904
017 AADT 2
17,470 | 593,798
2018 AADT 2
18,264 | 596,807
fa
2019 AADT 2
18,625
 | 442,028 actor 2020 AADT 12,981 | 500,713
13.0%
2021 AADT 2
14,669 | 558,185
10.8%
2022 AADT
16,147 |
-20.8%
Growth %
01 - 22
-3.6% | Growth % G
12 - 22
2.9% | Frowth % Growth %
17 - 22 21 - 22
-7.6% 10.19 |
 |
| Number Location 82 A329 Skimped Hill Lane 86 A329 East of Met Office roundabout 234 A3095 Mill Lane

 | AFFIC FLOWS
2001 AADT
16,754
22,453
26,105

 | 2002 AADT
17,018
19,582
26,105 | 2003 AADT 2
16,177
19,315
26,105
 | 2004 AADT 2
15,585
19,057
26,105 | 582,550
2005 AADT 2
14,381
19,057
25,749 | 2006 AADT
14,808
17,960
25,591 | 2007 AADT 2
14,603
17,407
25,235 | 008 AADT
14,390
15,898
24,448
 | 2009 AADT
14,434
15,898
23,956 | 2010 AADT
14,943
15,898
24,720 | 571,865
2011 AADT 2
15,339
18,122
24,459
 | 2012 AADT
15,696
20,532
24,320 | 2013 AADT
15,603
20,294
24,105 | 2014 AADT 2
14,043
20,294
22,791 | 2015 AADT
15,804
19,171
24,561
 | 2016 AADT 2
16,791
19,168
25,196 | 588,904
017 AADT 2
17,470
19,588
25,648 | 593,798
2018 AADT
18,264
20,553
25,217 | 596,807
fa
2019 AADT 2
18,625
20,776
24,968
 | 442,028
actor
2020 AADT
12,981
14,974
17,129 | 500,713
13.0%
2021 AADT
14,669
16,921
19,284 | 558,185
10.8%
2022 AADT
16,147
18,892
21,099 |
-20.8%
Growth % 0
01 - 22
-3.6%
-15.9%
-19.2% | Growth % G
12 - 22
2.9%
-8.0%
-13.2% | Srowth % Growth %
17 - 22 21 - 22
-7.6% 10.19
-3.6% 11.7%
-17.7% 9.4% |
 |
| Number Location 82 A329 Skimped Hill Lane 86 A329 East of Met Office roundabout 234 A3095 Mill Lane 235 A322 Downshire Way 236 Market Street

 | AFFIC FLOWS
2001 AADT
16,754
22,453
26,105
32,362
7,757

 | 2002 AADT
17,018
19,582
26,105
31,564
7,757 | 2003 AADT 2
16,177
19,315
26,105
32,106
7,326
 | 2004 AADT 2
15,585
19,057
26,105
32,756
7,515 | 582,550 2005 AADT 2 14,381 19,057 25,749 33,590 7,456 | 2006 AADT
14,808
17,960
25,591
32,749
8,080 | 2007 AADT 2
14,603
17,407
25,235
32,278
7,703 | 008 AADT
14,390
15,898
24,448
31,668
7,333
 | 2009 AADT
14,434
15,898
23,956
31,155
7,135 | 2010 AADT
14,943
15,888
24,720
31,275
7,135 | 571,865
2011 AADT 2
15,339
18,122
24,459
32,639
7,330
 | 2012 AADT
15,696
20,532
24,320
29,682
7,647 | 2013 AADT
15,603
20,294
24,105
29,594
7,589 | 2014 AADT 2
14,043
20,294
22,791
29,594
8,865 | 2015 AADT
15,804
19,171
24,561
31,499
9,444
 | 2016 AADT 2
16,791
19,168
25,196
32,116
9,977 | 588,904
017 AADT 2
17,470
19,588
25,648
31,489
8,842 | 593,798 2018 AADT 18,264 20,553 25,217 32,077 9,392 | 596,807
fa
2019 AADT 2
18,625
20,776
24,968
28,606
9,826
 | 442,028
actor
2020 AADT
12,981
14,974
17,129
21,283
6,707 | 500,713
13.0%
2021 AADT
14,669
16,921
19,284
24,050
7,059 | 558,185
10.8%
2022 AADT
16,147
18,892
21,099
36,961
7,900 |
-20.8%
Growth % 0
01 - 22
-3.6%
-15.9%
-19.2%
14.2%
1.8% | Growth % G
12 - 22
2.9%
-8.0%
-13.2%
24.5%
3.3% | Growth % Growth % 17 - 22 21 - 22 -7.6% 10.19 -3.6% 11.77 -17.7% 9.44 17.4% 53.77 -10.7% 11.99 |
 |
| Number Location 82 A329 Skimped Hill Lane 84 A329 East of Met Office roundabout 234 A3005 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way 238 High Street

 | AFFIC FLOWS
2001 AADT
16,754
22,453
26,106
32,362
7,757
8,335
9,417

 | 2002 AADT
17,018
19,582
26,105
31,564
7,757
7,580
9,417 | 2003 AADT 2
16,177
19,315
26,105
32,106
7,326
6,889
8,982
 | 2004 AADT
15,585
19,057
26,105
32,756
7,515
6,670
9,239 | 582,550
2005 AADT 2
14,381
19,057
25,749
33,590
7,456
7,733
9,194 | 2006 AADT
14,808
17,960
25,591
32,749
8,080
7,409
9,266 | 2007 AADT 2
14,603
17,407
25,235
32,278
7,703
6,971
9,483 | 008 AADT
14,390
15,898
24,448
31,668
7,333
6,764
8,919
 | 2009 AADT
14,434
15,898
23,956
31,155
7,135
7,212
8,924 | 2010 AADT
14,943
15,898
24,720
31,275
7,135
6,915
8,791 | 571,865
2011 AADT 2
15,339
18,122
24,459
32,639
7,330
6,142
8,934
 | 2012 AADT
15,696
20,532
24,320
29,682
7,647
5,223
9,043 | 2013 AADT
15,603
20,294
24,105
29,594
7,589
5,223
8,969 | 2014 AADT 2
14,043
20,294
22,791
29,594
8,865
5,180
8,969 | 2015 AADT
15,804
19,171
24,561
31,499
9,444
5,180
11,925
 | 2016 AADT 2
16,791
19,168
25,196
32,116
9,977
5,180
12,204 | 588,904
017 AADT 2
17,470
19,588
25,648
31,489
8,842
5,180
11,714 | 593,798
2018 AADT 2
18,264
20,553
25,217
32,077
9,392
4,382
11,363 | 596,807
2019 AADT 2
18,625
20,776
24,968
28,606
9,826
4,509
12,005
 | 442,028
actor
22,984
14,974
17,129
21,283
6,707
2,889
8,912 | 500,713
13.0%
2021 AADT
14,669
16,921
19,284
24,050
7,059
3,154
8,423 | 558,185
10.8%
2022 AADT
16,147
18,892
21,099
36,961
7,900
3,494
9,437 |
-20.8%.
Growth % 0
01 - 22
-3.6%.
-15.9%.
19.2%.
14.2%
1.8%
-58.1%.
0.2% | Growth % G
12 - 22
2.9%
-8.0%
-13.2%
24.5%
3.3%
-33.1%
4.4% | srowth % Growth %
17 - 22 21 - 22
-7.6% 10.1'
-3.6% 11.7'
-17.7% 9.4'
17.4% 53.7'
-10.7% 11.9'
-3.2.5% 10.8''
-18.4% 12.0'' |
 |
| Number Location 82 A329 Skinped Hill Lane 86 A329 East of Met Office roundabout 234 A3095 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way

 | AFFIC FLOWS
2001 AADT
16,754
22,453
26,105
32,362
7,757
8,335

 | 2002 AADT
17,018
19,582
26,105
31,554
7,757
7,580
9,417
7,609 | 2003 AADT 2
16,177
19,315
26,105
32,106
7,326
6,889
 | 2004 AADT
15,585
19,057
26,105
32,756
7,515
6,670 | 582,550 2005 AADT 2 14,381 19,057 25,749 33,590 7,456 7,733 | 2006 AADT
14,808
17,960
25,591
32,749
8,080
7,409 | 2007 AADT 2
14,603
17,407
25,235
32,278
7,703
6,971
9,483
7,974 | 008 AADT
14,390
15,898
24,448
31,668
7,333
6,764
 | 2009 AADT
14,434
15,898
23,956
31,155
7,135
7,212 | 2010 AADT
14,943
15,898
24,720
31,275
7,135
6,915
8,791
8,153 | 571,865
2011 AADT 2
15,339
18,122
24,459
32,639
7,330
6,142
 | 2012 AADT
15,696
20,532
24,320
29,682
7,647
5,223 | 2013 AADT
15,603
20,294
24,105
29,594
7,589
5,223 | 2014 AADT 2
14,043
20,294
22,791
29,594
8,865
5,180 | 2015 AADT
15,804
19,171
24,561
31,499
9,444
5,180
 | 2016 AADT 2
16,791
19,168
25,196
32,116
9,977
5,180 | 588,904
017 AADT 2
17,470
19,588
25,648
31,489
8,842
5,180 | 593,798
2018 AADT
18,264
20,553
25,217
32,077
9,392
4,382 | 596,807
fa
2019 AADT 2
18,625
20,776
24,968
28,606
9,826
4,509
 | 442,028
actor
12,981
14,974
17,129
21,283
6,707
2,889 | 500,713
13.0%
2021 AADT
14,669
16,921
19,284
24,050
7,059
3,154 | 558,185
10.8%
2022 AADT
16,147
18,892
21,099
36,961
7,900
3,494 |
-20.8%
Growth % 0
01 - 22
-3.6%
-15.9%
-19.2%
14.2%
1.8%
-58.1% | Growth % G
12 - 22
2.9%
-8.0%
-13.2%
24.5%
3.3%
-33.1% | Growth % Growth % 17 - 22 21 - 22 -7.6% 10.19 -3.6% 11.77 -17.7% 9.44 17.4% 53.77 -10.7% 11.99 -32.5% 10.86 |
 |
| Number Location 82 A329 Skimped Hill Lane 84 A329 East of Met Office roundabout 234 A3005 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way 238 High Street 241 Broad Lane

 | AFFIC FLOWS 2001 AADT 16,754 22,453 26,105 32,362 7,757 8,335 9,417 7,609 130,792 FIC FLOWS

 | 2002 AADT
17,018
19,582
26,105
31,564
7,757
7,580
9,417
7,609
126,632 | 2003 AADT 2
16,177
19,315
26,105
32,106
7,326
6,889
8,982
7,452
124,352
 | 2004 AADT 2
15,585
19,057
28,105
32,756
7,515
6,670
9,239
7,388
124,315 | 582,550 2005 AADT 2 14,381 19.057 25,749 33,590 7,456 7,733 9,194 7,872 125,032 125,032 | 2006 AADT
14,808
17,960
25,591
32,749
8,080
7,409
9,266
7,930
123,793 | 2007 AADT 2
14,603
17,407
26,235
32,278
7,773
6,971
9,483
7,974
121,654 | 008 AADT
14,390
15,898
24,448
31,668
7,333
6,764
8,919
7,788
117,208
 | 2009 AADT
14,434
23,956
31,155
7,135
7,212
8,924
7,926
116,640 | 2010 AADT
14,943
16,898
24,720
31,275
7,135
6,915
8,153
8,153
117,830 | 571,865
2011 AADT 2
15,339
18,122
24,459
32,639
7,330
6,142
8,934
8,485
121,450
 | 012 AADT
15,696
20,532
24,320
29,682
7,647
5,223
9,043
8,286
120,429 | 2013 AADT 3
15,603
20,294
24,105
29,594
7,589
5,223
8,969
8,235
119,611 | 2014 AADT 2
14,043
20,294
22,791
22,594
8,865
5,180
8,969
8,235
117,971 | 2015 AADT
15,804
19,171
24,561
31,499
9,444
5,180
11,925
8,313
125,897
 | 2016 AADT 2
16,791
19,168
25,196
32,116
9,977
5,180
12,204
8,649
129,281 | 588,904
017 AADT 2
17,470
19,588
25,648
31,489
8,842
5,180
11,714
8,875
128,806 | 593,798
2018 AADT
18,264
20,553
25,217
32,077
9,392
4,382
11,363
7,949
129,197 | 596,807
fa
2019 AADT
24,968
28,606
9,826
4,509
12,005
7,636
126,951
 | 442,028
actor
12,981
14,974
17,129
21,283
6,707
2,889
8,912
5,682
90,557 | 500,713
13.0%
2021 AADT
14,669
16,921
19,284
24,050
7,059
3,154
8,423
6,421
99,980 | 558,185
10.8%
022 AADT
16,147
18,892
21,099
36,961
7,900
3,494
9,437
7,113
121,043 |
-20.8%
Growth % 0
01 - 22
-3.6%
-15.9%
10.2%
14.2%
58.1%
0.2%
6.5%
-7.5% | Growth % G
12 - 22
2.9%
-13.2%
-3.3%
-33.1%
-4.4%
-14.2%
0.5% | Srowth % Growth % Growth % Growth % 17 - 22 21 - 22 - 7.5% 10.1"
-3.6% 11.7"
-3.6% 11.7"
-17.7% 9.44
-17.7% 9.44
-10.7% 11.9"
-32.5% 10.8"
-19.9% 10.8"
-6.0% 21.1 |
 |
| Number Location 82 A329 Skimped Hill Lane 86 A329 East of Met Office roundabout 234 A3095 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way 238 Hijn Street 234 Broad Lane TOTAL

 | AFFIC FLOWS
2001 AADT
16,754
22,453
26,105
32,362
7,757
8,335
9,417
7,609
130,792
FIC FLOWS
2001 AADT

 | 2002 AADT
17,018
19,582
26,105
31,564
7,757
7,580
9,417
7,600
126,632
2002 AADT | 2003 AADT 2
16,177
19,315
26,105
32,106
7,326
6,889
8,982
7,452
124,352
2003 AADT 2
 | 2004 AADT 2
15,585
19,057
28,105
32,756
7,515
6,670
9,233
7,388
124,315
2004 AADT 2 | 582,550 2 2005 AADT 2 14,381 1 19,057 25,749 33,590 7,456 7,7456 7,733 9,194 7,872 125,032 2 2005 AADT 2 | 2006 AADT
14,808
17,960
25,591
32,749
8,080
7,409
9,266
7,930
123,793
2006 AADT | 2007 AADT 2
14,603
17,407
25,235
32,278
7,703
6,971
9,483
7,974
121,654
2007 AADT 2 | 008 AADT
14,390
15,898
24,448
31,668
7,333
6,764
8,919
7,788
117,208
 | 2009 AADT
14,434
15,898
23,956
31,155
7,135
7,212
8,924
7,926
116,640
2009 AADT | 2010 AADT :
14,943
15,696
24,720
31,275
7,135
6,915
8,791
8,153
117,830
2010 AADT : | 571,865
2011 AADT 2
15,339
18,122
24,459
32,639
7,330
6,142
8,934
8,485
121,450
2011 AADT 2
 | 012 AADT
15,696
20,532
24,320
29,682
7,647
5,223
9,043
8,286
120,429 | 2013 AADT ;
15,603
20,294
24,105
29,594
7,589
5,223
8,969
8,235
119,611
2013 AADT ; | 2014 AADT 2
14,043
20,294
22,791
29,594
8,865
5,180
8,969
8,235
117,971
2014 AADT 2 | 2015 AADT
15,804
19,171
24,561
31,499
9,444
5,180
11,925
8,313
125,897
2015 AADT
 | 2016 AADT 2
16,791
19,168
25,196
32,116
9,977
5,180
12,204
8,649
129,281
2016 AADT 2 | 588,904 017 AADT 2 17,470 19,588 31,489 8,842 5,180 11,714 8,875 128,806 017 AADT 2 | 593,798
2018 AADT
25,217
32,077
9,392
4,382
11,363
7,949
129,197
2018 AADT
2
2
2
2
2
2
2
2
2 | 596,807 6
2019 AADT 2
24,968 24,968 28,606 9,826 4,509 12,005 7,636 12,005 7,636 12,005 2,636 126,951 20 12,005
12,005 | 442,028
actor
12,981
14,974
17,129
21,283
6,707
2,889
8,912
5,682
90,557
8,000 AADT | 500,713
13.0%
2021 AADT
14,669
16,921
19,284
24,050
7,059
3,154
8,423
6,421
99,980
2021 AADT
2
2021 AADT | 558,185
10.8%
2022 AADT
16,147
18,892
21,099
36,961
7,900
3,494
9,437
7,113
121,043 |
-20.8%
Growth %
01 - 22
-3.6%
-15.9%
-19.2%
14.2%
14.2%
14.2%
14.2%
14.2%
14.2%
58.1%
0.2%
6.5%
-55.5%
-7.5%
Growth %
01 - 22 | Growth % G
12 - 22
2.9%
-8.0%
-13.2%
24.5%
-3.3%
-33.1%
-4.4%
-4.4%
-14.2%
-0.5%
Growth % G
12 - 22 | srowth % Growth % 17 - 22 21 - 22 - 7.6% 10.1% |
 |
| Number Location 82 A329 Skimped Hill Lane 84 A329 East of Met Office roundabout 234 A3095 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way 238 High Street 241 Broad Lane OTTAL Control Location 3 A329 London Road 29 B3408 London Road

 | AFFIC FLOWS 2001 AADT 16,754 22,453 26,105 32,362 7,757 8,335 9,417 7,609 130,792 FIC FLOWS 2001 AADT 21,144 23,428

 | 2002 AADT
17,018
19,582
26,105
31,564
7,759
9,417
7,699
126,632
2002 AADT
22,282
22,881 | 2003 AADT 2
16,177
19,315
28,105
32,106
7,326
6,889
8,982
7,452
124,352
2003 AADT 2
22,190
20,091
 | 2004 AADT 2
15,585
19,057
26,105
32,755
6,677
9,239
7,388
124,315
2004 AADT 2
22,260
22,035 | 582,550 2 2005 AADT 2 14.381 1 19.057 26,749 33.590 7.456 7.733 9,194 7.872 125,032 2005 AADT 2 2005 AADT 2 21,704 21,901 | 2006 AADT
14,808
17,960
25,591
32,749
8,080
7,409
9,266
7,930
123,793
2006 AADT
21,933
22,962 | 2007 AADT 2
14,603
22,223
32,278
3,2,77
3,773
6,9,71
9,483
7,974
121,654
2007 AADT 2
22,654
23,400 | 008 AADT
14,390
15,898
24,448
31,668
31,668
8,919
7,788
117,208
008 AADT
22,367
22,468
 | 2009 AADT
14,434
15,898
23,956
31,155
7,212
8,924
7,926
116,640
2009 AADT
21,432
22,468 | 2010 AADT
14,943
15,989
24,720
31,275
7,135
6,915
8,791
8,153
117,830
2010 AADT
21,653
22,465 | 571,865
2011 AADT 2
15,339
32,639
7,330
6,142
8,934
8,465
121,450
2011 AADT 2
2,1,794
20,440
 | 012 AADT
15,696
20,532
24,320
29,682
29,682
7,647
5,223
9,043
8,286
120,429
8012 AADT
21,919
21,837 | 2013 AADT
15,603
20,294
24,105
29,594
7,589
5,223
8,969
8,235
119,611
2013 AADT
21,743
21,495 | 2014 AADT 2
14,043
20,294
22,791
22,594
8,865
5,180
8,969
8,235
117,971
2014 AADT 2
21,909
21,482 | 2015 AADT
15,804
19,171
24,561
31,499
9,444
5,180
11,925
8,313
125,897
2015 AADT
21,991
21,892
 | 2016 AADT 2
16,791
19,168
25,196
32,116
32,116
12,204
8,649
12,204
8,649
12,204
2016 AADT 2
221,56
22,568 | 588,904
017 AADT 2
17,470
19,588
25,648
31,489
8,842
5,180
11,714
8,875
128,806
017 AADT 2
20,716
22,316 | 593,798
2018 AADT
18,264
20,553
25,217
32,077
9,392
4,382
11,363
7,949
129,197
2018 AADT
29,196
22,316 | 596,807
2019 AADT 2
18,625
20,776
24,968
28,606
9,826
4,509
12,005
7,636
126,951
2019 AADT 2
2019 AADT 2
19,937
21,116
 | 442,028
actor
12,981
14,974
17,129
21,283
6,707
2,889
8,912
5,682
90,557
2,889
8,912
5,682
90,557
16,762
13,590 | 500,713
13.0%
2021 AADT
14,669
16,821
19,284
24,050
7,059
3,154
8,423
6,421
99,980
2021 AADT
2021 AADT
19,088
15,357 | 558,185
10.8%
10.8%
10.8%
10.8%
10.8%
10.8%
21.099
36.961
7.900
3.494
9.437
7.113
121,043
121,043
121,043 |
-20.8%
Growth % 0
01 - 22
-3.6%
-15.9%
-15.9%
-14.2%
1.8%
-58.1%
-0.2%
-6.5%
-7.5%
Growth %
0.2%
-6.5%
-7.5%
-7.5%
-7.5%
-2.2%
-3.6%
-3.6%
-3.6%
-3.6%
-3.6%
-3.6%
-3.6%
-3.6%
-3.6%
-3.6%
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-3.6%
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-3.6%
-3.6%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
-3.5%
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| Number Location 82 A329 Skinped Hill Lane 84 A329 East of Met Office roundabout 234 A3095 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way 238 High Street 241 Broad Lane 252 Market Street 241 Broad Lane

 | AFFIC FLOWS 2001 AADT 16,754 22,453 26,105 32,362 7,757 8,335 9,417 7,609 130,792 FIC FLOWS 2001 AADT 21,144 23,428 tre 47,254 32,492

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| Number Location 82 A329 Skimped Hill Lane 84 A329 East of Met Office roundabout 234 A3005 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way 238 High Street 241 Broad Lane TOTAL OUTER EXCKNELL CORDON - DAILY TRAFF Number Location 3 A329 London Road 29 B3408 London Road 20 Location 20 Location

 | AFFIC FLOWS 2001 AADT 16,754 22,453 26,106 32,362 7,757 8,335 9,417 7,609 130,792 FIC FLOWS 2001 AADT 21,144 23,428 17 22 17 221,144 23,428 17 22 17 2

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| Number Location 82 A329 Skinped Hill Lane 84 A329 East of Met Office roundabout 234 A3095 Mill Lane 235 Match Street 236 High Street 237 Station Way 238 High Street 239 Brack 241 Brack 251 Krick Street 252 Match Street 254 Brack 255 Brack 264 Brack 275 A322 Bagshot Road - resports Center 28 A3095 Mill Lane 28 Long Hill Road 29 Long Hill Road 204 A322 Bagshot Road - South of B343 216

 | AFFIC FLOWS 2001 AADT 16,754 22,453 26,105 32,362 7,757 8,335 9,417 7,609 130,792 FIC FLOWS 2001 AADT 21,144 23,428 tro 47,254 32,492 7,011 0 46,334 7,412 6,164

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 | 2009 AADT
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| Number Location 82 A329 Skimped Hill Lane 64 A329 East of Met Office roundabout 234 A3005 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way 238 High Street 241 Broad Lane OTAL OTAL <td colspan<="" th=""><th>AFFIC FLOWS 2001 AADT 16,754 22,453 26,106 32,302 7,757 8,335 9,417 7,609 130,792 FIC FLOWS 2001 AADT FIC FLOWS 2001 AADT 21,144 23,428 47,254 32,492 7,011 0 46,394 7,412 6,164 26,357 14,421</th><th>2002 AADT
17,018
19,582
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14,808
17,960
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Growth % 0
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| Number Location 82 A329 Skimped Hill Lane 84 A329 East of Met Office roundabout 234 A3005 Mill Lane 235 A322 Downshire Way 236 Market Street 237 Station Way 238 High Street 241 Broad Lane 242 Broad Lane 243 Station Way 244 Broad Lane 244 Broad Lane 244 Broad Lane 244 Broad Lane 245 Broad Lane 244 Broad Lane 245 Broad Lane 246 Broad Lane 247 Broad Lane 248 Broad Lane 249 Broad Lane 250 Broad Lane 261 Broad Lane 273 Station Road 284 A2092 Eagehot Road - nr Sports Cane 284 Broad Lane 284 Harvest Ride 294 Harvest Ride <th>AFFIC FLOWS 2001 AADT 16,754 22,453 26,106 32,302 7,757 8,335 9,417 7,609 130,792 FIC FLOWS 2001 AADT 21,144 23,428 70 21,144 23,428 70 47,254 32,492 7,011 0 46,394 7,412 6,164 26,357 14,421 7,725 8,019 8,713 5,064</th> <th>2002 AADT
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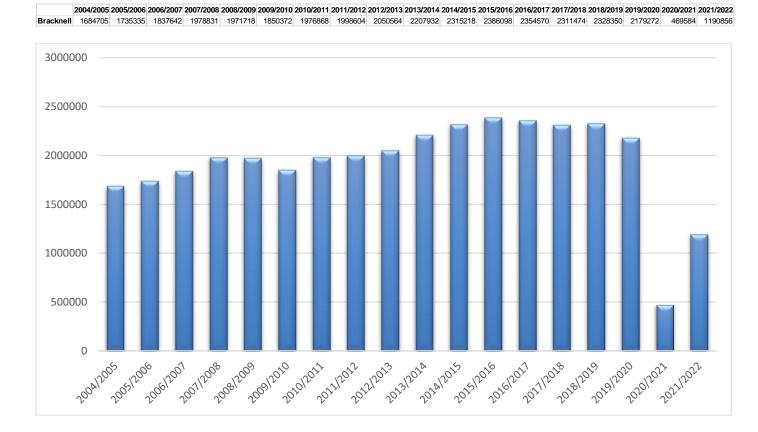
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64	A3095 Forest Road	10,095	10,217	10,557	10,961	10,263	10,803	10,349	10,193	10,275	9,682	10,497	10,344	10,216	10,216	10,468	10,532	10,067	10,051	8,682	6,629	7,491	8,820	-12.6%	-14.7%	-12.4%	17.7%
70	A3095 Maidenhead Road	7,226	7,226	7,573	8,177	8,034	7,495	7,194	7,315	7,223	7,223	7,176	7,395	7,378	7,270	7,878	8,069	7,931	8,445	8,633	6,458	7,298	7,547	4.4%	2.1%	-4.8%	3.4%
80	B3022 Bracknell Road	7,243	7,243	6,540	6,765	6,849	6,824	6,938	6,630	6,432	5,981	6,150	5,906	5,850	6,216	5,850	6,106	6,100	6,129	6,428	4,325	4,887	5,414	-25.3%	-8.3%	-11.2%	10.8%
94	B3034 Forest Road	5,042	5,595	5,294	5,491	5,122	5,581	5,637	5,381	5,294	5,489	5,593	5,693	5,631	5,598	5,780	6,094	5,975	6,345	6,426	4,574	5,257	5,364	6.4%	-5.8%	-10.2%	2.0%
231	A332 Swinley Road	15,142	15,706	14,693	16,301	15,524	15,465	15,999	14,831	15,344	15,087	13,842	14,681	14,566	14,944	15,375	15,554	16,381	16,451	16,887	12,564	14,324	15,386	1.6%	4.8%	-6.1%	7.4%
242	Fembank Road	6,992	7,043	7,252	7,165	7,340	7,475	7,647	7,381	6,326	7,538	7,431	7,258	7,232	6,797	6,984	7,126	7,126	7,126	7,126	5,302	5,991	6,637	-5.1%	-8.6%	-6.9%	10.8%
243	B3022 Bracknell Road	5,382	5,382	5,317	5,183	5,342	5,270	5,214	5,313	4,470	4,470	4,303	4,295	4,101	4,555	4,686	4,913	4,737	4,810	5,205	3,873	4,376	4,848	-9.9%	12.9%	2.3%	10.8%
	TOTAL	57,122	58,412	57,226	60,043	58,474	58,913	58,978	57,044	55,364	55,470	54,992	55,572	54,974	55,596	57,021	58,394	58,317	59,357	59,387	43,725	49,624	54,016	-5.4%	-2.8%	-7.4%	8.9%

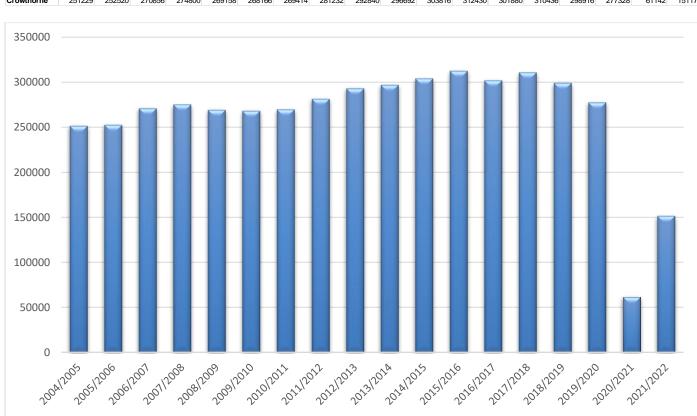
Appendix B: Rail usage

ORR Station entries and exits

Bracknell

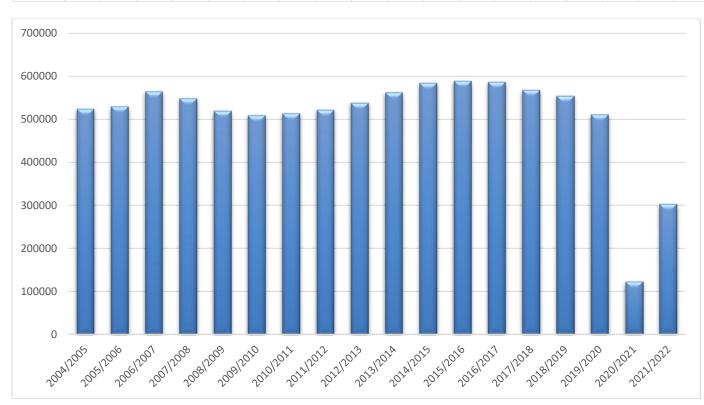


Crowthorne



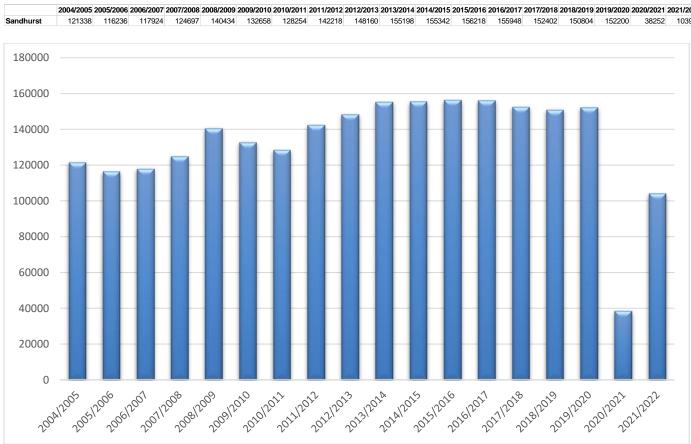
2004/2005 2005/2006 2006/2007 2007/2008 2008/2009 2009/2010 2010/2011 2011/2012 2012/2013 2013/2014 2014/2015 2015/2016 2016/2017 2017/2018 2018/2019 2019/2020 2020/2021 2021/2022 2021/2022 2020/2021 2020/2021 2020/2020 2020/2020 2020/2020 2020/2020 2020/2020 2020/2020 2020/2020 2020/2

Martins Heron



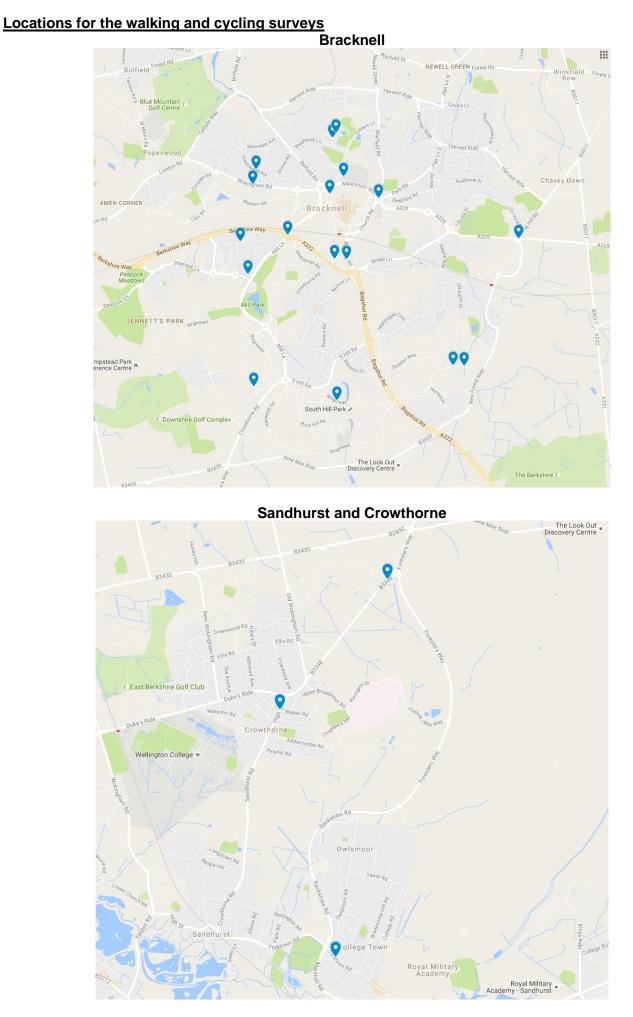
2004/2005 2005/2006 2006/2007 2007/2008 2008/2009 2009/2010 2010/2011 2011/2012 2012/2013 2013/2014 2014/2015 2015/2016 2016/2017 2017/2018 2018/2019 2019/2020 2020/2021 2021/2022 Martins Heron 523356 529091 564743 548409 519288 508856 512940 521412 538238 561760 584142 588416 586230 567372 554178 510588 122026 302110

Sandhurst



2004/2005 2005/2006 2006/2007 2007/2008 2008/2009 2009/2010 2010/2011 2011/2012 2012/2013 2013/2014 2014/2015 2015/2016 2016/2017 2017/2018 2018/2019 2019/2020 2020/2021 2021/2022 103950

Appendix C: Cycling and walking data



Annual Survey data – 20 locations

ite	Location											C	yclis	ts											% change 2001 -	% change 2013 -	% chang 2022
lo.	Ĩ	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2001 - 2023	2013 - 2023	2022
	CROWTHORNE AND SA		RST COR	DON																							
19	High Street, Crowthorne	113	113	121	48	117	130	168	111	115	131	85	122	167	44	172	37	61	52	69	77	66	57	48	-57.5%	-71.3%	-15.89
20	A3095 Sandhurst	173	109	100	109	93	155	144	61	113	136	147	45	71	71	115	40	84	71	62	76	112	86	46	-73.4%	-35.2%	-46.59
	Total	286	222	221	157	210	285	312	172	228	267	232	167	238	115	287	77	145	123	131	153	178	143	94	-67.1%	-60.5%	-34.39
	CENTRAL BRACKNELL	CORD	ON																								
7	Skimped Hill Lane	193	169	169	180	131	164	176	142	163	158	164	124	141	108	85	105	126	124	126	132	92	95	108	-44.0%	-23.4%	13.79
5	Warfield Road	103	189	106	192	106	157	232	157	155	283	192	71	86	92	79	76	103	106	118	204	146	125	111	7.8%	29.1%	-11.2
В	Crowthorne Road North	85	84	301	370	362	356	296	338	384	245	103	186	89	180	277	49	72	129	278	257	190	211	185	117.6%	107.9%	-12.3
6	Town Centre Bypass	94	109	91	133	128	93	129	98	119	73	67	69	112	129	164	122	243	264	261	290	369	396	229	143.6%	104.5%	-42.2
	Total	475	551	667	875	727	770	833	735	821	759	526	450	428	509	605	352	544	623	783	883	797	827	633	33.3%	47.9%	-23.5
	OUTER BRACKNELL C	ORDON	1																								
3	Wokingham Road, Brac	54	75	32	33	32	59	35	60	24	103	124	75	61	79	89	109	118	103	89	109	105	109	52	-3.7%	-14.8%	-52.3
9	Bagshot Road	159	136	123	110	169	133	168	132	134	77	274	110	104	89	76	111	84	64	77	89	46	82	62	-61.0%	-40.4%	-24.4
2	Mill Lane	83	135	92	120	75	105	108	129	94	131	212	149	173	107	170	189	97	181	200	194	91	135	105	26.5%	-39.3%	-22.2
0	Downshire Way	40	382	371	360	299	304	452	333	349	273	454	210	405	339	243	432	443	413	447	346	195	294	275	587.5%	-32.1%	-6.5%
1	Berkshire Way	167	143	154	111	111	96	82	138	114	106	137	96	109	84	107	91	138	95	117	110	8	97	100	-40.1%	-8.3%	3.1%
	Total	503	871	772	734	686	697	845	792	715	690	1,201	640	852	698	685	932	880	856	930	848	445	717	594	18.1%	-30.3%	-17.29
	RESIDENTIAL AREAS (CORDO	N																								
2	Makepiece Road	32	60	13	24	7	46	27	59	38	6	18	19	16	20	16	30	26	31	20	41	15	26	20	-37.5%	25.0%	-23.19
14	Savernake Road	32	91	77	86	67	50	96	64	27	84	80	62	82	72	90	64	67	15	99	148	95	55	63	96.9%	-23.2%	14.5%
16	Bracknell Road	43	122	70	116	82	80	107	79	99	123	163	116	88	95	109	86	89	73	103	86	66	60	67	55.8%	-23.9%	11.79
~	Ringmead	130	150	131	183	135	137	215	77	193	118	183	130	110	36	108	106	131	121	114	68	113	142	102	-21.5%	-7.3%	-28.29
13	London Road	117	89	135	200	88	173	211	177	201	183	191	213	131	192	154	121	101	111	122	187	110	109	129	10.3%	-1.5%	18.3%
	Total ALL SITES	354 1.618	512 2.156	426	609	379	486 2.238	656	456	558	514 2.230	635 2.594	540 1.797	427	415	477	407	414	351	458	530	399	392	381	7.6% 5.2%	-10.8%	-2.8%
_	ALL SITES - 3 YEAR	1,618	2,156	2,086	2,375	2,002	2,238	2,646	2,155	2,322	2,230	2,594	1,797	1,945	1,737	2,054	1,768	1,983	1,953	2,302	2,414	1,819	2,079	1,702	5.2%	-12.5%	-18.17
	ROLLING AVERAGE			1,953	2,206	2,154	2,205	2,295	2,346	2,374	2,236	2,382	2,207	2,112	1,826	1,912	1,853	1,935	1,901	2,079	2,223	2,178	2,104	1,867			
_						i	1		1			1			1			L	1		l		1	1	1		
																									%	%	
																									change	change	
	ADDITIONAL SITES																								2011 -	2022 -	
							<i>,</i>	,																	2023	2023	
4	Lindenhill Road	_			ļ —			41	106	48	53	57	67	19	26	22	31	29	17	18	77	22	44	40	-2.4%	-9.1%	1
	Braybrooke Road	_						36	12	26	13	36	20	43	50	13	32	16	4	7	4	12	4	4	-88.9%	0.0%	1
	Farningham Road	_			-			82	51	14	51	26	43	28	21	34	86	66	56	61	65	36	44	34	-58.5%	-22.7%	
	Ringmead - Great Hollar	-	-	_			-	136	125	127	119	183	170	83	108	103	128	130	142	128	129	125	111	98	-27.9%	-11.7%	
	Total ALL SITES	-	-	-	-	-	-	295	294	215	236 2,466	302	300 2,097	173	205	172	277 2,045	241 2,224	219	214 2,516	275	195	203 2,282	176	-40.3% -36.1%	-13.3% -17.7%	
	ALL SITES - 3 YEAR	-		-	-	-	-	2,941	2,449	2,537	2,400	2,896	2,097	2,118	1,942	2,226	2,045	2,224	2,172	2,516	2,689	2,014	2,202	1,878	-30.1%	-17.7%	1
	ROLLING AVERAGE									2,642	2,484	2,633	2,486	2,370	2,052	2,095	2,071	2,165	2,147	2,304	2,459	2,406	2,328	2,058			

										^	dult	Dada	otrior											%	%	%
Location										- P	aun	Pede	Sulai	15										change 2001 -	change 2013 -	change 2022 -
).	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2001-	2013 -	2022 -
CROWTHORNE AND SANDHURST CORDON		·	,	,	, 		,	•	, 	,	,	,	,	,				,							,	
High Street, Crowthorne	1,827	2,098	2,237	1,219	2,519	2,143	2,412	1,781	2,961	1,715	2,057	1,474	2,627	1,611	1,956	2,065	2,044	1,949	2,055	1,838	1,651	1,831	1,825	0%	-31%	0%
A3095 Sandhurst	346	458	671	479	736	636	547	646	492	249	252	241	328	334	356	402	577	395	336	447	496	431	416	20%	27%	-3%
Total	2,173	2,556	2,908	1,698	3,255	2,779	2,959	2,427	3,453	1,964	2,309	1,715	2,955	1,945	2,312	2,467	2,621	2,344	2,391	2,285	2,147	2,262	2,241	3%	-24%	-1%
CENTRAL BRACKNELL																										
Skimped Hill Lane	999	820	942	720	912	904	871	799	1,042	569	849	796	849	646	645	791	802	1,277	1,334	852	827	982	1,210	21%	43%	23%
Warfield Road	857	1,111	923	1,187	795	901	1,023	957	956	820	832	560	610	574	622	730	601	871	1,091	770	727	1,005	1,054	23%	73%	5%
Crowthorne Road North	943	558	2,565	3,092	3,087	3,076	1,783	3,251	2,153	1,134	398	1,160	985	1,191	1,131	1,247	1,229	1,022	1,401	951	927	1,044	1,242	32%	26%	19%
Town Centre Bypass	2,124	1,557	1,817	1,451	1,744	1,632	1,831	1,904	1,447	506	408	424	532	502	822	1,291	1,212	1,310	1,253	1,397	1,587	2,494	2,445	15%	360%	-2%
Total	4,923	4,046	6,247	6,450	6,538	6,513	5,508	6,911	5,598	3,029	2,487	2,940	2,976	2,913	3,220	4,059	3,844	4,480	5,079	3,970	4,068	5,525	5,951	21%	100%	8%
OUTER BRACKNELL																										
Wokingham Road, Bracknell	146	101	114	100	69	73	102	114	135	451	349	279	396	312	398	568	462	450	358	288	359	492	389	166%	-2%	-21%
Bagshot Road	227	176	259	243	267	235	246	276	239	430	1,152	388	576	500	575	616	418	510	438	321	336	378	411	81%	-29%	9%
2 Mill Lane	155	294	200	246	193	221	208	230	282	222	326	212	255	68	399	469	335	566	624	314	298	341	238	54%	-7%	-30%
Downshire Way	205	1,250	887	1,127	895	796	1,068	796	885	837	1,029	843	1,306	984	1,165	1,693	1,832	1,828	1,987	994	951	1,291	1,304	536%	0%	1%
Berkshire Way	94	113	130	141	118	102	150	127	136	123	119	115	114	120	154	158	134	575	202	102	155	224	232	147%	104%	4%
Total	827	1,934	1,590	1,857	1,542	1,427	1,774	1,543	1,677	2,063	2,975	1,837	2,647	1,984	2,691	3,504	3,181	3,929	3,609	2,019	2,099	2,726	2,574	211%	-3%	-6%
RESIDENTIAL AREAS																										
Makepiece Road	341	316	239	112	50	303	108	135	137	25	66	93	176	199	165	212	186	238	268	334	298	284	287	-16%	63%	1%
Savernake Road	192	324	350	426	330	269	599	277	270	260	240	313	347	324	740	177	205	277	452	640	691	622	529	176%	52%	-15%
Bracknell Road	1	19	36	31	58	42	53	69	53	22	26	14	16	17	7	14	29	19	8	20	20	14	22	2100%	38%	57%
Ringmead	463	551	601	513	418	394	640	322	560	490	287	282	410	220	427	448	467	522	651	540	784	751	767	66%	87%	2%
London Road	98	48	126	183	44	123	184	126	186	87	91	175	102	244	92	105	100	127	186	196	152	182	217	121%	113%	19%
Total	1,095	1,258	1,352	1,265	900	1,131	1,584	929	1,206	884	710	877	1,051	1,004	1,431	956	987	1,183	1,565	1,730	1,945	1,853	1,822	66%	73%	-2%
ALL SITES	9,018	9,794	12,097	11,270	12,235	11,850	11,825	11,810	11,934	7,940	8,481	7,369	9,629	7,846	9,654	10,986	10,633	11,936	12,644	10,004	10,259	12,366	12,588	40%	31%	2%
ALL SITES - 3 YEAR ROLLING AVERAGE			10,303	11,054	11,867	11,785	11,970	11,828	11,856	10,561	9,452	7,930	8,493	8,281	9,043	9,495	10,424	11,185	11,738	11,528	10,969	10,876	11,738		38%	8%
ADDITIONAL SITES																										
Lindenhill Road	-	-	-	-	-	-	189	285	223	121	176	303	155	177	130	200	262	265	224	365	364	332	436	-	181%	31%
Braybrooke Road	_	-	-	-	—	—	247	84	78	69	148	115	153	321	209	296	194	121	100	99	96	72	84	-	-45%	17%
Farningham Road	_	—	-	—	—	—	278	297	43	83	234	250	220	280	286	426	235	239	208	285	306	254	283	-	29%	11%
Ringmead - Great Hollands	_	- 1	-	-	—	l _	284	281	287	295	201	208	269	188	152	174	306	172	203	267	248	217	255	-	-5%	18%

Total				998	947	631	568	759	876	797	966	777	1,096	997	797	735	1,016	1,014	875	1,058	-	33%	21%
ALL SITES				12,823	12,757	12,565	8,508	9,240	8,245	9,616	8,812	10,431	12,082	11,630	12,733	13,379	11,020	11,273	13,241	13,646	-	42%	3%
ALL SITES - 3 YEAR ROLLING AVERAGE						12,715	11,277	10,104	8,664	9,034	8,891	9,620	10,442	11,381	12,148	12,581	12,377	11,891	11,845	12,720	-	-	7%

Location										С	hild I	Pede	striar	S										% change	% change	% change
Location	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2001 - 2023	2013 - 2023	2022 - 2023
CROWTHORNE AND			1	1	1	1	!	1	3	1	1	1	1					1						2023	2023	2023
SANDHURST CORDON	1 = 0		1 100	107	100	100		100		100	10.0															
High Street, Crowthorne A3095 Sandhurst	178	203	196	127	166	182	175 24	136	278	438	400	344	684	296	345	276	337	360	224	200	298	401	271	52% 70%	-60%	-32%
	27	50	21	33	84	33	+	43	82	93	104	102	14	70	69	43	122	76	61	119	110	58	46		229%	-21%
Total	205	253	217	160	250	215	199	179	360	531	504	446	698	366	414	319	459	436	285	319	408	459	317	55%	-55%	-31%
CENTRAL BRACKNELL	105	100										100												- 101	0.00/	
Skimped Hill Lane Warfield Road	125	100	83	61	30	28	26	32	93	93	88	126	56	82	69	50	98	63	22	109	74	105	36	-71%	-36%	-66%
Crowthorne Road North	65 86	77	29 80	68	60	57	53	30	123 727	380	229 68	138	254	112	77	42	144	178	177 155	266 222	303	275	268 141	312%	6%	-3% -41%
Town Centre Bypass	145	13 88	125	65 482	120 251	83 55	33 159	114 104	441	201 392	484	163 1,205	216 1,934	194 1,719	290 2,618	90 2,167	183 2,221	23 1,812	1,822	1,776	225 2,664	237 2,831	3,190	64% 2100%	-35% 65%	-41% 13%
Total	421	278	317	402 676	461	223	271	280	1,384	1,066	404 869	1,205	1,934 2,460	2,107	3,054	2,107	2,221	2,076	2,176	2,373	3,266	3,448	3,635	763%	48%	5%
	421	276	317	676	461	223	2/1	260	1,304	1,066	009	1,032	2,460	2,107	3,054	2,349	2,040	2,076	2,170	2,373	3,200	3,440	3,035	103%	40%	3%
OUTER BRACKNELL					3				1																	
Wokingham Road, Bracknell	16	8	13	11	5	4	12	15	57	50	37	52	49	66	52	20	42	31	14	109	62	32	37	131%	-24%	16%
Bagshot Road	25	91	16	10	14	11 7	11	18	73	57	271	102	46	64	30	27	42	38	32	53	65	39	29	16%	-37%	-26%
Mill Lane Downshire Way	2	2 32	3 48	22 85	15 26	17	82	13 25	8 84	6 64	66 147	17 64	11 84	8 51	27 85	5 55	4 80	11 39	6 32	5 68	19 65	14 52	16 37	700%	45% -56%	14% -29%
Berkshire Way	0	1	40	0	20	0	02 1	25 4	3	2	6	04	04	3	4	<u>ວວ</u> າ	0	8	32	3	4	2	<u>- 37</u> 1	#DIV/0!	#DIV/0!	-29%
Total	46	134	81	128	62	39	117	- - 75	225	ے 179	527	235	190	192	 198	2 109	168	127	87	238		139	120	161%	-37%	- <u>-</u> 14%
RESIDENTIAL AREAS	40	104	0.	120	02	00			220	110	021	200	100	102	100	100	100		01	200	210	100	120	10170	-0170	-1470
Makepiece Road	80	76	83	137	32	112	40	21	92	3	34	76	76	58	123	81	71	76	65	66	58	72	49	-39%	-36%	-32%
Savernake Road	49	70	90	82	23	28	105	52	42	83	58	80	54	107	94	14	46	62	99	79	73	72	49 30	-39%	-30%	-52%
Bracknell Road	0	2	4	8	6	0	0	14	18	0	8	2	9	2	0	1		02	0	0	, y 0	1	0	#DIV/0!	-100%	-100%
Ringmead	65	91	138	109	80	112	121	68	69	178	81	_ 65	145	_ 24	37	42	115	127	211	76	114	131	36	-45%	-75%	-73%
London Road	13	1	7	10	2	0	13	8	14	6	18	32	19	22	10	5	6	5	13	18	34	2	8	-38%	-58%	300%
Total	207	241	322	346	143	252	279	163	235	270	199	255	303	213	264	143	238	270	388	239	279	280	123	-41%	-59%	-56%
ALL SITES	879	906	937	1,310	916	729	866	697	2,204	2,046	2,099	2,568	3,651	2,878	3,930	2,920	3,511	2,909	2,936	3,169	4,168	4,326	4,195	377%	15%	-3%
ALL SITES - 3 YEAR			907	1,051	1,054	985	837	764	1,256	1,649	2,116	2,238	2,773	3,032	3,486	3,243	3,454	3,113	3,119	3,005	3,424	3.888	4,230		53%	9%
ROLLING AVERAGE		<u> </u>			-			1							-			-								
ADDITIONAL SITES																										
Lindenhill Road	-	- 1	-	-	-	-	32	70	71	133	103	134	25	63	66	59	111	102	69	125	161	114	131	-	424%	15%
Braybrooke Road	_		-	_	_	_	44	25	56	59	87	101	174	173	104	109	136	57	36	60	49	44	31	-	-82%	-30%
Farningham Road	_		_		_	_	95	56	11	92	79	95	51	35	32	112	147	112	125	76	51	57	51	-	0%	-11%
Ringmead - Great Hollands	-	ļ —	-	-	-	_	64	51	28	101	115	55	137	42	48	51	115	34	49	81	46	38	42	-	-69%	11%
Total							235	202	166	385	384	385	387	313	250	331	509	305	279	342	307	253	255	-	-34%	1%
ALL SITES							1,101	899	2,370	2,431	2,483	2,953	4,038	3,191	4,180	3,251	4,020	3,214	3,215	3,511	4,475	4,579	4,450	-	10%	-3%
ALL SITES - 3 YEAR ROLLING AVERAGE									1,457	1,900	2,428	2,622	3,158	3,394	3,803	3,541	3,817	3,495	3,483	3,313	3,734	4,188	4,501	-	-	7%

Location										Т	otal	Pede	striar	IS												
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2001 - 2023	2013 - 2023	2022 · 2023
CROWTHORNE AND SANDHURST CORDON		•			'	1		۱	1	1		1												2020	2020	
High Street, Crowthorne	2,005	2,301	2,433	1.346	2.685	2.325	2.587	1.917	3.239	2,153	2,457	1.818	3,311	1,907	2,301	2.341	2.320	2,309	2,279	2,038	1,949	2,232	2,096	5%	-37%	-6%
A3095 Sandhurst	373	508	692	512	820	669	571	689	574	342	356	343	342	404	425	445	615	471	397	566	606	489	462	24%	35%	-6%
Total	2,378	2,809	3,125	1,858	3,505	2,994	3,158	2,606	3,813	2,495	2,813	2,161	3,653	2,311	2,726	2,786	2,935	2,780	2,676	2,604	2,555	2,721	2,558	8%	-30%	-6%
CENTRAL BRACKNELL COP	2	i	1	1	1	1		1	1	1	i	5	,												<u> </u>	
Skimped Hill Lane	1,124	920	1.025	781	942	932	897	831	1.135	662	937	922	905	728	714	841	900	1,340	1,356	961	901	1.087	1,246	11%	38%	15%
Warfield Road	922	1,188	952	1,255	855	958	1,076	987	1,079	1,200	1,061	698	864	686	699	772	745	1,049	1,268	1,036	1,030	1,280	1,322	43%	53%	3%
Crowthorne Road North	1,029	571	2,645	3,157	3,207	3,159	1,816	3,365	2,880	1,335	466	1,323	1,201	1,385	1,421	1,337	1,412	1,045	1,556	1,173	1,152	1,281	1,383	34%	15%	8%
Town Centre Bypass	2,269	1,645	1,942	1,933	1,995	1,687	1,990	2,008	1,888	898	892	1,629	2,466	2,221	3,440	3,458	3,433	3,122	3,075	3,173	4,251	5,325	5,635	148%	129%	6%
Total	5,344	4,324	6,564	7,126	6,999	6,736	5,779	7,191	6,982	4,095	3,356	4,572	5,436	5,020	6,274	6,408	6,490	6,556	7,255	6,343	7,334	8,973	9,586	79%	76%	7%
OUTER BRACKNELL CORD	c					,			,		·															
Wokingham Road, Bracknell	162	109	127	111	74	77	114	129	192	501	386	331	445	378	450	588	504	481	372	397	421	524	426	163%	-4%	-19%
Bagshot Road	252	267	275	253	281	246	257	294	312	487	1,423	490	622	564	605	643	460	548	470	374	401	417	440	75%	-29%	6%
Mill Lane	157	296	203	268	208	228	219	243	290	228	392	229	266	76	426	474	339	577	630	319	317	355	254	62%	-5%	-28%
Downshire Way	208	1,282	935	1,212	921	813	1,150	821	969	901	1,176	907	1,390	1,035	1,250	1,748	1,912	1,867	2,019	1,062	1,016	1,343	1,341	545%	-4%	0%
Berkshire Way	94	114	131	141	120	102	151	131	139	125	125	115	114	123	158	160	134	583	205	105	159	226	233	148%	104%	3%
Total	873	2,068	1,671	1,985	1,604	1,466	1,891	1,618	1,902	2,242	3,502	2,072	2,837	2,176	2,889	3,613	3,349	4,056	3,696	2,257	2,314	2,865	2,694	209%	-5%	-6%
RESIDENTIAL AREAS CORD)																									
Makepiece Road	421	392	322	249	82	415	148	156	229	28	100	169	252	257	288	293	257	314	333	400	356	356	336	-20%	33%	-6%
Savernake Road	241	395	440	508	353	297	704	329	312	343	298	393	401	431	834	191	251	339	551	719	764	696	559	132%	39%	-20%
Bracknell Road	1	21	40	39	64	42	53	83	71	22	34	16	25	19	7	15	29	19	8	20	20	15	22	2100%	-12%	47%
Ringmead	528	642	739	622	498	506	761	390	629	668	368	347	555	244	464	490	582	649	862	616	898	882	803	52%	45%	-9%
London Road	111	49	133	193	46	123	197	134	200	93	109	207	121	266	102	110	106	111	199	214	186	184	225	103%	86%	22%
Total	1,302	1,499	1,674	1,611	1,043	1,383	1,863	1,092	1,441	1,154	909	1,132	1,354	1,217	1,695	1,099	1,225	1,432	1,953	1,969	2,224	2,133	1,945	49%	44%	-9%
ALL SITES	9,897	10,700	13,034	12,580	13,151	12,579	12,691	12,507	14,138	9,986	10,580	9,937	13,280	10,724	13,584	13,906	13,999	14,824	15,580	13,173	14,427	16,692	16,783	70%	26%	1%
ALL SITES - 3 YEAR ROLLING AVERAGE			11,210	12,105	12,922	12,770	12,807	12,592	13,112	12,210	11,568	10,168	11,266	11,314	12,529	12,738	13,830	14,243	14,801	14,526	14,393	14,764	15,967		42%	8%
ROLLING AVERAGE																	1									J
ADDITIONAL SITES																										
	_				<u> </u>	_	221	355	294	254	279	437	180	240	196	259	373	367	293	490	525	446	567		215%	27%
Braybrooke Road		1 _	- -		<u> </u>		291	109	134	128	235	216	327	494	313	437	330	178	136	159	145	116	115	-	-65%	-1%
Farningham Road		1 _	+	<u> </u>	<u>† </u>	<u> </u>	373	353	54	175	313	345	271	315	318	523	382	351	333	361	357	311	334	-	23%	7%
Ringmead - Great Hollands		+		+	+	*****	348	332	315	396	316	263	406	230	200	225	291	206	252	348	294	255	297		-27%	16%

Braybrooke Road	-	_	-	-	-	-	291	109	134	128	235	216	327	494	313	437	330	178	136	159	145	116	115	-	-65%	-1%
Farningham Road	-		_	_	_	_	373	353	54	175	313	345	271	315	318	523	382	351	333	361	357	311	334	-	23%	7%
Ringmead - Great Hollands	-	_	-	-	-	-	348	332	315	396	316	263	406	230	200	225	291	206	252	348	294	255	297	-	-27%	16%
Total							1,233	1,149	797	953	1,143	1,261	1,184	1,279	1,027	1,444	1,376	1,102	1,014	1,358	1,321	1,128	1,313	-	11%	16%
ALL SITES							13,924	13,656	14,935	10,939	11,723	11,198	14,464	12,003	14,611	15,350	15,375	15,926	16,594	14,531	15,748	17,820	18,096	•	25%	2%
ALL SITES - 3 YEAR ROLLING AVERAGE									14,172	13,177	12,532	11,287	12,462	12,555	13,693	13,988	15,112	15,550	15,965	15,684	15,624	16,033	17,221	-	-	7%