

# Travel in Bracknell Report 2023



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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: <http://www.bracknell-forest.gov.uk/planningtransportpolicy>

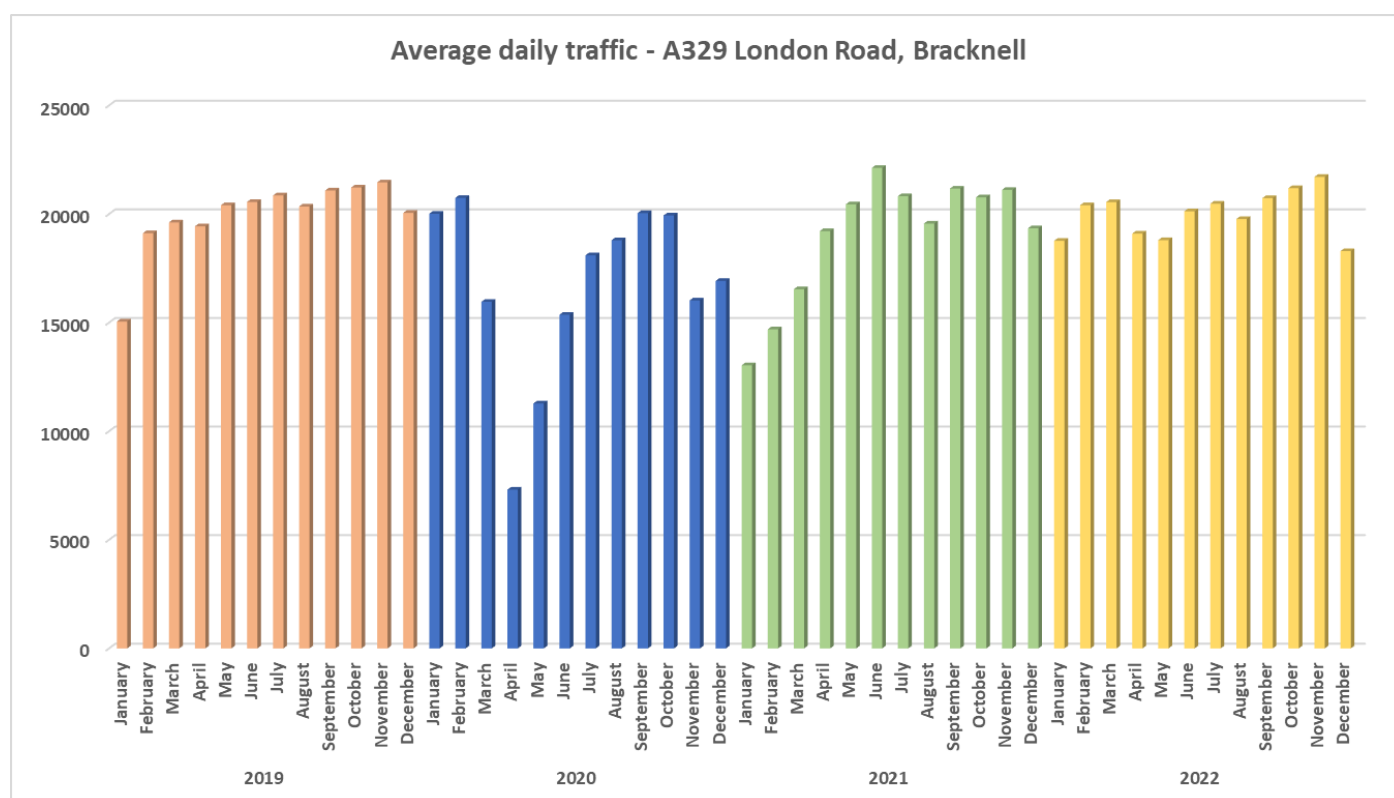
## 2. Impacts of the Covid-19 pandemic

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.

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

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

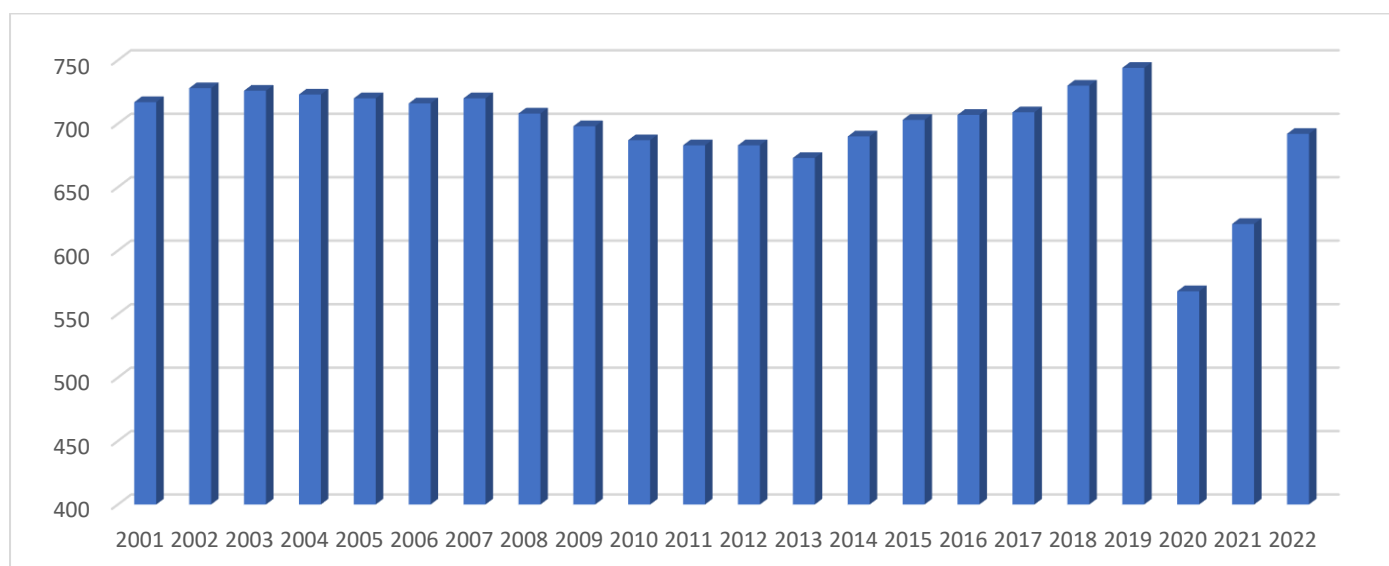
	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>South East</b>	80598	81186	81262	81232	83537	85842	87362	87894	87690
<b>% change</b>	-1.15%	0.73%	0.09%	-0.04%	2.84%	2.76%	1.77%	0.61%	-0.23%
<b>Bracknell Forest</b>	687	683	683	673	690	703	707	709	730
<b>% change</b>	-1.58%	-0.58%	0.00%	-1.46%	2.53%	1.88%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

	2019	2020	2021	2022
<b>South East</b>	88333	68266	75487	83075
<b>% change</b>	0.73%	-22.72%	10.58%	10.05%
<b>Bracknell Forest</b>	744	568	621	692
<b>% change</b>	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

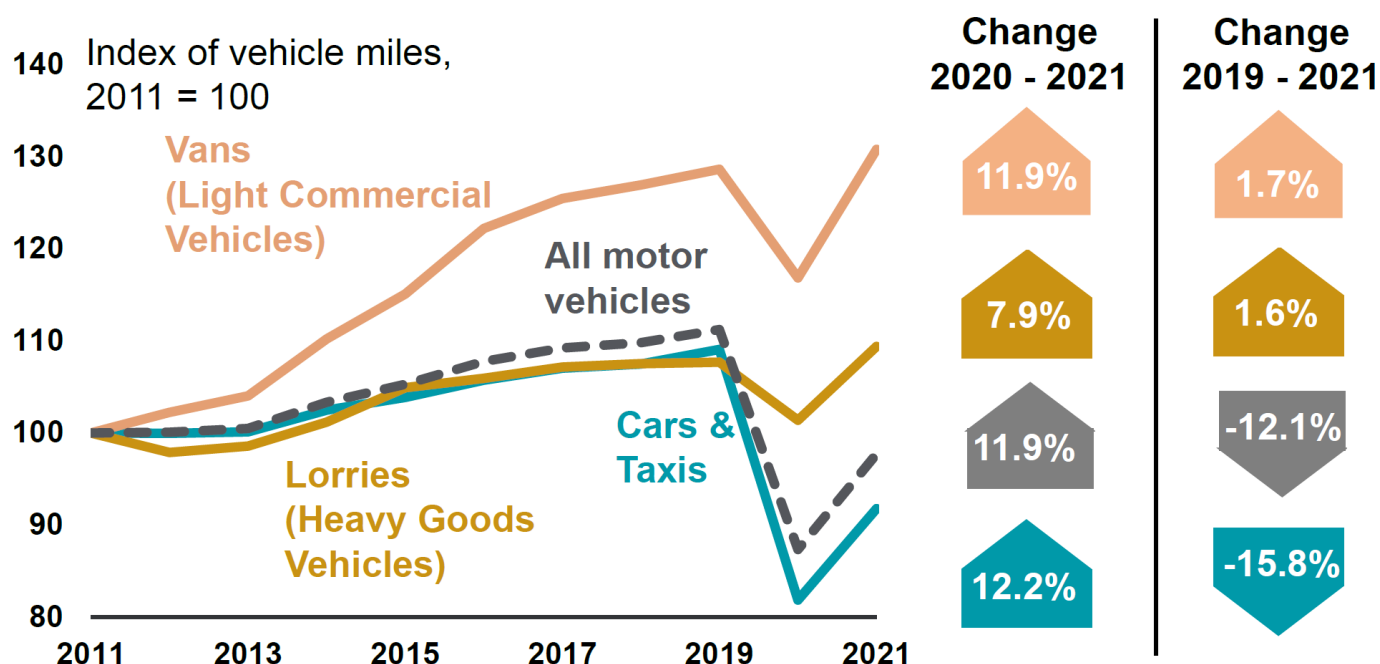
2020 saw overall traffic levels drop by 23.6% in Bracknell Forest, followed by an increase of 9.3% in 2021 (a year which was still affected by restrictions on movement) and 11.4% in 2022.

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**

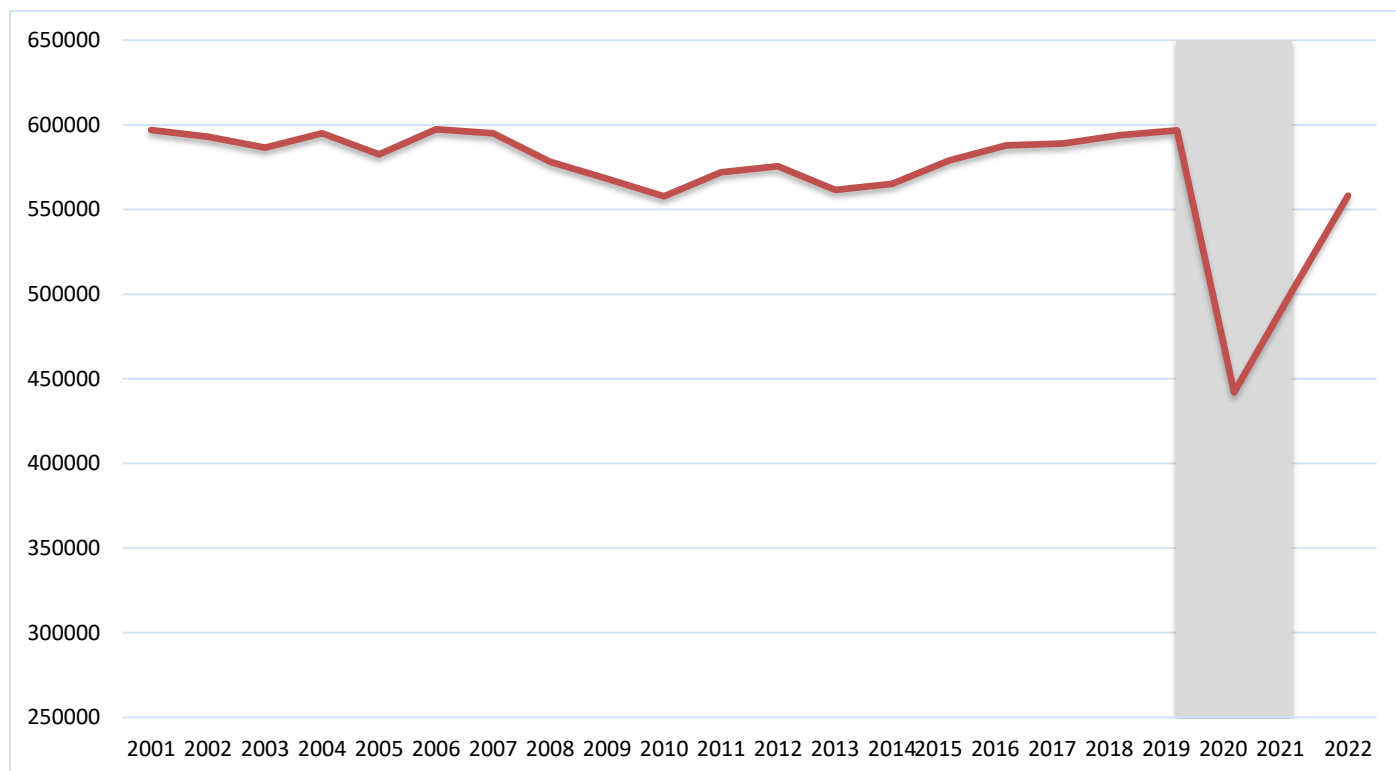




## Traffic monitoring in Bracknell Forest

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.

**Figure 4: Average Annual Daily Traffic – Bracknell Forest (50 count sites)**



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

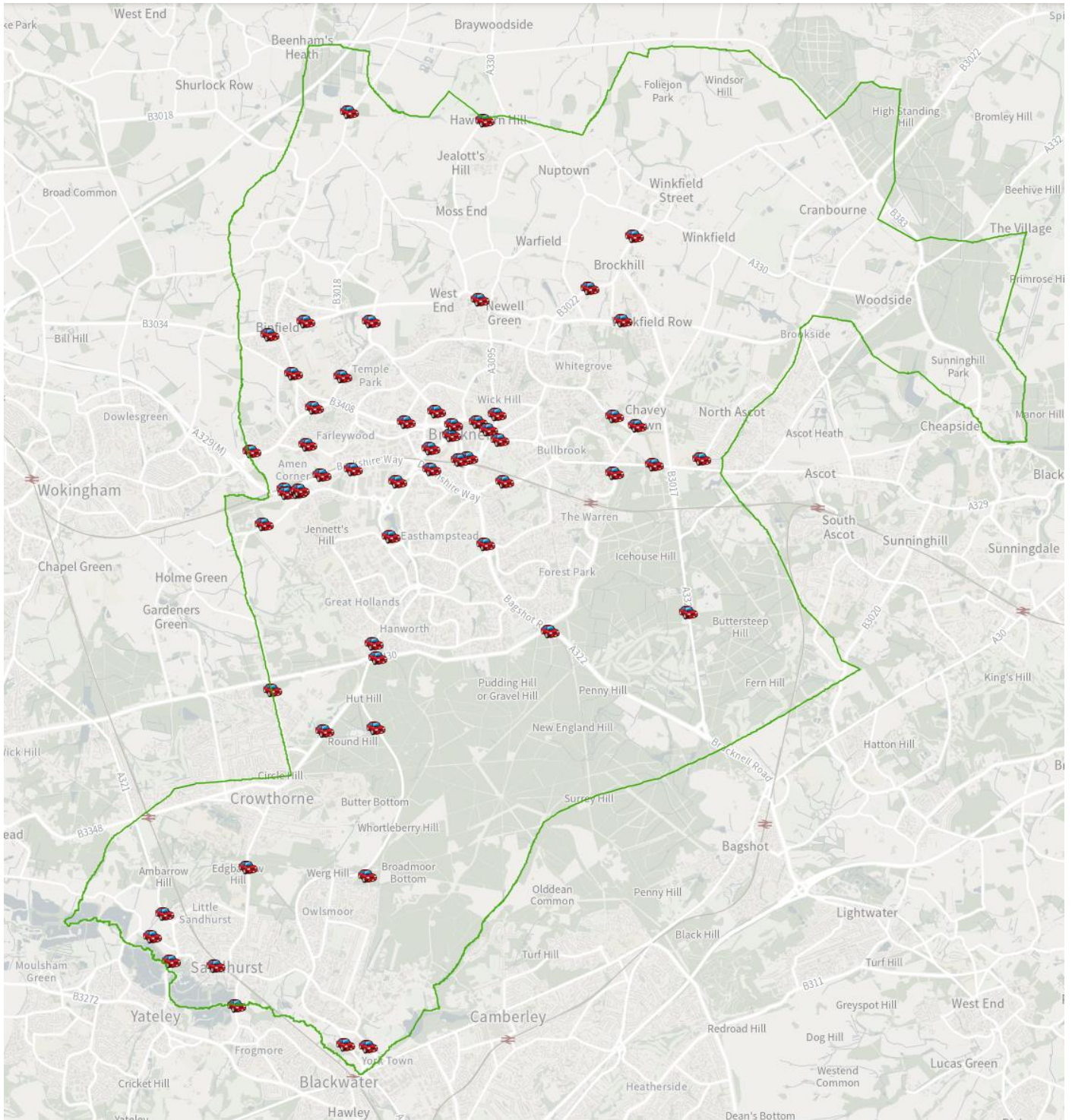
**The grey area on this and the following graphs shows where the Covid-19 pandemic had an effect on traffic and travel**

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.

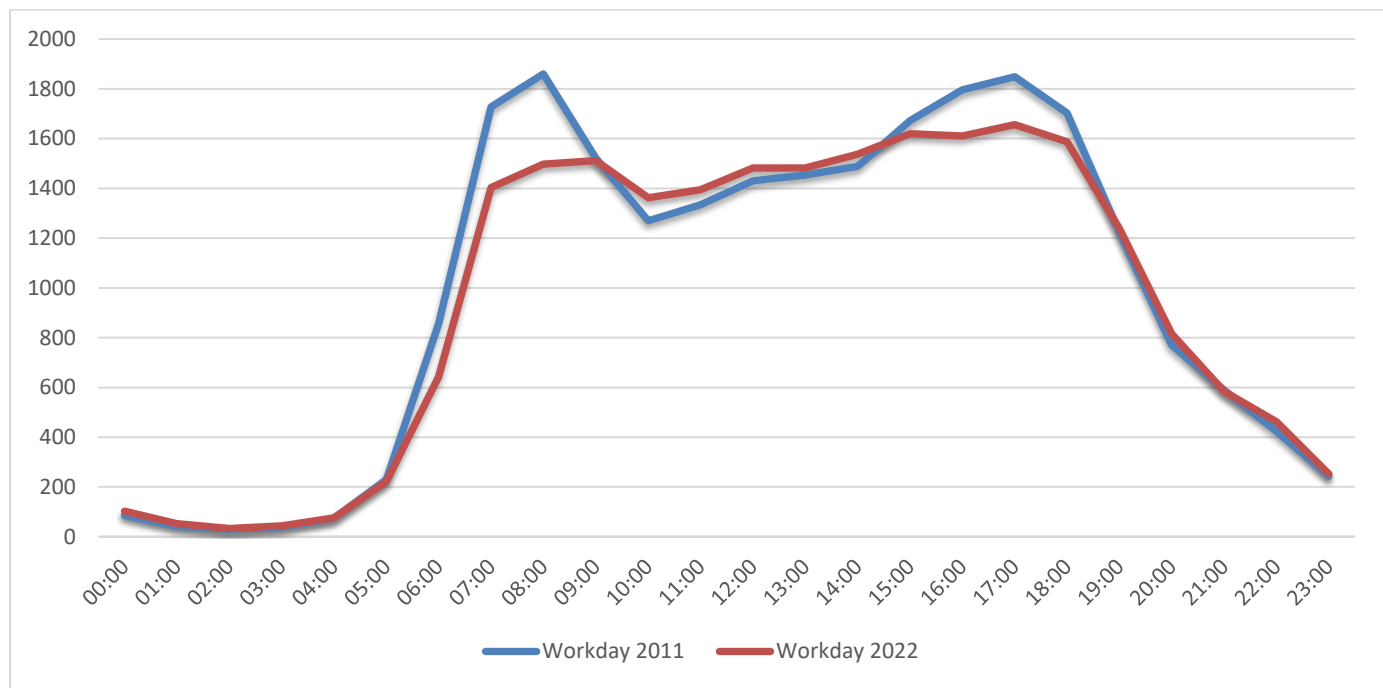
The busiest road through the Borough is the A322 / A329 corridor which links the M4 with the M3, handling up to 60,000 vehicles a day.

**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
A322 Downshire Way	36961
Market Street, Bracknell town centre	7900
Station Way, Bracknell town centre	3494
High Street, Bracknell town centre	9437
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

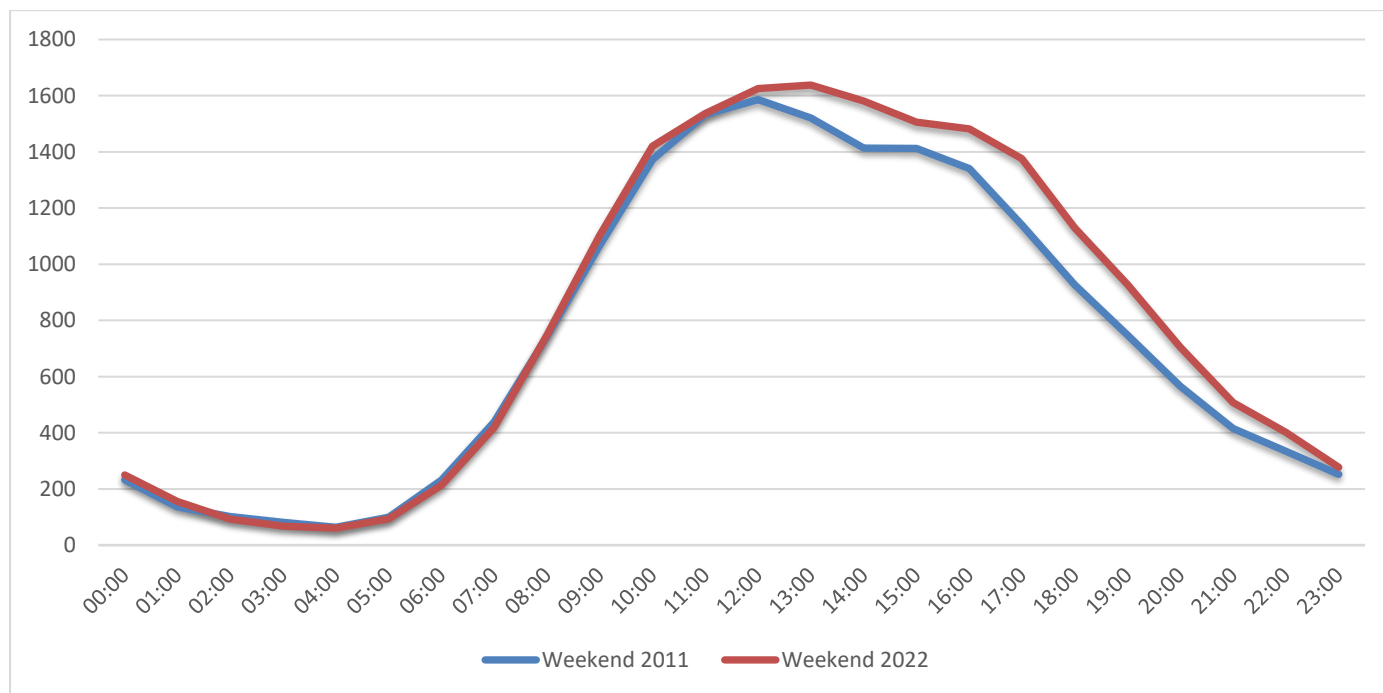
Traffic on some roads is now at or above 2019 levels, but we are seeing differences in how that traffic is spread throughout the day, for example with lower morning and evening peaks, but higher traffic levels during the middle of the day. Figure 6 shows this pattern on the A329 London Road, between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

**Figure 7: Comparison of Weekend traffic, 2011 vs 2022**





### 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.

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

	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

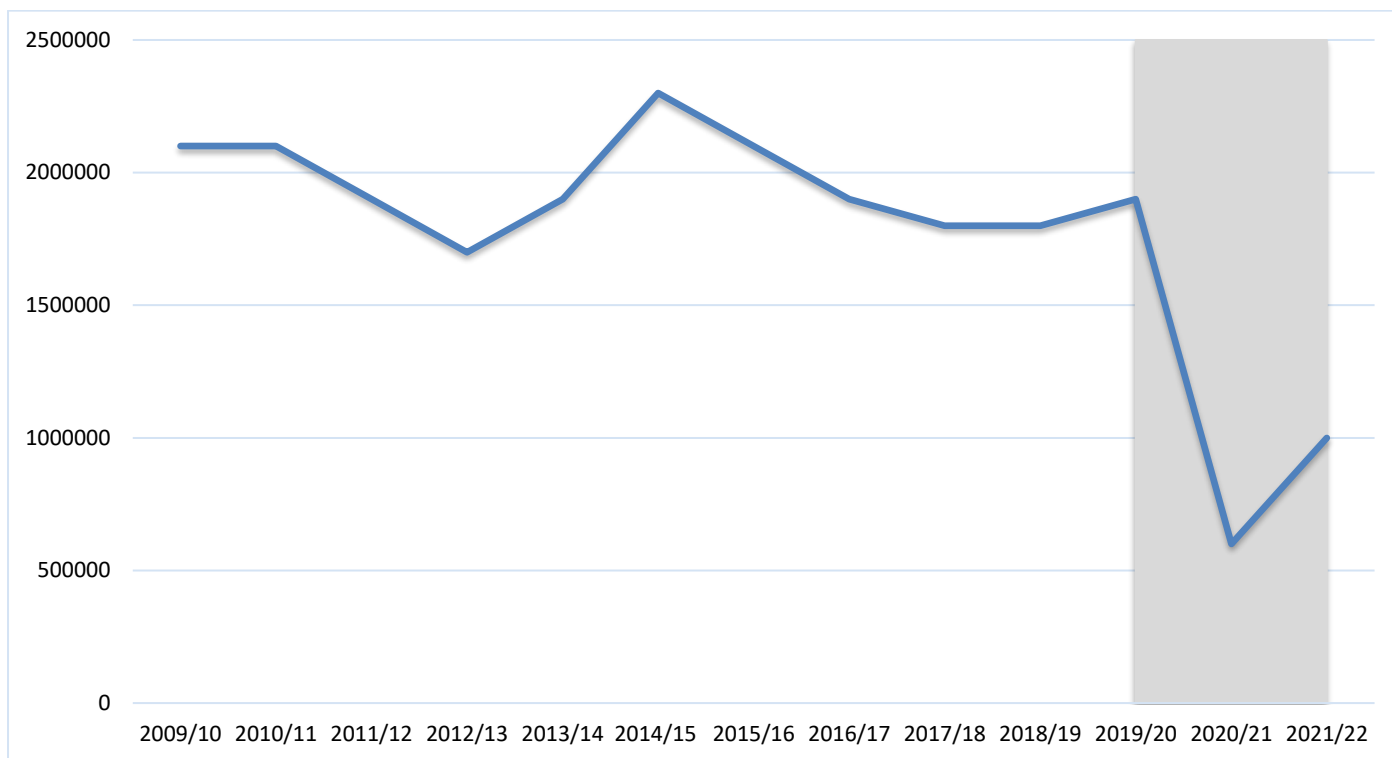
  

2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
2,100,000	1,900,000	1,800,000	1,800,000	1,900,000	600,000	1,000,000

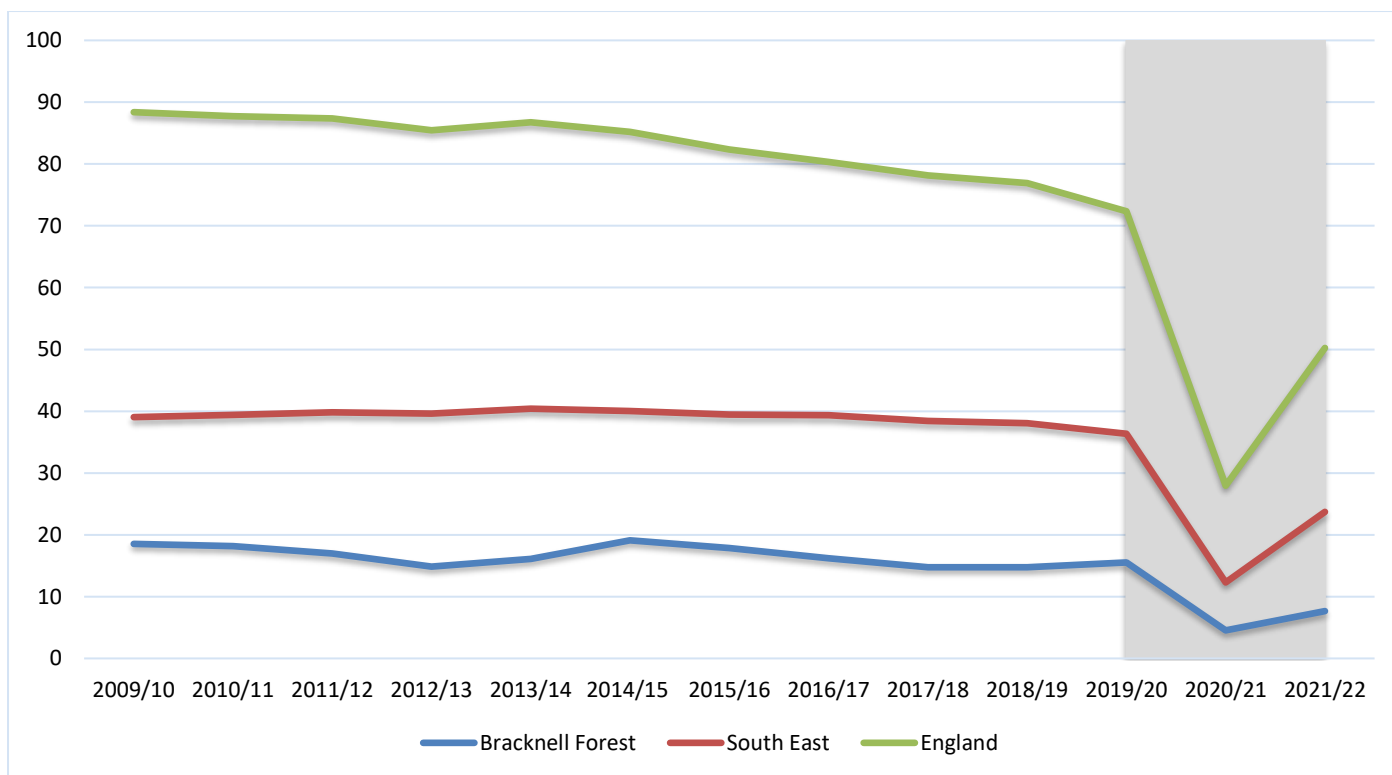




**Figure 9: Passenger bus journeys in Bracknell Forest 2009 – 2022**



**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





## Rail

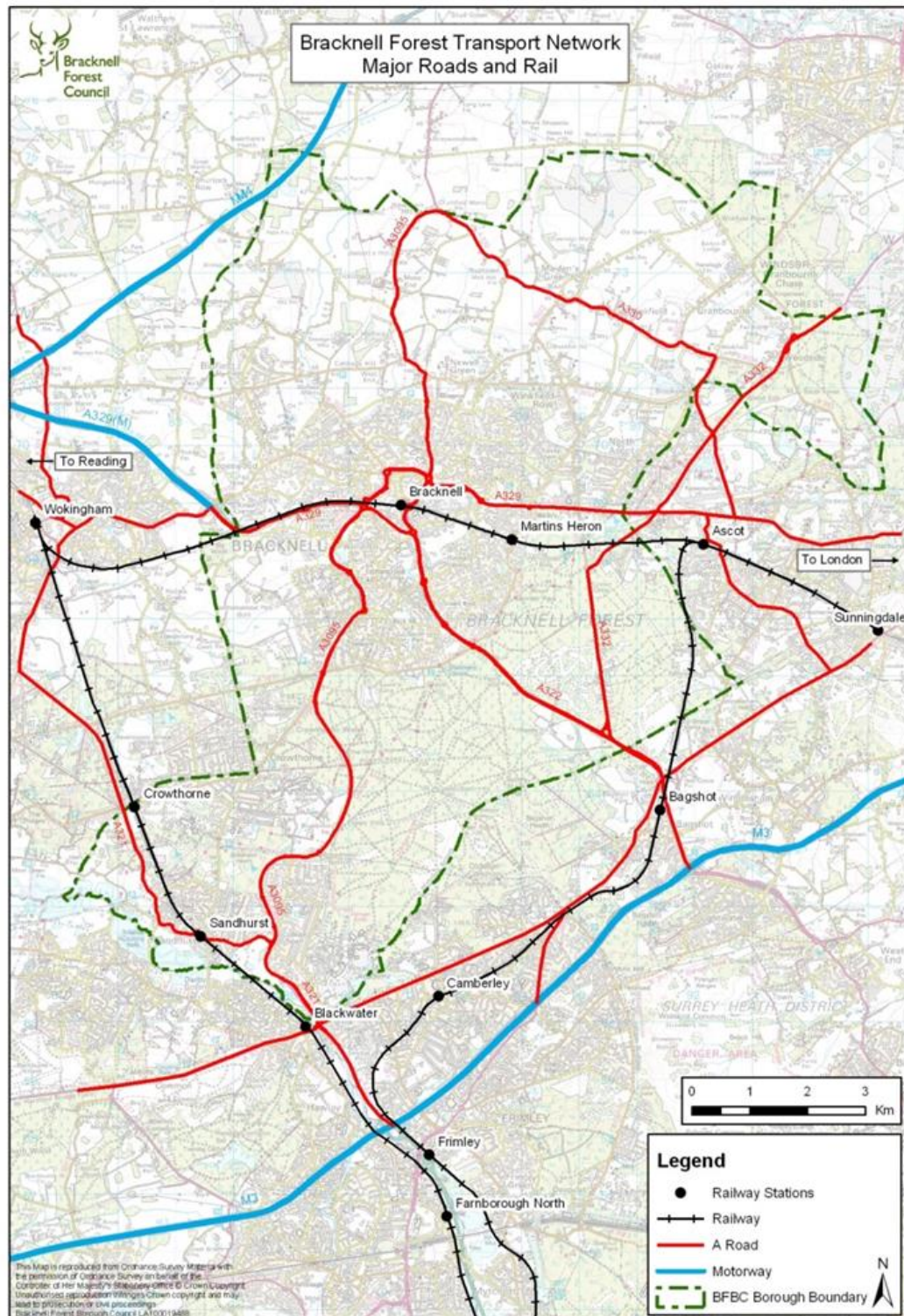
There are two main rail lines which run through Bracknell Forest, and four stations.

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

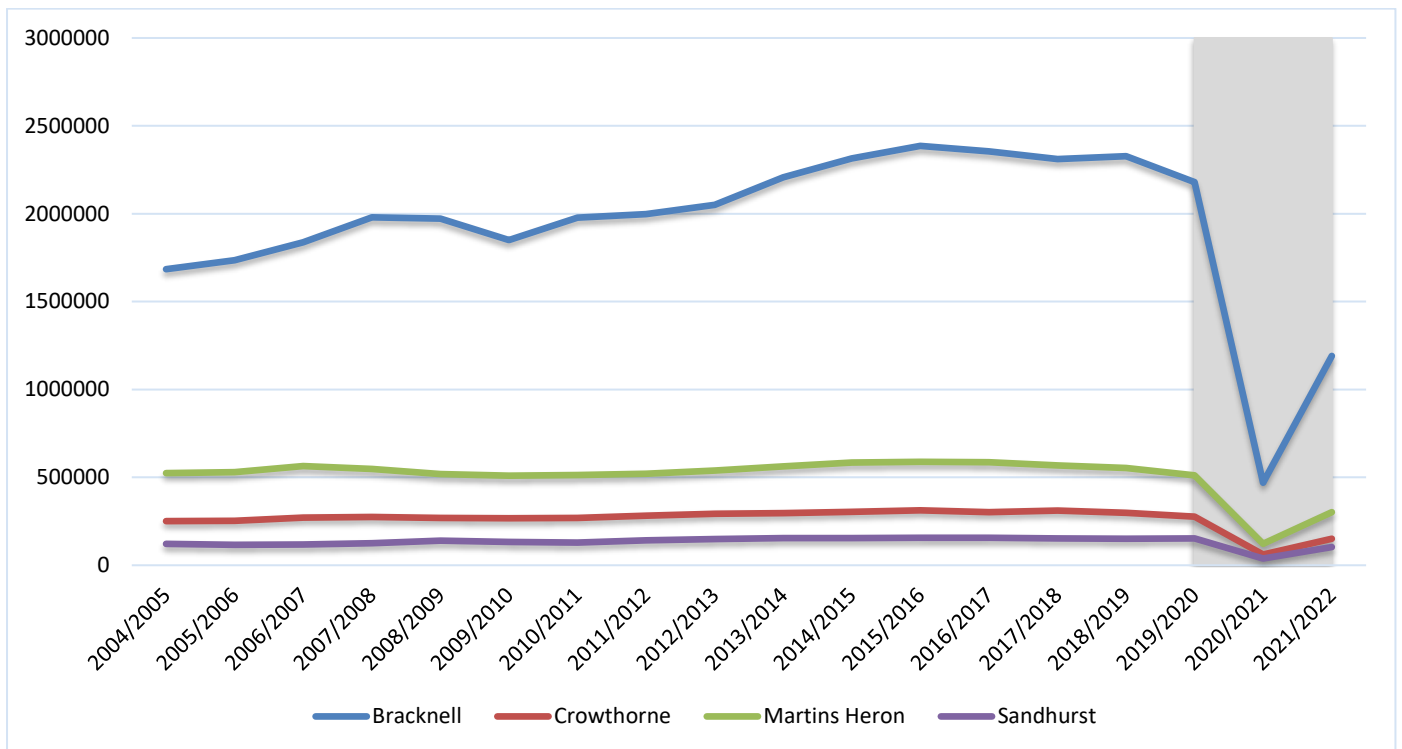
2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018
1,976,868	1,998,604	2,050,564	2,207,932	2,315,218	2,386,098	2,354,570	2,311,474
269,414	281,232	292,840	296,692	303,816	312,430	301,880	310,436
512,940	521,412	538,238	561,760	584,142	588,416	586,230	567,372
128,254	142,218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

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

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.



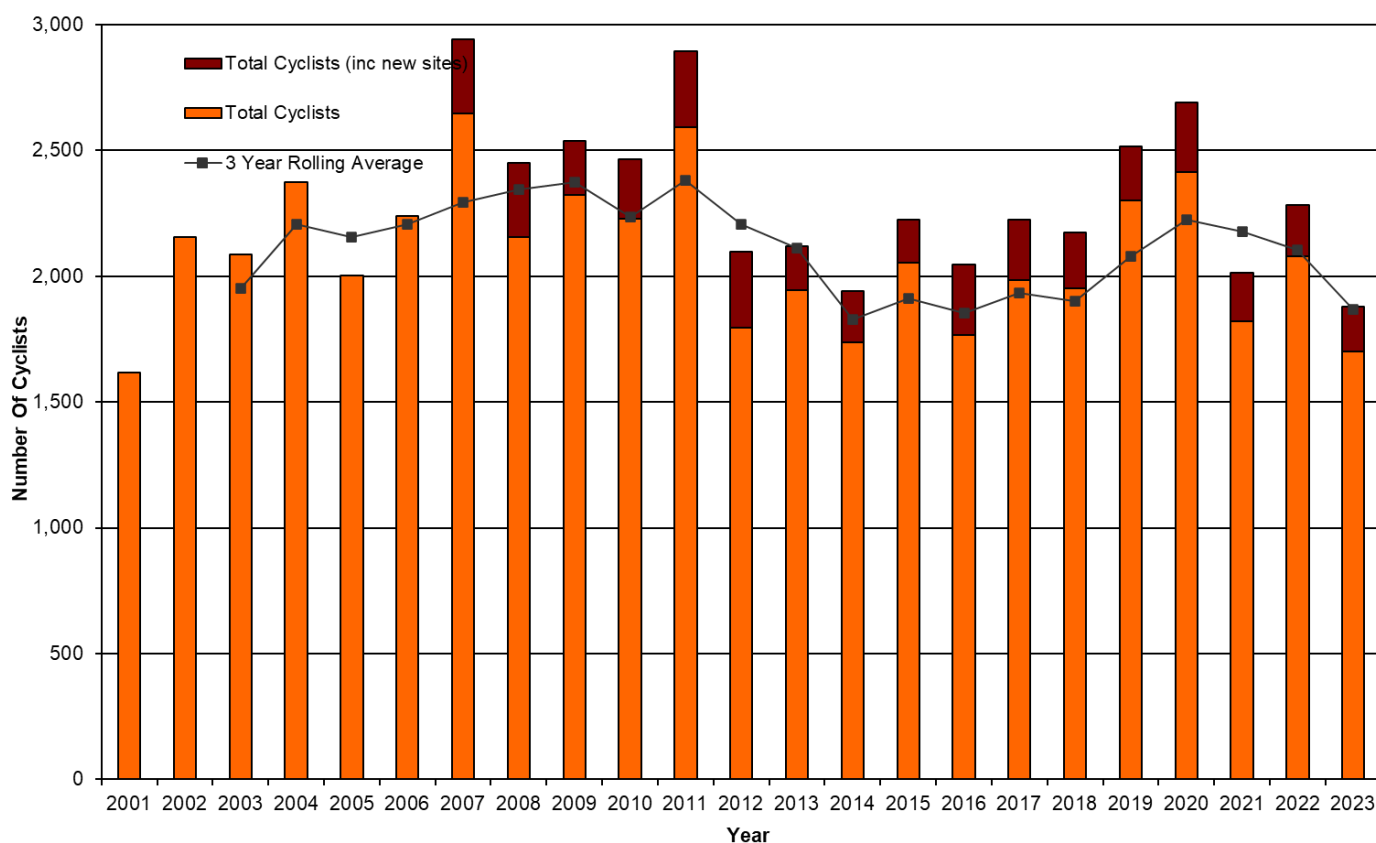
## Cycling

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.

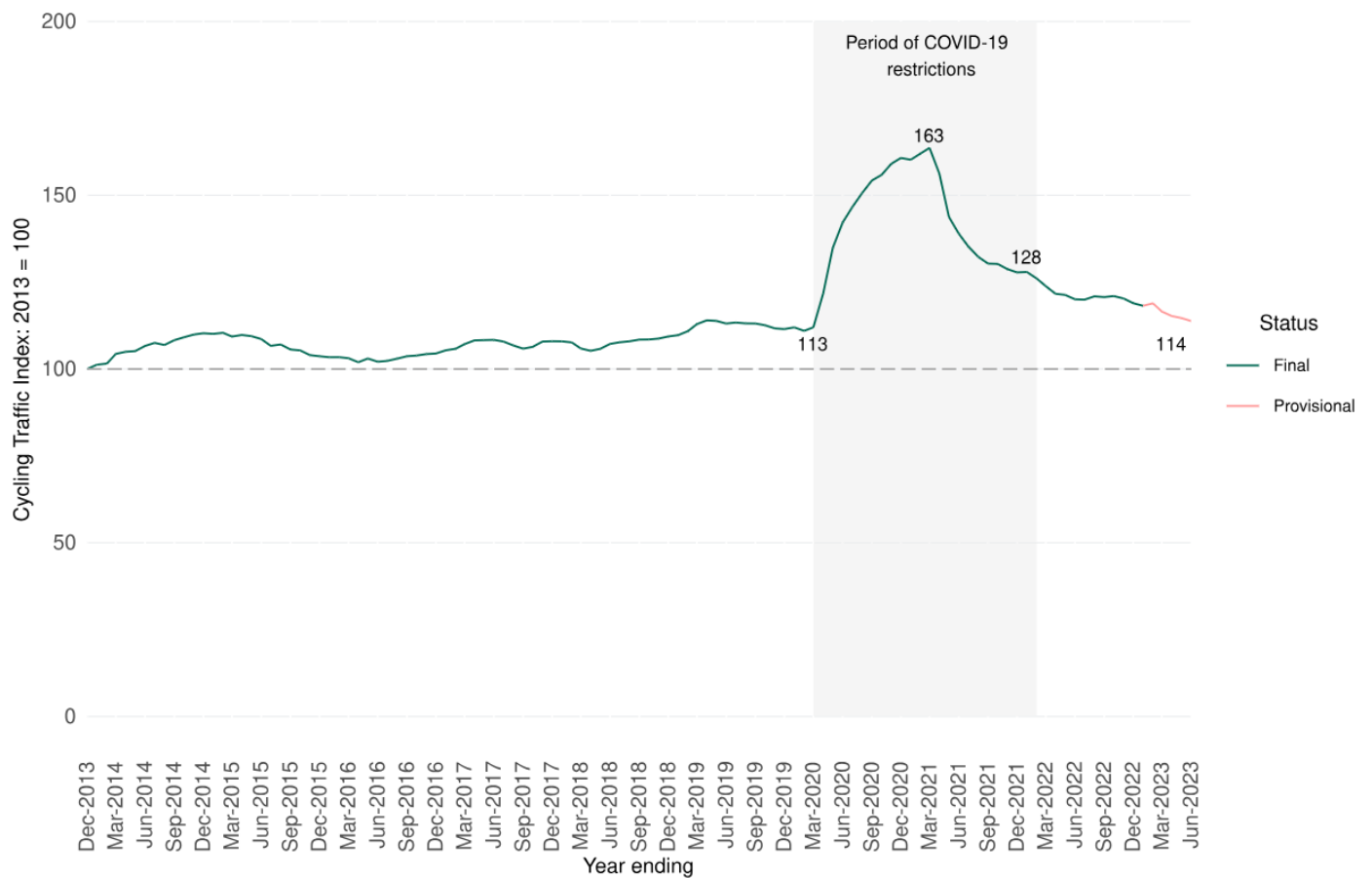
**Figure 13: Cycling, 2001 – 2023 (20 locations)**



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.

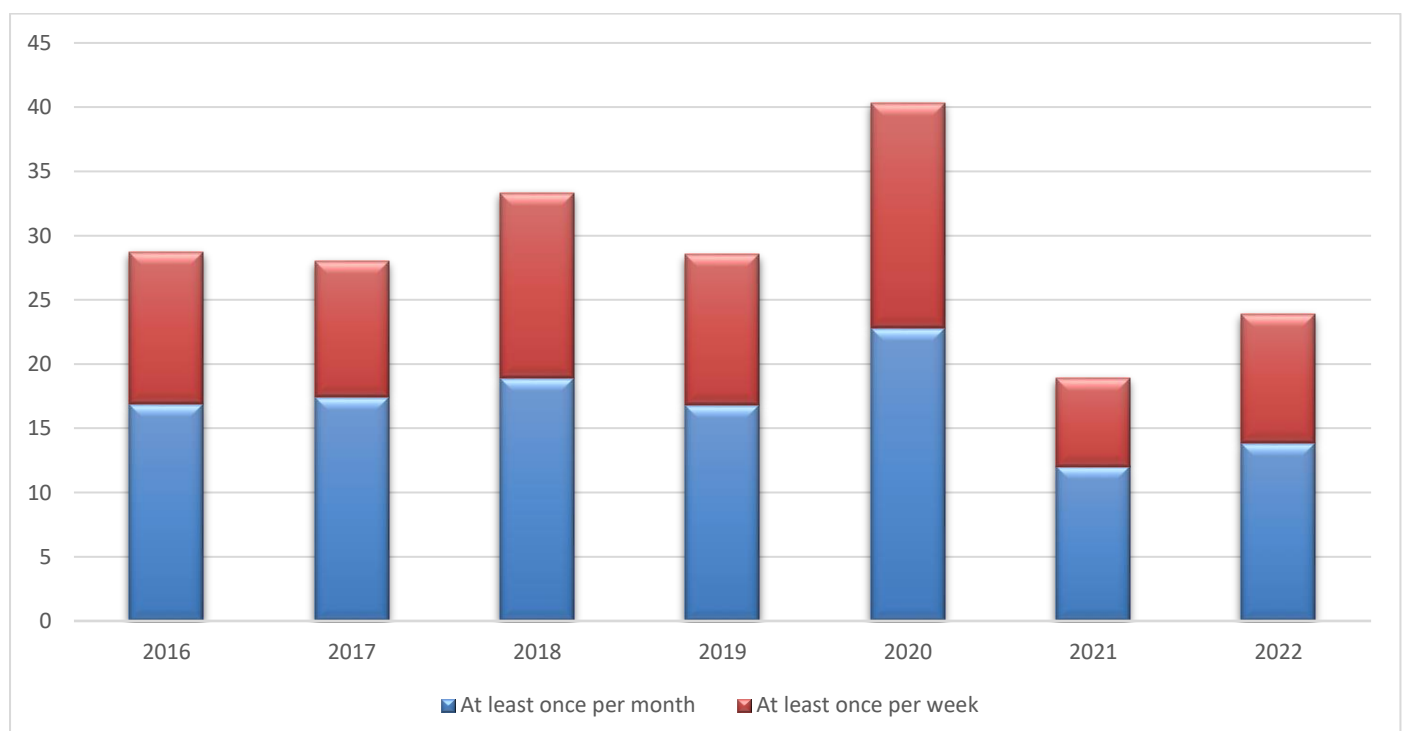
However, levels have fallen back since 2020, with 2023's figure being one of the lowest counts since 2001. **Numbers decreased between 2022 and 2023 by 17.7%.** The weather may be partly attributable, as it was cloudy on all 3 survey days, with rain on one of them preceded by a rainy weekend. The Department 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



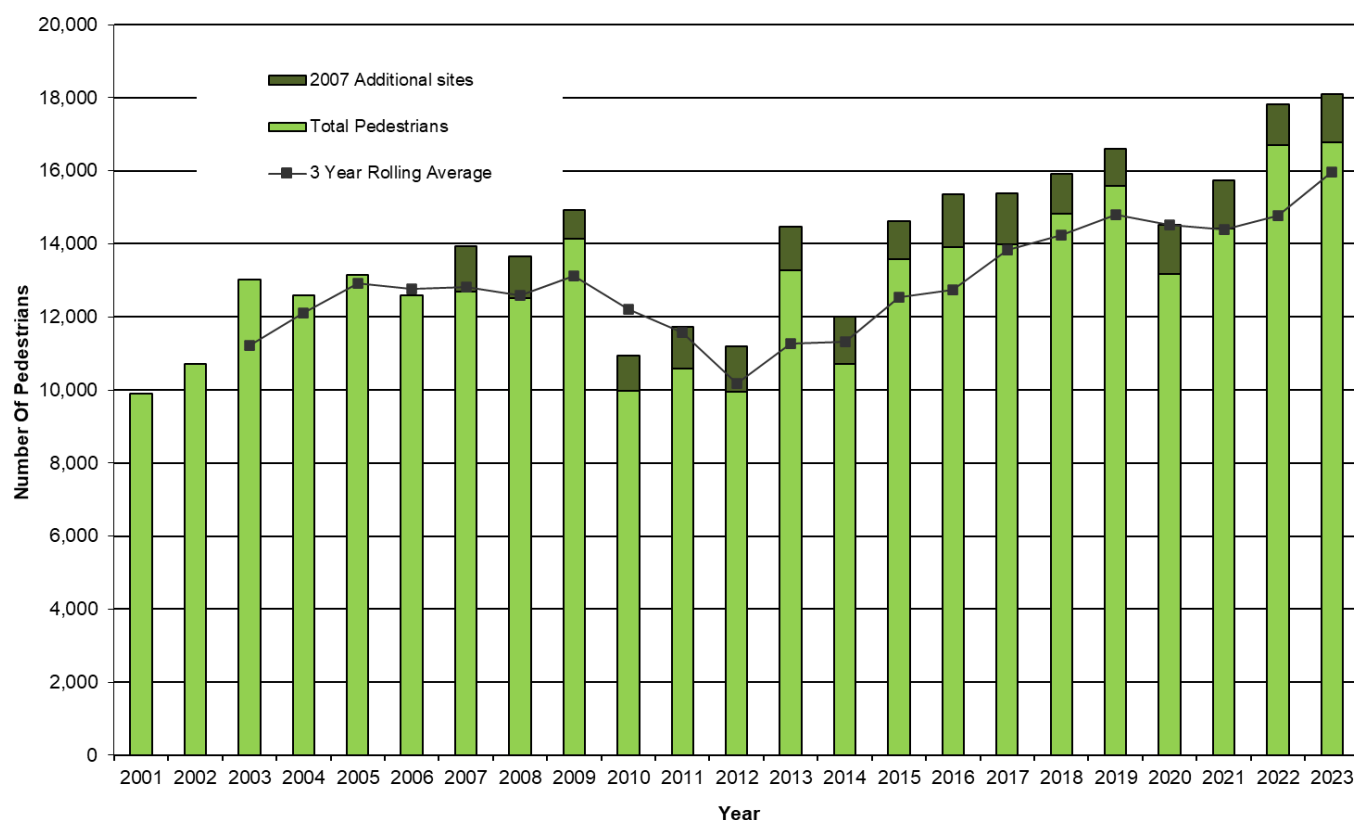


## Walking

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)**



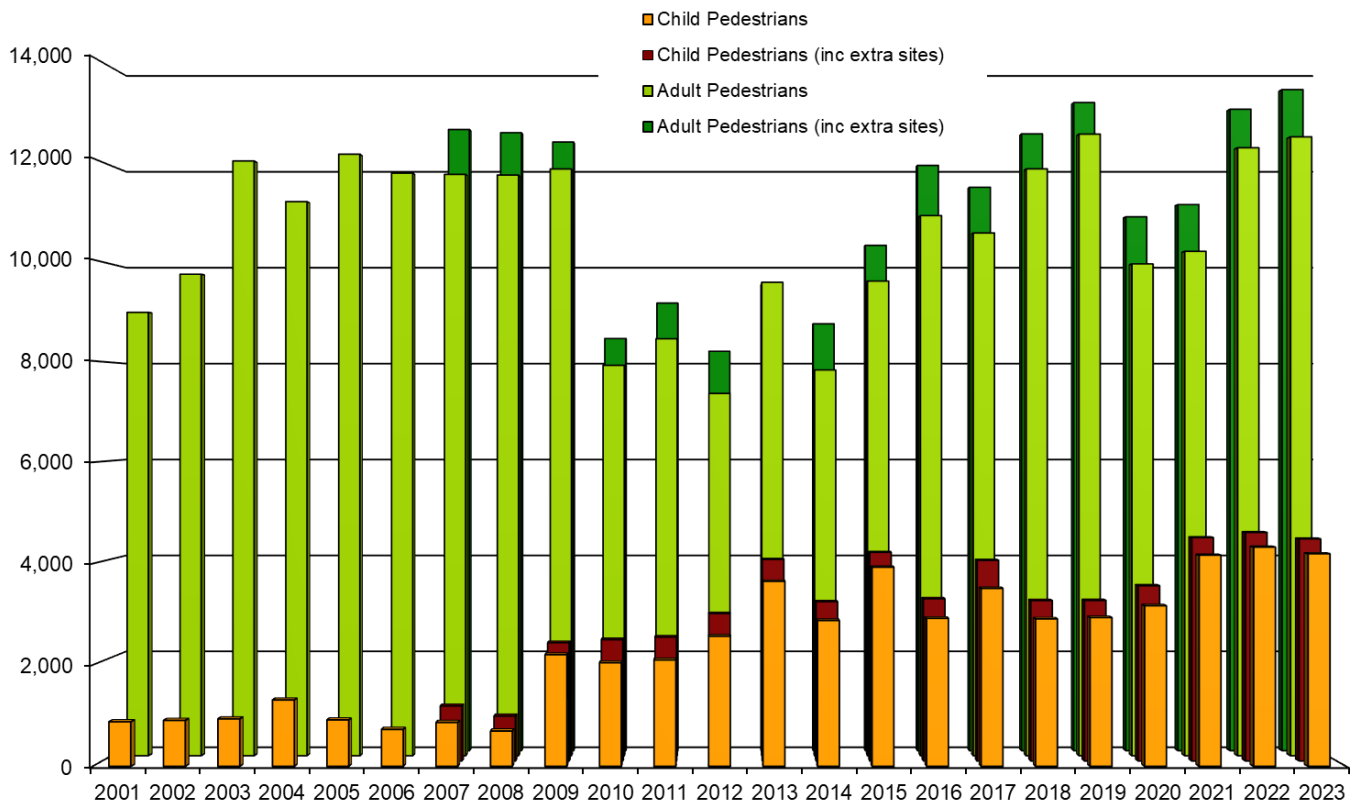
Our pedestrian surveys consider both adults and children, allowing us to consider whether policies encouraging children to walk to school are working alongside walking habits in the adult population.

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).**

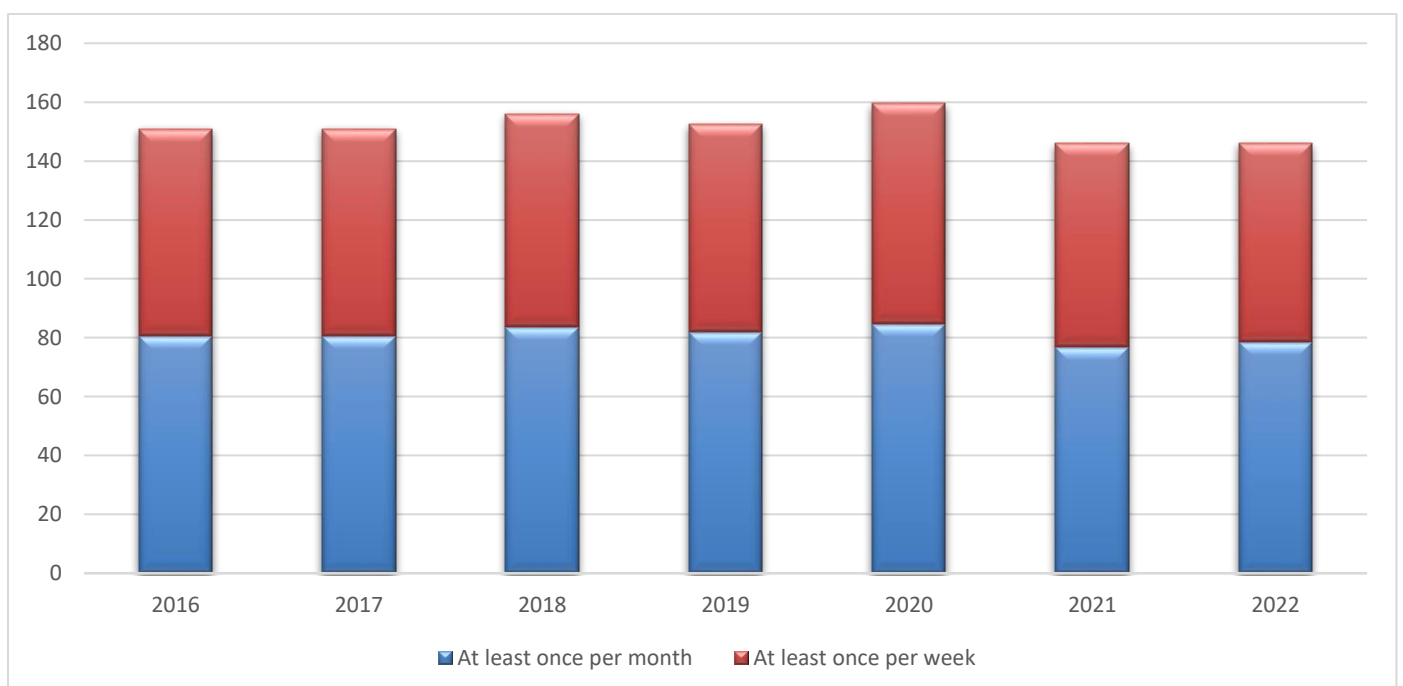
**Figure 17: Walking, split by adults and children (20 locations)**



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%)**



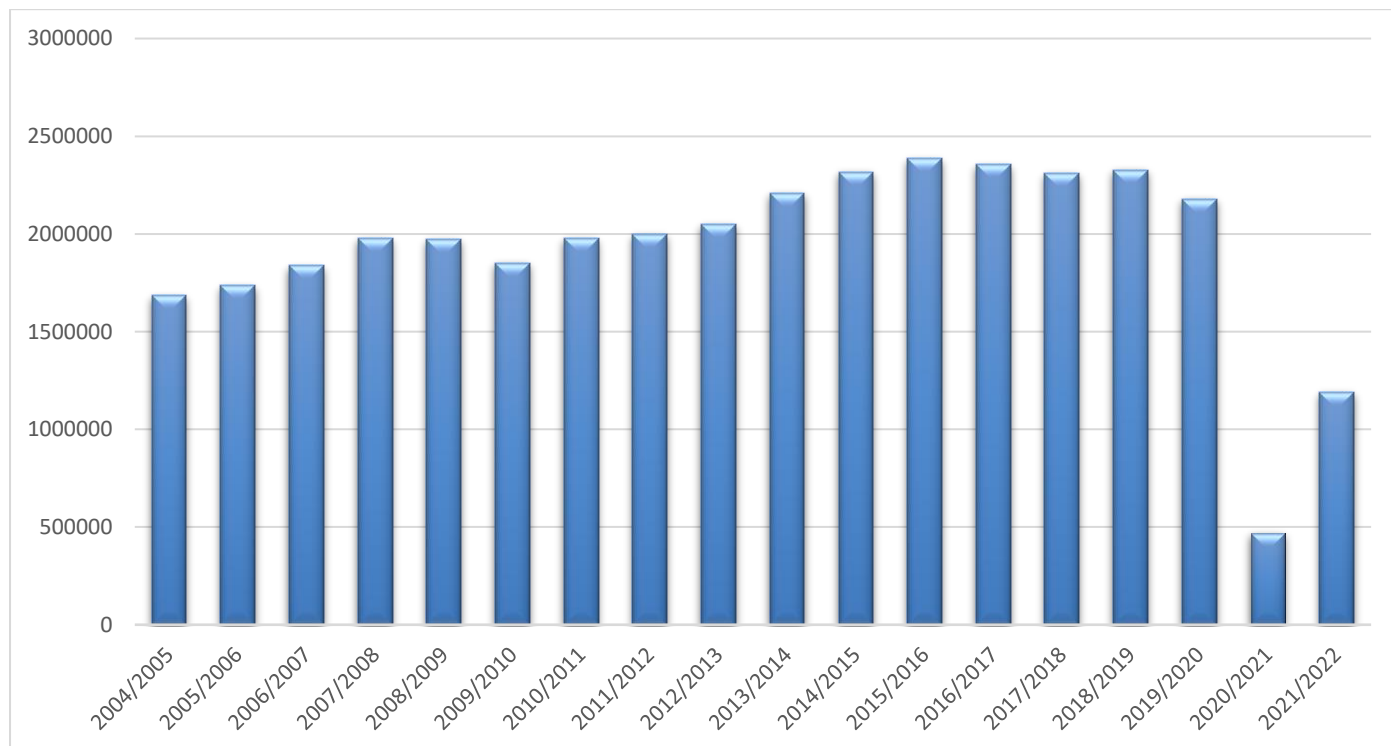
DAILY TRAFFIC FLOW - ALL SITES																											
Number	Location	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	Growth % 01 - 22	Growth % 12 - 22	Growth % 17 - 22	Growth % 21 - 22
3	A329 London Road	21,144	22,282	22,190	22,260	21,704	21,933	22,654	22,367	21,432	21,653	21,794	21,919	21,743	21,909	21,991	22,156	20,716	19,186	19,937	16,762	19,088	20,259	-17.3%	-7.6%	-2.2%	6.1%
10	A329 Berkshire Way Eastbound														26,458	27,988	28,925	29,050	29,050	29,602	22,053	24,920	27,606	-20.1%	#DIV/0!	-5.0%	10.8%
11	A329 Berkshire Way Westbound											25,799	26,185	25,539	27,037	27,911	28,937	29,162	28,789	29,333	21,084	24,957	27,647	-23.7%	-5.6%	-5.2%	10.8%
12	Vigar Way Northbound											6,304	8,109	9,384	10,181	10,739	10,951	11,602	11,332	11,214	8,388	9,478	10,500	-20.1%	29.5%	-9.5%	10.8%
13	Vigar Way Southbound											5,738	5,738	8,973	9,357	9,607	9,501	9,702	9,278	8,598	6,482	7,325	8,114	-20.1%	41.4%	-16.4%	10.8%
14	Cain Road															5,228	5,382	5,021	4,909	5,593	3,110	2,865	2,858	8.8%	#DIV/0!	-43.1%	-0.2%
15	B3408 Wokingham Road															16,596	16,073	15,893	16,067	16,390	12,059	13,960	15,465	-22.0%	#DIV/0!	-2.7%	10.8%
16	A3095 Warfield Road															9,705	10,083	10,117	10,351	10,697	8,002	9,042	9,991	-19.9%	#DIV/0!	-1.2%	10.5%
17	B3018 Binfield Road (South)															7,486	7,305	7,249	7,703	6,719	5,026	5,679	6,292	-20.1%	#DIV/0!	-13.2%	10.8%
18	B3408 London Road															13,004	13,264	13,136	13,501	13,061	10,323	12,207	13,674	-20.1%	#DIV/0!	4.1%	12.0%
19	B3340 New Forest Ride															14,748	14,323	15,129	13,609	12,952	10,123	11,439	12,672	-20.1%	#DIV/0!	-16.2%	10.8%
29	B3408 London Road	23,428	22,681	20,091	22,035	21,901	22,962	23,400	22,468	22,468	20,440	21,837	21,495	21,482	21,482	22,175	22,668	22,316	22,316	21,116	13,590	15,357	18,831	-27.8%	-13.8%	-15.6%	22.6%
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	-24.8%	-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	-14.4%	2.1%	-4.8%	3.4%
73	A322 Bagshot Road - nr Sports Centre	47,254	46,756	45,146	50,143	47,961	49,864	49,864	47,150	45,827	40,367	45,878	44,142	43,368	43,722	42,092	42,092	42,312	44,214	46,136	34,510	46,112	48,092	-28.2%	8.9%	13.7%	4.3%
74	A3095 Crowthorne Bypass	18,755	18,788	19,399	19,807	17,715	19,623	18,202	19,082	18,985	19,289	19,192	18,818	18,726	19,457	20,319	21,175	20,762	20,034	19,478	13,528	14,168	16,329	-17.2%	-13.2%	-21.4%	15.3%
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	-20.1%	-8.3%	-11.2%	10.8%
82	A329 Skipped Hill Lane	16,754	17,018	16,177	15,585	14,381	14,808	14,603	14,390	14,434	14,943	15,339	15,696	15,603	14,043	15,804	16,791	17,470	18,264	18,625	12,981	14,669	16,147	-19.6%	2.9%	-7.6%	10.1%
86	A329 East of Met Office roundabout	22,453	19,582	19,315	19,057	19,057	17,960	17,407	15,898	15,898	15,898	18,122	20,532	20,294	20,294	19,171	19,168	19,588	20,553	20,776	14,974	16,921	18,892	-20.7%	-8.0%	-3.6%	11.7%
88	A3095 Mill Lane	32,492	32,788	32,722	33,681	33,410	34,067	33,265	32,259	30,773	32,153	31,578	31,923	31,680	31,680	31,101	32,169	34,573	34,637	33,830	21,172	23,924	28,500	-25.7%	-10.7%	-17.6%	19.1%
89	Long Hill Road	7,011	7,526	7,196	7,916	7,518	7,170	6,845	7,150	6,181	6,016	6,488	6,163	6,104	6,104	6,741	6,294	6,893	7,222	7,176	4,710	5,337	5,809	-18.9%	-5.7%	-15.7%	8.8%
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	-14.7%	-5.8%	-10.2%	2.0%
99	Swan Lane	7,754	7,754	8,047	7,752	7,724	7,649	7,920	7,577	7,309	7,181	7,059	7,410	7,324	7,324	7,476	7,909	7,899	7,922	7,830	5,857	6,618	7,332	-20.1%	-1.1%	-7.2%	10.8%
111	A321 High Street	12,219	12,272	12,122	12,101	12,123	12,123	11,953	11,537	11,333	10,870	11,441	11,258	11,169	10,542	11,227	11,440	11,172	10,770	11,092	8,433	9,831	10,723	-12.2%	-4.8%	-4.0%	9.1%
180	A322 Bagshot Road - South of B3430	46,394	47,501	49,613	42,740	35,652	47,391	48,025	47,759	46,445	40,344	46,533	48,071	47,904	47,291	44,898	44,443	45,149	48,112	50,365	41,702	42,250	45,882	-9.1%	-4.6%	1.6%	8.6%
181	Temple Way	7,412	7,112	8,471	7,240	7,539	7,643	7,831	7,602	7,285	7,608	7,765	7,450	7,389	7,552	8,024	8,363	8,217	8,589	8,506	6,925	8,146	8,983	-22.9%	20.6%	9.3%	10.3%
182	Harvest Ride	6,164	5,946	6,143	6,661	6,659	6,636	6,359	6,488	6,354	6,354	6,308	6,308	6,308	6,284	6,358	6,405	6,495	6,385	6,760	5,265	5,982	6,627	-20.6%	5.1%	2.0%	10.8%
220	A321 Marshall Road	24,941	24,533	24,461	23,780	25,080	25,299	24,716	24,305	23,288	23,699	23,699	23,334	23,184	23,567	23,567	23,567	23,567	23,567	25,271	18,903	21,360	23,663	-20.1%	1.4%	0.4%	10.8%
221	Laundry Lane	14,036	13,222	13,729	13,679	13,244	12,823	12,742	13,065	12,900	12,568	12,788	12,178	11,843	12,920	13,305	12,817	12,666	12,685	12,685	9,489	10,723	11,878	-20.1%	-2.5%	-6.2%	10.8%
222	Yateley Road	8,568	8,568	8,225	8,431	8,365	7,601	8,891	8,515	8,530	8,440	8,633	8,904	8,816	9,041	9,029	9,473	9,935	9,610	9,831	7,228	8,168	9,048	-20.1%	1.6%	-8.9%	10.8%
224	A321 Wokingham Road	11,200	10,594	10,118	10,722	10,722	9,517	10,225	10,595	10,386	10,078	10,826	10,116	10,043	10,043	10,912	11,259	11,569	11,614	11,609	8,684	9,813	10,871	-20.1%	7.5%	-6.0%	10.8%
225	Crowthorne Road	11,375	10,199	9,966	10,422	11,237	10,605	10,630	10,207	10,280	10,049	10,431	10,577	10,552	10,709	11,283	10,962	11,090	10,803	11,005	9,066	10,107	10,189	-11.0%	-3.7%	-8.1%	0.8%
226	Magdalen Road	2,717	2,846	2,821	2,700	2,623	2,597	2,713	2,567	2,529	2,443	2,411	2,432	2,432	2,423	2,476	2,675	2,464	2,508	2,508	1,876	2,120	2,348	-20.1%	-3.4%	-4.7%	10.8%
227	Old Wokingham Road	7,701	7,306	7,915	7,705	7,651	7,430	7,745	7,608	7,438	7,469	8,077	8,212	8,166	8,063	8,543	8,586	7,598	8,042	8,583	6,421	9,365	8,875	-27.7%	8.1%	16.8%	-5.2%
229	A3095 Crowthorne Road	26,357	26,357	25,975	26,837	26,613	27,541	26,345	25,772	25,507	24,681	23,615	25,467	25,385	25,221	26,239	27,194	27,050	27,102	27,206	20,351	22,997	25,476	-20.1%	0.0%	-5.8%	10.8%
230	B3430 Nine Mile Road	14,421	14,421	13,199	14,216	14,019	14,237	14,353	14,137	14,125	14,001	13,592	14,096	14,063	14,122	14,147	13,530	13,694	13,668	14,039	11,475	12,967	13,029	-11.9%	-7.6%	-4.9%	0.5%
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	-18.3%	4.8%	-6.1%	7.4%
232	Peacock Lane	7,725	7,725	7,725	7,252	7,372	6,808	6,810	7,141	7,266	7,656	9,319	10,396	10,819	12,096	12,801	13,326	12,973	12,706	12,800	10,989	12,174	13,406	-18.0%	29.0%	3.3%	10.1%
233	Doncastile Road	16,883	16,476	14,558	17,259	17,432	15,837	16,951	16,754	16,533	16,533	16,533	16,533	6,583	5,831	5,831	6,168	6,604	6,876	4,128	4,665	4,875	-15.3%	-70.5%	-21.0%	4.5%	
234	A3095 Mill Lane	26,105	26,105	26,105	26,105	25,749	25,591	25,235	24,448	23,956	24,720	24,459	24,320	24,105	22,791	24,561	25,196	25,648	25,217	24,968	17,129	19,284	21,099	-18.6%	-13.2%	-17.7%	9.4%
235	A322 Downshire Way	32,362	31,564	32,106	32,756	33,590	32,749	32,278	31,668	31,155	31,275	32,639	29,682	29,594	29,594	31,499	32,116	31,489	32,077	28,606	21,283	24,050	36,961	-42.4%	24.5%	17.4%	53.7%
236	Market Street	7,757	7,757	7,326	7,515	7,456	8,080	7,703	7,333	7,135	7,135	7,330	7,647	7,589	8,865	9,444	9,977	8,842	9,382	9,826	6,707	7,059	7,900	-15.1%	3.3%	-10.7%	11.9%
237	Station Way	8,335	7,580	6,889	6,670	7,733	7,409	6,971	6,764	7,212	6,915	6,142	5,223	5,223	5,180	5,180	5,180	5,180	4,382	4,509	2,889	3,154	3,494	-17.3%	-31.1%	-32.5%	10.8%
238	High Street	9,417	9,417	8,982	9,239	9,194	9,266	9,483	8,919	8,924	8,791	8,934	9,043	8,969	8,969	11,925	12,204										

## Appendix B: Rail usage

### ORR Station entries and exits

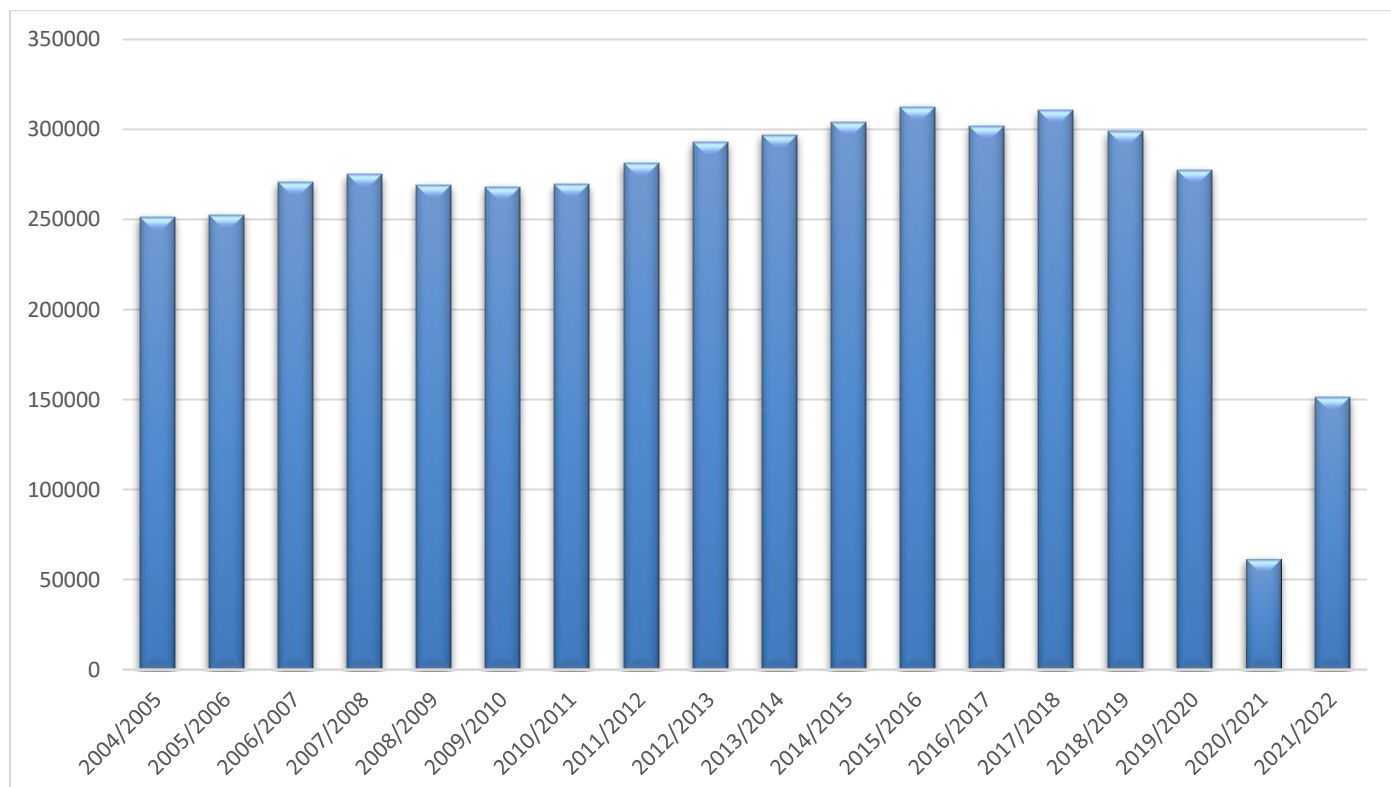
#### Bracknell

	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
Bracknell	1684705	1735335	1837642	1978831	1971718	1850372	1976868	1998604	2050564	2207932	2315218	2386098	2354570	2311474	2328350	2179272	469584	1190856



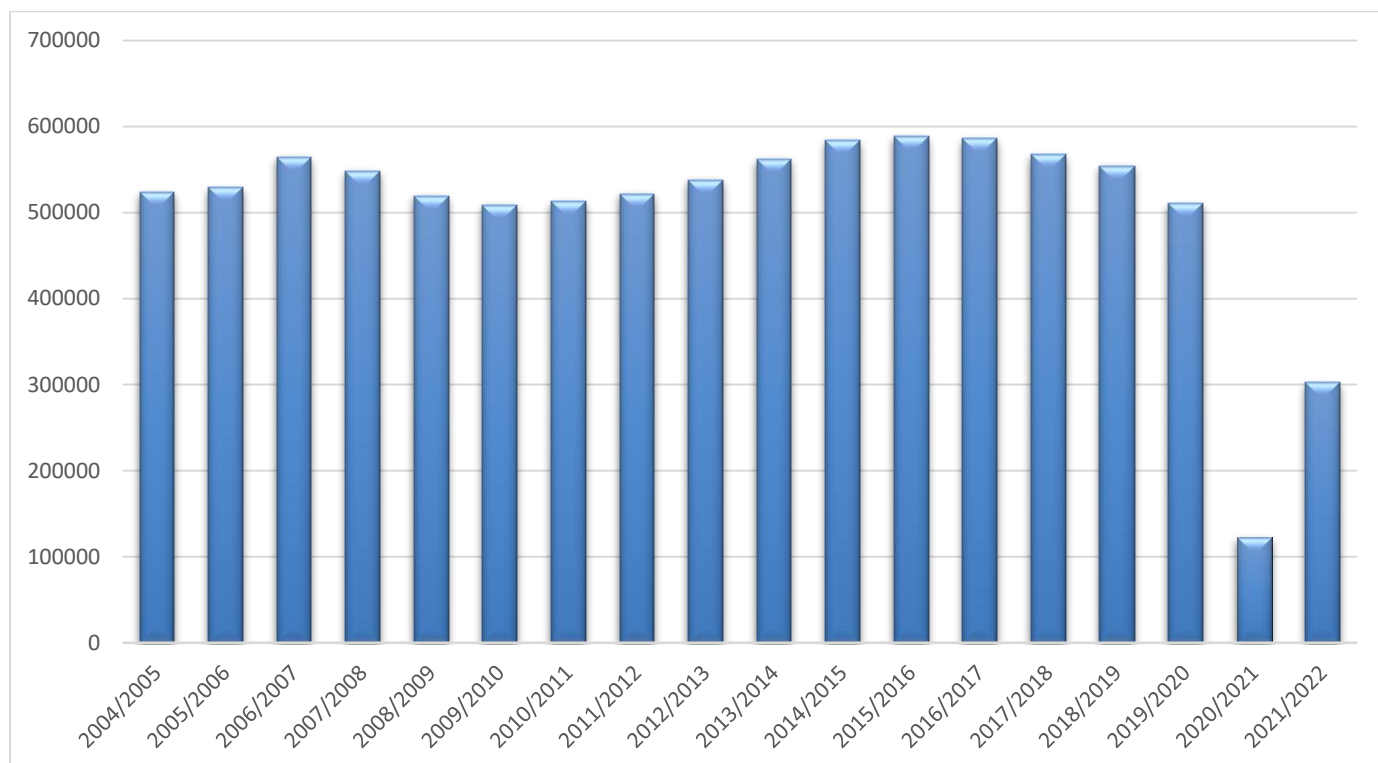
#### Crowthorne

	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
Crowthorne	251229	252520	270856	274800	269158	268166	269414	281232	292840	296692	303816	312430	301880	310436	298916	277328	61142	151174



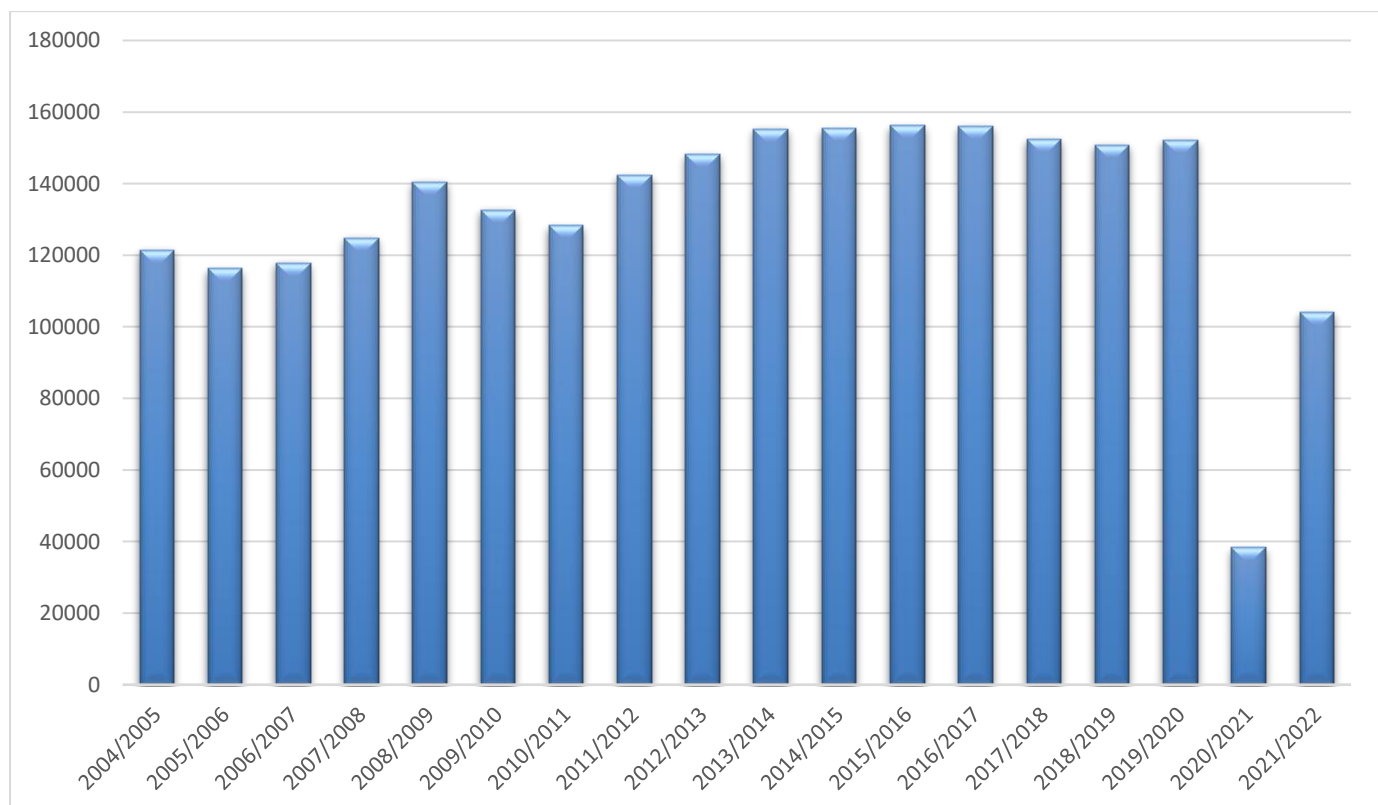
## Martins Heron

	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
<b>Martins Heron</b>	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
<b>Sandhurst</b>	121338	116236	117924	124697	140434	132658	128254	142218	148160	155198	155342	156218	155948	152402	150804	152200	38252	103950

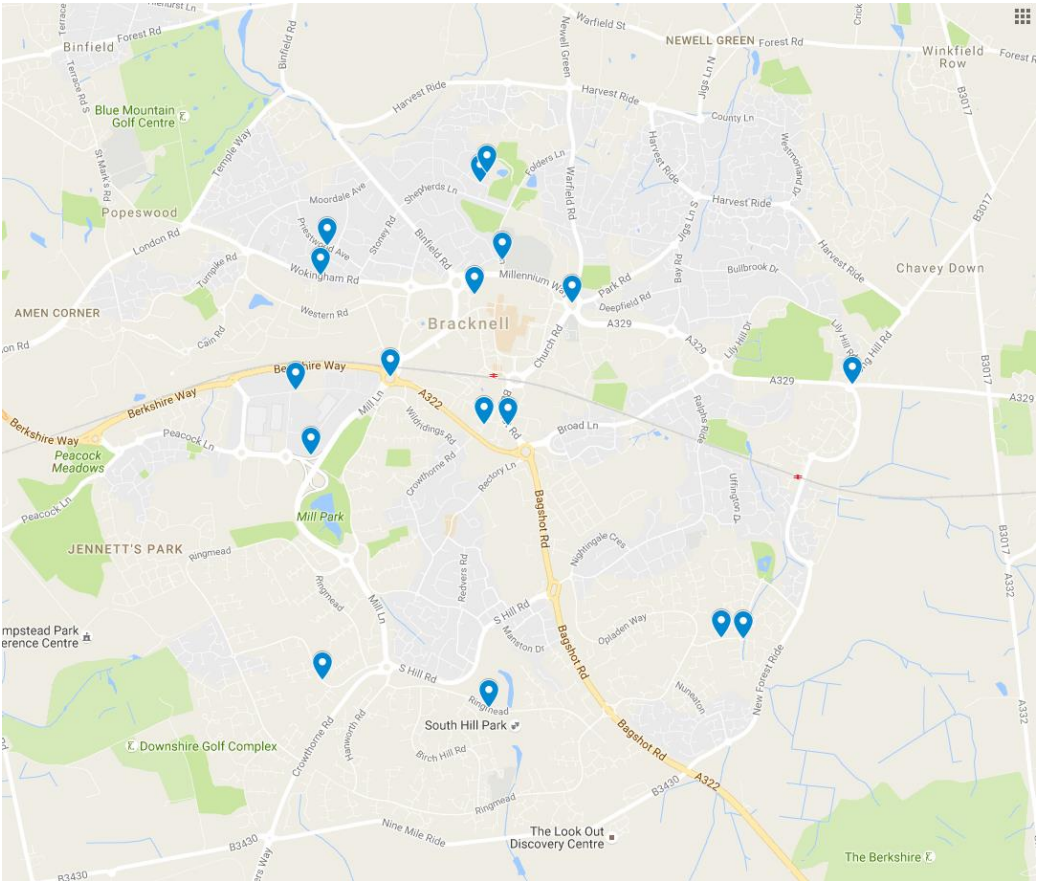




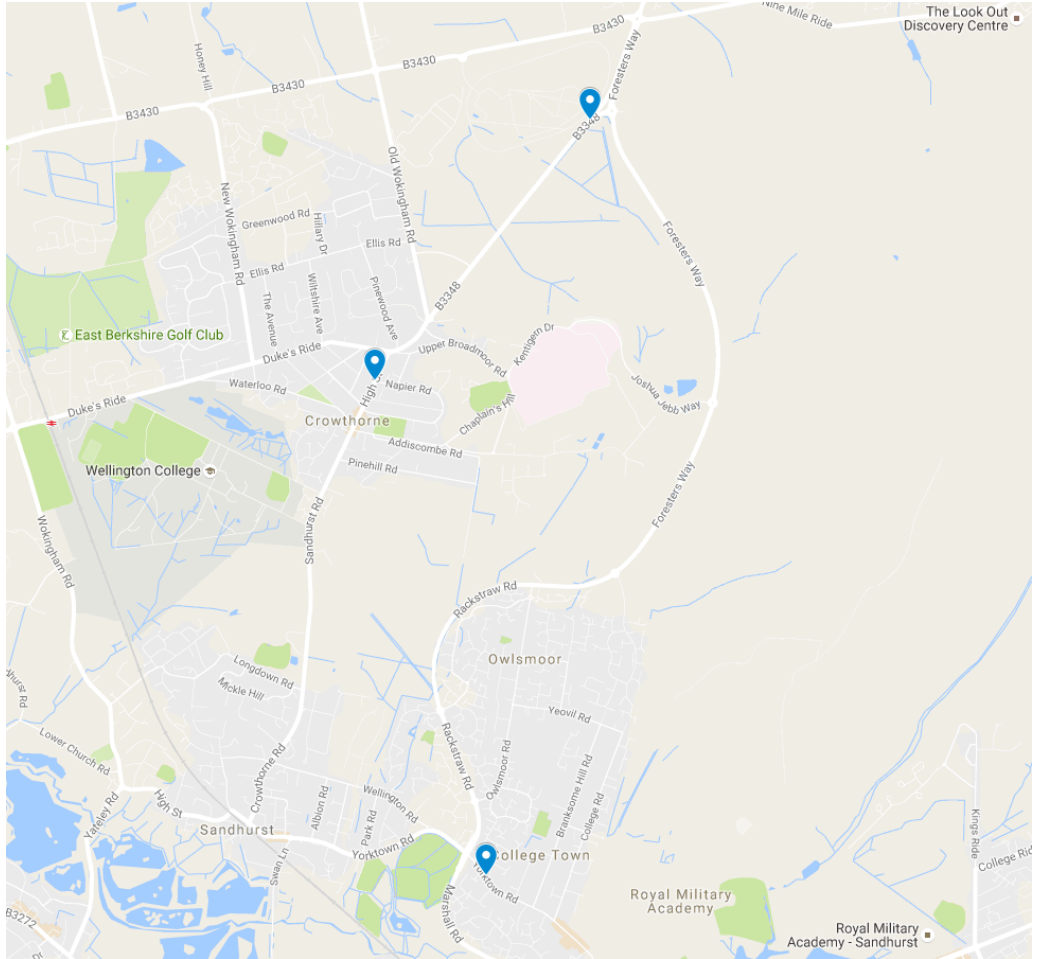
# Appendix C: Cycling and walking data

## Locations for the walking and cycling surveys

### Bracknell



### Sandhurst and Crowthorne



## Annual Survey data – 20 locations

Site No.	Location	Cyclists																										% change 2001 - 2023	% change 2013 - 2023	% change 2022 - 2023
		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023						
CROWTHORNE AND SANDHURST CORDON																														
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%	-15.8%			
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%	-46.5%			
	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%	-34.3%			
CENTRAL BRACKNELL CORDON																														
7	Skipped 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%	13.7%			
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%			
8	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 CORDON																														
3	Wokingham Road, Bracknell	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%			
12	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%			
10	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%			
11	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%	-17.2%			
RESIDENTIAL AREAS CORDON																														
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%	-23.1%			
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%	11.7%			
17	Ringmead	130	150	131	183	135	137	215	77	193	118	183	130	110	36	108	106	131	121	114	111	113	142	102	-21.5%	-7.3%	-28.2%			
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	354	512	426	609	379	486	656	456	558	514	635	540	427	415	477	407	414	351	458	530	399	392	381	7.6%	-10.8%	-2.8%			
	ALL SITES	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%	-18.1%			
	ALL SITES - 3 YEAR 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						

Site No.	Location	Adult Pedestrians																					% change 2001 - 2023	% change 2013 - 2023	% change 2022 - 2023		
		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023			
	CROWTHORNE AND SANDHURST CORDON																										
19	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%
20	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																										
7	Skipped 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%
5	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%
8	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%
6	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																										
3	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%
9	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%
12	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%
10	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%
11	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																										
2	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%
16	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%
14	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%
17	Ringmead	463	551	601	513	418	394	640	322	560	490	287	282	410	220	427	448	467	522	651	1,149	784	751	767	66%	87%	2%
13	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																										
4	Lindenhill Road	-	-	-	-	-	-	189	285	223	121	176	303	155	177	130	200	262	265	224	365	364	332	436	-	181%	31%
1	Braybrooke Road	-	-	-	-	-	-	247	84	78	69	148	115	153	321	209	296	194	121	100	99	96	72	84	-	-45%	17%
15	Farningham Road	-	-	-	-	-	-	278	297	43	83	234	250	220	280	286	426	235	239	208	285	306	254	283	-	29%	11%
18	Ringmead - Great Hollands	-	-	-	-	-	-	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%

