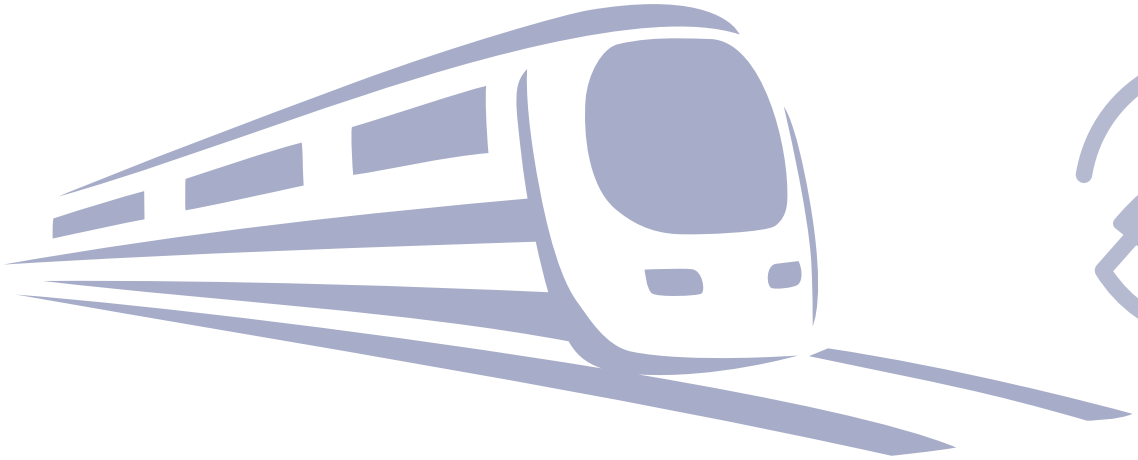
Bracknell Forest Council

Annual Transport Review 2025



Introduction and Background

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Introduction and Background

In July 2025 we adopted our new Local Transport Plan (LTP), which sets out the transport needs, challenges, priorities and objectives for Bracknell Forest up until 2037.

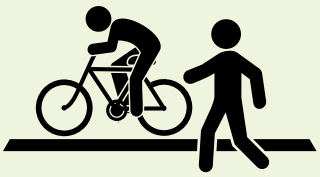
It aligns with the Local Plan for housing and development, with key objectives and themes around reducing carbon emissions, increasing uptake of active travel, improving public transport, expanding electric vehicle infrastructure, and improving safety, accessibility, inclusion and environmental protection.

The Annual Transport Review provides a comprehensive overview of transport trends and performance across the borough, drawing on key data such as traffic counts, public transport usage, and levels of walking and cycling. It evaluates how effectively the council is delivering the policies and objectives set out in the Local Transport Plan (LTP4 2025 – 2037), including progress on sustainability, accessibility, climate change and modal shift targets. By identifying emerging patterns and assessing the impact of transport interventions, the review supports evidence-based decision-making and helps shape future priorities for a more connected, inclusive, and environmentally responsible transport network.

Delivering on the Local Transport Plan

Key achievements during 2024/25

More people walking and cycling

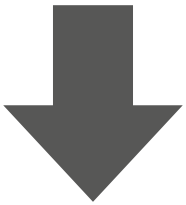


Bus patronage continuing to grow

£3.5 million spent on road resurfacing, totalling 13.5km in 2024/25

4 new pedestrian crossings

3 safer routes to school schemes



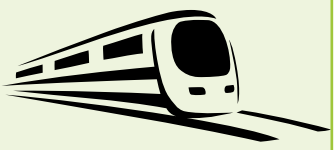
Low traffic growth despite housing and population increases

4 new rapid EV chargers creating a mini charging hub in Birch Hill

16 traffic signals upgraded to improve flow and reliability of junctions

Train passenger numbers continuing to rebound at all stations

New rolling stock on the Reading to Waterloo line



More frequent services on the Reading to Gatwick/Guildford line

1150 children received Bikeability Cycle training

Our second annual Bracknell Cycling Festival

Over 500 people engaged with Eco Rewards and Love to Ride programmes, encouraging and rewarding active, sustainable travel choices

Carbon and environmental impact reductions in resurfacing and maintenance schemes, along with maintenance fleet vehicles switching to EV

Walking and Cycling

Walking and cycling remain underutilised modes of travel for many in Bracknell Forest. Although walking levels are low compared to car use – with many car journeys beginning and ending on foot and many others being short enough to walk – the potential for more walking is significant.

Similarly, cycling is underused despite the presence of an expanding cycle network that offers great opportunities to encourage more people to travel by bike.

Short trips continue to present a major opportunity for active travel in Bracknell Forest:

- 1 in 5 trips are under 1 mile
- 2 in 5 trips are under 2 miles—a distance easily cycled in 15 minutes

According to Department for Transport and Sport England data:

- 83% of Bracknell residents walk or cycle at least once a month (5% above the national average).
- However, 17% do not walk or cycle for more than 10 minutes per month, and rates otherwise are around the national average.

Network improvements

During 2024 and 2025, Active Travel England (ATE) have awarded Bracknell Forest Council with £404,000. This has been used on both physical improvements to infrastructure, and on behaviour change programmes and initiatives.

In the past year we have:

- Constructed a new 1.2km shared footway and cycleway along South Road, a key link between Bracknell and Crowthorne which runs alongside Great Hollands recreation ground, the crematorium and Downshire Golf complex. This provides much safer, more pleasant walking and cycling facility for pupils at Easthampstead Park school, and the new Bucklers Park and Evergreens housing developments
- Delivered three safer routes to schools schemes:
  - a pelican crossing on Broad Lane, improving safe access to Ranelagh Secondary school;
  - speed humps and improved signage around Lambrook and Winkfield St Marys schools (a joint funded scheme by BFC, Lambrook School and Winkfield Parish Council)
  - a new zebra crossing on Birch Hill Road providing a safe link for pedestrians between Cottesmore and Earlswood

New footway and cycling facility on South Road

The Local Cycling and Walking Infrastructure Plan (LCWIP) sets out the Council's strategic approach to improving walking and cycling routes across the borough. It identifies priority networks and infrastructure upgrades to support safer, more accessible active travel, helping reduce car dependency and carbon emissions. The plan aligns with national standards and local climate goals, and supports funding bids for future transport improvements.

Bikeability Cycle Training

Bracknell Forest Council continues to support active travel through Bikeability cycle training, delivered in partnership with Avanti Cycling.

We receive grant funding through the Bikeability Trust, which has consistently increased over the past 5 years, from £38,000 to £75,000, in recognition of increased year-on-year delivery in Bracknell Forest over that period. Most schools in the Borough now take part.

In the past year:

- Over 1,000 Year 5 & 6 pupils received free Bikeability Level 1 and 2 training, equipping them with essential cycling and road safety skills.
- Learn to Ride sessions helped younger children gain confidence and independence on two wheels.
- Adults also benefited from tailored training sessions to support commuting and leisure cycling.
- Sustrans have offered free confidence sessions for all ages at recreation grounds, and out on the road with a qualified instructor

Dr Bike cycle repairs

These initiatives have been backed by a number of 'Dr Bike' sessions, in schools and community centres, where people can bring in broken bikes to be fixed – free of charge if the issues are simple, or advice is given and a rough cost to fix the bike if there are more major problems.

Bicycles being inspected by a skilled qualified bike mechanic at Binfield Primary School, before a Bikeability training session

Bicycles being inspected by a skilled qualified bike mechanic at Binfield Primary School, before a Bikeability training session

Behaviour change and promotion of Active Travel

Bracknell Forest boasts a strong network of footpaths and cycleways, yet walking and cycling levels remain around the national average. To address this, the council has partnered with behaviour change specialists to promote active travel through engaging, gamified initiatives.

Eco Rewards

Eco Rewards encourages sustainable travel among residents, students, and employees. Running for over five years, it promotes walking, cycling, car sharing, public transport, and remote working.

How It Works:

- Journeys logged via mobile app, RFID readers, or online.
- Participants collect points, access discounts, and can win prizes.
- Schools, communities and businesses compete via league tables.

Impact:

- Over 3,700 users since 2020.
- 72% behaviour change to green travel
- Over 20 schools involved
- 685,000 green miles logged.
- 206 tonnes of CO_2e saved compared to driving
- Data informs local sustainability strategies.

Love to Ride

Love to Ride is a global cycling platform that motivates people to cycle for commuting, leisure, or fitness using gamification and community engagement.

Features:

- Free to join and syncs with apps like Strava.
- Quarterly campaigns: Ride it Out, Bike Month, Cycle September, Winter Wheelers.
- Rewards, leaderboards, and tailored support for new riders.

Impact:

- 578 local sign-ups since 2021.
- 24 businesses engaged.
- 62,000 trips logged, totalling 880,000 miles.
- Proven to convert 40% of non-cyclists into regular riders.

Workplace & Local Authority Benefits:

- Employers run internal challenges.
- Rider feedback supports infrastructure improvements.

Bracknell Cycling Festival

In 2024 and 2025, Bracknell Forest Council worked in partnership with Avanti Cycling, Trek Bikes, Sustrans, and the Lexicon to host a Cycling Festival in Bracknell Town Centre.

The festival aims to encourage and promote all things cycling in the Borough and ties in with the Three Counties Cycle Ride. 2025's event saw:

- Bike stunt display from Fusion Extreme
- Pump track hosted by Trek
- Bikeability Learn to Ride sessions
- Mountain bike skills sessions
- Led ride from Crowthorne by Sustrans
- Win a bike raffle
- Smoothie Bike hosted by the MyJourney Wokingham team
- BFC Active Travel and Climate Change stallS with freebies, cycle network maps and advice
- Dr Bike repairs throughout the day
- Various other stalls

The event was attended by over 1000 people, and Avanti are aiming to build on the success with a bigger event in 2026.


www.sprockets.club
275
GIBBON
WHERE WOKINGHAM'S GOING
www.myjourneywokingham.com
TREK
ACCESSORIES
Waitrose

Local Walking and Cycling monitoring

Between 2001 and 2025, the Council carried out annual surveys of walking and cycling at 20 fixed locations around the Borough.

In 2025, 4 sites were removed, and 28 new count sites added, bringing the total number of count sites to 44.

The 16 original count locations (blue), and 28 new count locations (yellow) are shown in Figure 1.

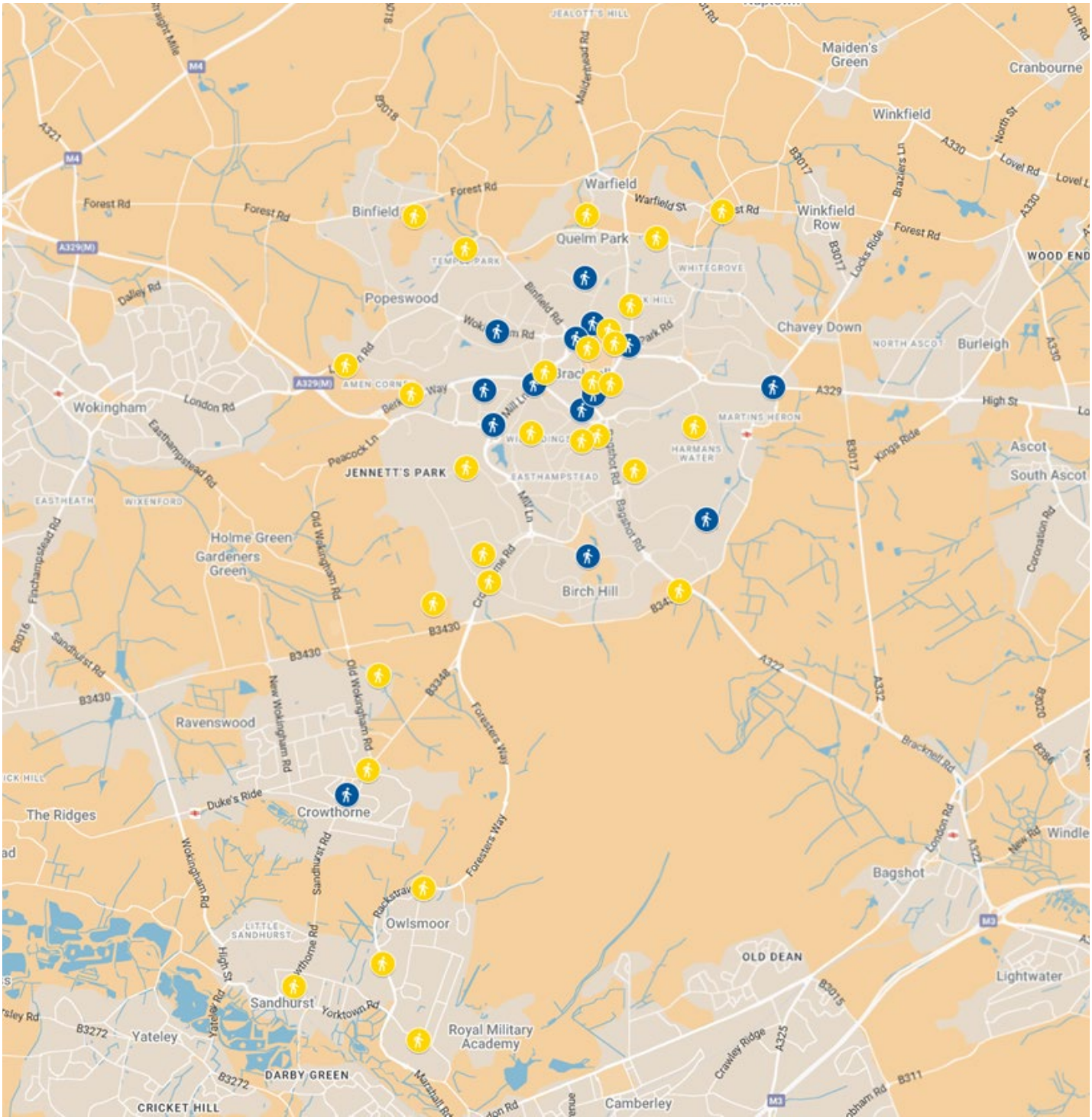


Figure 1: Annual Pedestrian and Cycle count locations

See the map and data.

Pedestrian and cycle levels 2001 – 2025

For the purposes of the 2025 report, we will only consider the 16 sites that have been monitored between 2001 and 2025, as this provides data for comparison.

Between 2024 and 2025;

- Adult pedestrians increased by 11%
- Child pedestrians increased by 12%
- Cyclists increased by 33%

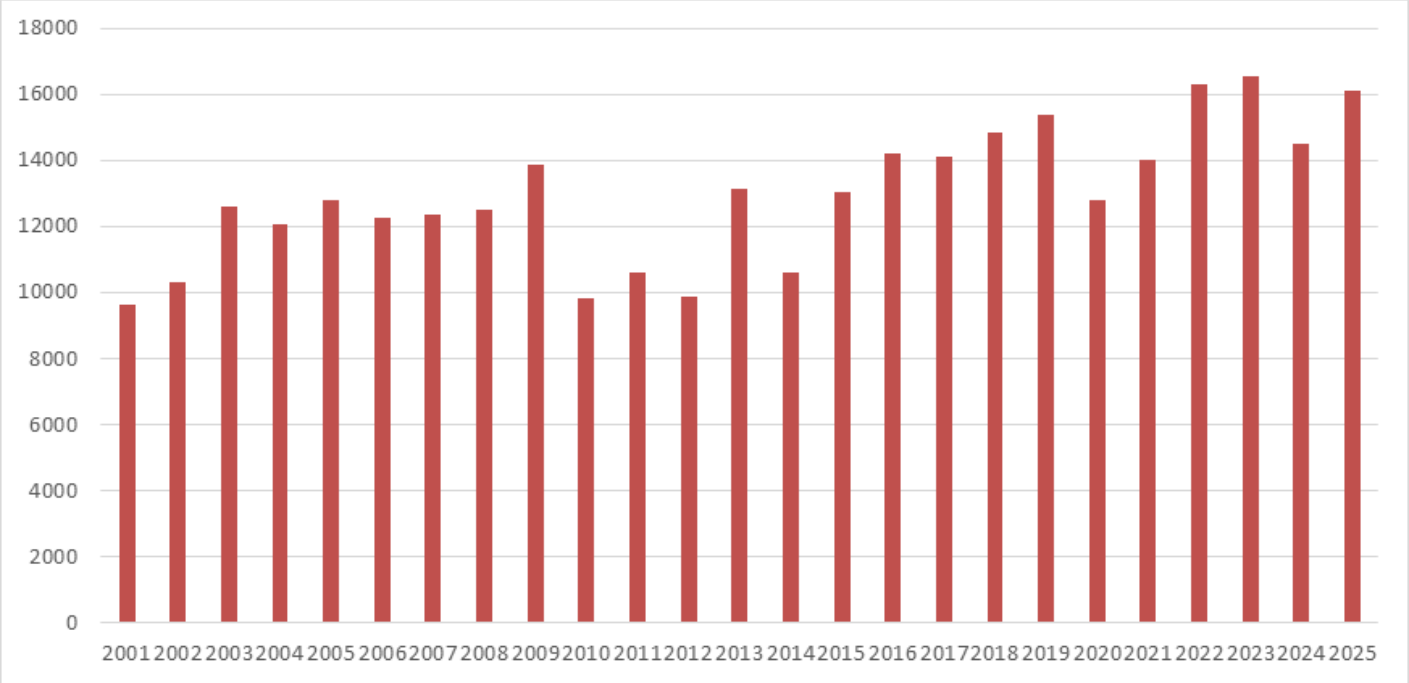


Figure 2: All pedestrians monitored at 16 sites, 2001 - 2025

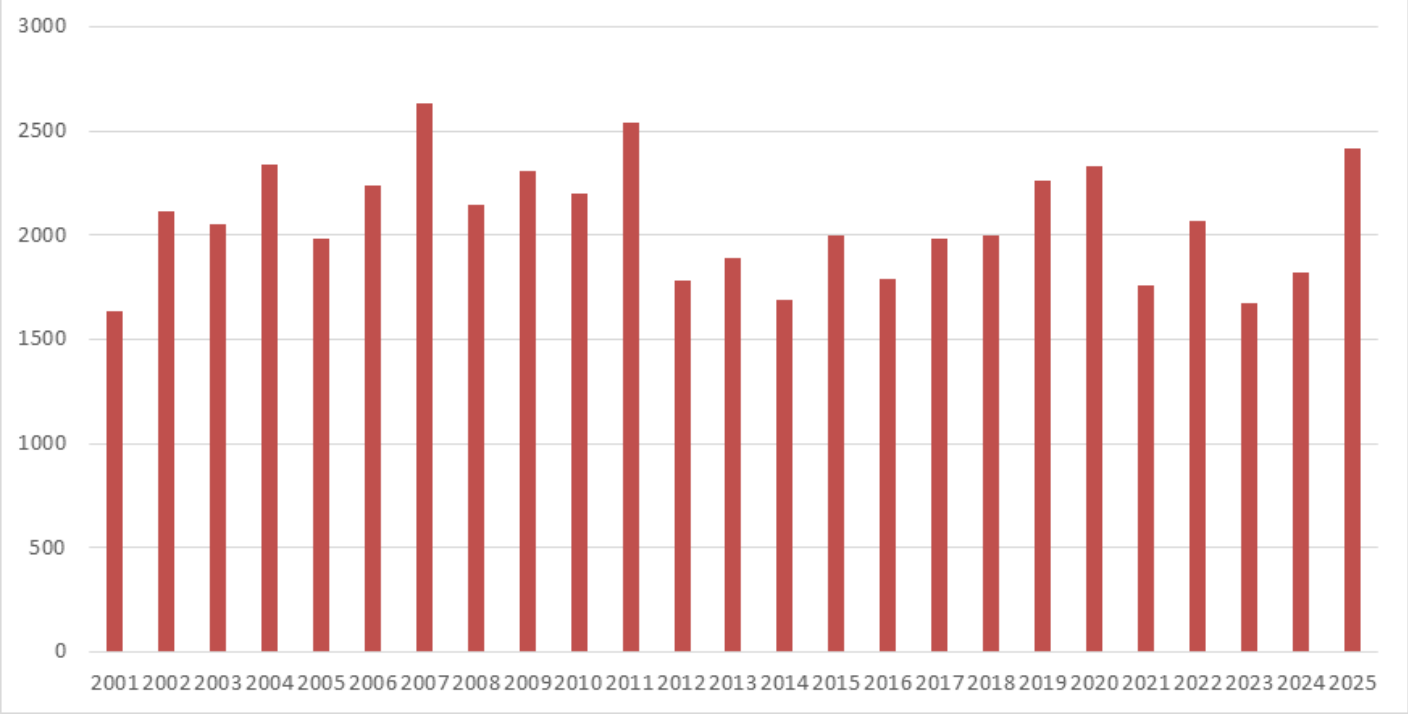
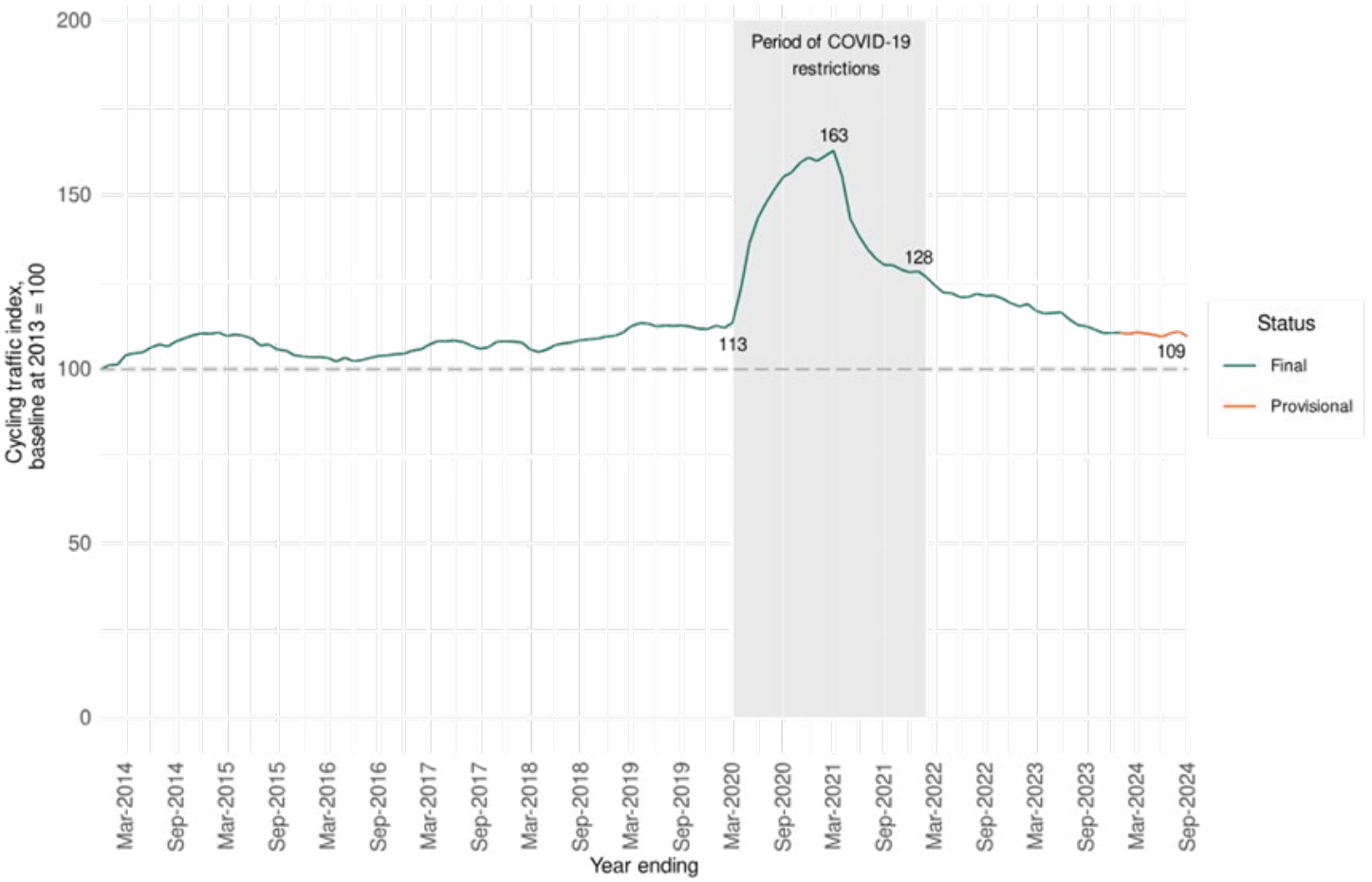


Figure 3: All cyclists monitored at 16 sites, 2001 – 2025

Since monitoring began in 2001, our figures suggest that levels of walking have increased by 62%, and levels of cycling have increased by 48%.

However, there have been fluctuations, particularly in cycling, notably most recently in 2023 where levels were almost the same as 2001. This occurred after a peak in 2020, which was also seen nationally (see Figure 4 below) has widely been associated with people making the most of free time during the covid19 lockdown periods.



Our figures suggest that walking levels have more steadily increased, although with a notable dip between 2010 and 2012, along with a dip in 2020, conversely to cycling.

We continue to work to improve both the appeal and the experience of walking and cycling in the Borough, through infrastructure improvements and incentive programmes, ensuring residents are aware of the health benefits, as well as environmental benefits of active travel. Our annual monitoring figures suggest that this is working.

Our footpath and cycle network also places us well to capitalise on shifts in wider trends in walking and cycling, for example increased use and adoption of e-bikes, or people shifting their behaviour as they become more conscious of the health benefits, or in response to cost of living pressures.

Buses

Bracknell Forest benefits from a comprehensive bus network that serves communities across the Borough and provides connections to surrounding towns, Heathrow Airport, and London. While passenger numbers have seen consistent growth since the pandemic, challenges remain—particularly on lower-demand rural and suburban routes.

These services often rely on council subsidies at a time when local authority budgets are under increasing strain. In areas like Bracknell Forest, relatively high car ownership, dispersed travel patterns, and the growing availability of app-based ride-hailing options further reduce traditional bus patronage, putting some services under pressure and making them more difficult to sustain in the long term.

Nevertheless, the government recognises the importance of buses, and Bracknell Forest Council, along with regional partners and the bus companies, are looking at new and alternative ways to fund, provide and deliver services across the network.

Recent Improvements (2024-2025)

In 2021 the government produced a National Bus Strategy with the aim of improving bus services and growing patronage. Additional funding was made available to councils alongside the national bus fare cap scheme.

For their part councils were required to implement a Bus Service Improvement Plan (BSIP), setting out how they will improve services, and form an Enhanced Partnership (EP) with local bus operators. The Partnership has fostered closer working between all parties and formalises commitments to improve services by both the bus companies and the council.

In 2024/25 we received £365,000 from the Department for Transport as part of our BSIP allocation.

So far we have used our additional funding to:

- increase the frequency of the 703 bus service and ensured it called directly at the new Heatherwood Hospital site
- increase the frequency of Sunday bus services
- offer free buses at weekends in the run up to Christmas
- provide new shelters and improve the safety of the bus stops at Jealott's Hill
- introduce a companion pass so disabled people who need support to use bus services don't have to pay for the supporting helper
- explore new technology to give buses priority at key signalised junctions
- secure the on-going delivery of real time information at the bus station and several key bus stops
- provide QR codes at bus stops on the 194 bus corridor to facilitate real time information on users' smartphones at these stops

The following specific bus services have also seen significant enhancements, including:

- Service 53 (Bracknell to Maidenhead & Wexham Park Hospital): now hourly on Saturdays.
- X94: route extended to stop at Martins Heron station and Tesco; more journeys and later evening services to the hospital.

New bus shelters and pedestrian refuge islands at Jealott's Hill

QR codes on the 194 bus corridor

703 service frequency increased, now calling at Heatherwood Hospital

Next steps

In 2025/26 we received £948,480 from the Department for Transport as part of our BSIP allocation.

Over the coming year to March 2026, the focus will be on improving more bus services. This includes:

- maintaining the enhancements to the 703 route
- extending the 157/158 route to include Sopwith Road and Temple Way, enhancing accessibility for residents of the new and surrounding housing
- improving the frequency of the 108 to every 30 minutes
- improving the reliability of the 156 route and introduce some new journeys including an evening weekday service at 7.30pm

We will also improve the safety of the bus stops at Moss End and remodel the traffic calming chicanes on roads such as Ringmead which bus operators have reported cause significant wear to their vehicles.

Council officers are also working to procure a new bus shelter contract which will replace the ageing structures with more modern shelters. Some shelters will include environmentally-friendly ‘green roofs’ while others will include features such as USB charging ports and solar-powered lighting. The new contract is due to take effect from 1 April 2026.

In terms of outcomes, it is very difficult to measure what impact some of these measures have had on patronage as there is a general upward trajectory while bus use continues to recover post-pandemic. However, we believe that making bus services more frequent, more reliable, and journey times quicker, combined with modern buses which have more comfortable interiors and lower emissions will result in more people using them.

Bus passenger levels

The passenger number (patronage) data shown in the Figure 5 is published by the Department for Transport and stretches back to 2010.

Bus use had been broadly stable in the decade before the Covid pandemic. This general trend reflects the national picture for bus use in England during this time.

However, in terms of the number of annual bus journeys per head of population in 2020 Bracknell Forest averaged just 15.6 journeys per resident, well below the South East average of 34.8 and the England average of 72.1 and we still remain very much below regional and national figures.

This is in part due to high levels of car ownership in the borough and the ease of moving around by car.

As the graph shows, the impact of the pandemic on local bus journeys was dramatic but patronage has been steadily growing back. The number of fare-paying passengers has returned to pre-pandemic levels and in some cases exceeds those figures, but the number of journeys made by concessionary pass holders (elderly and disabled residents) has not recovered as well.

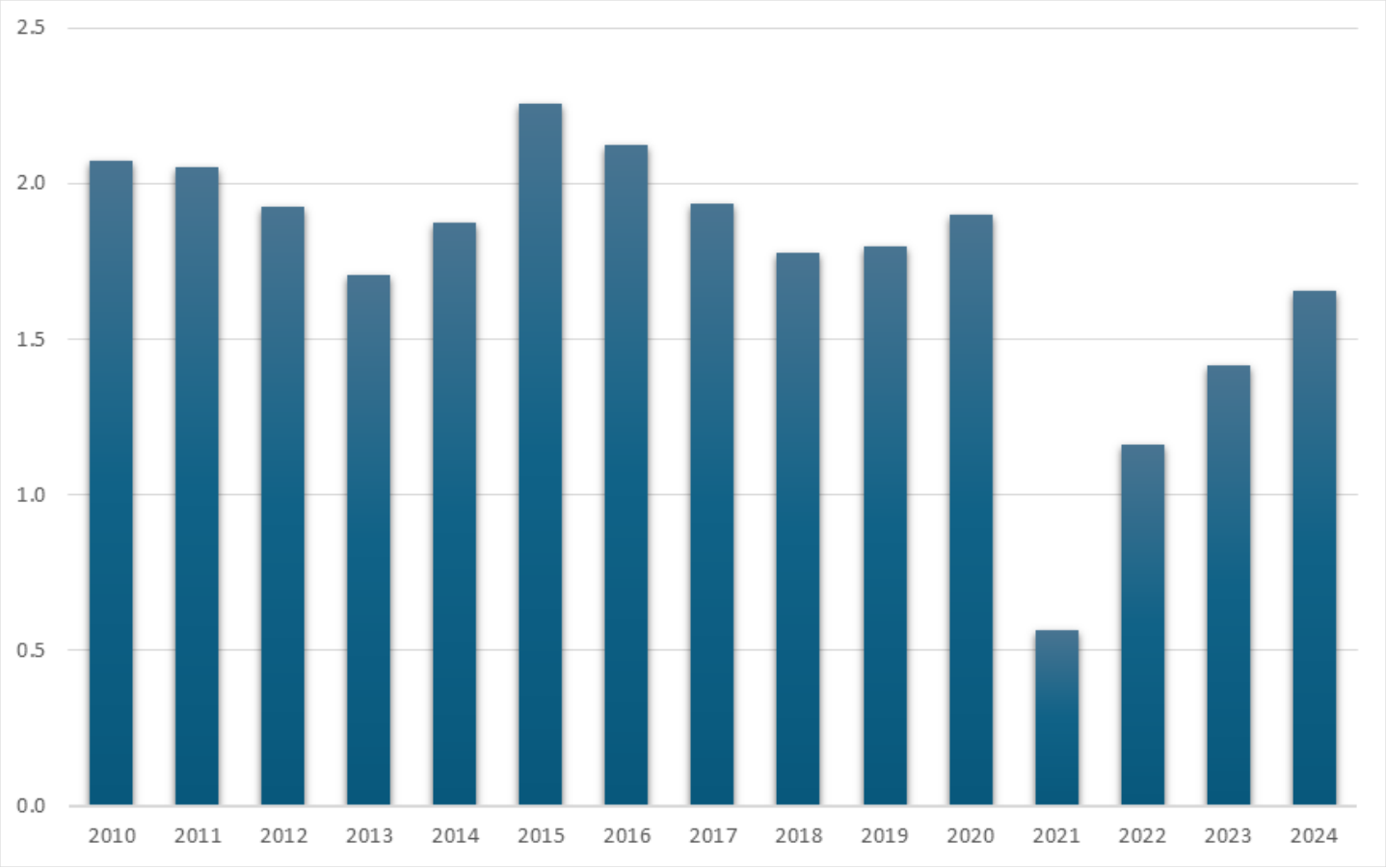


Figure 5: Passenger journeys on local bus services in Bracknell Forest (million)

Bus passenger journeys increased by 17% between 2023 and 2024

Roads and vehicle traffic

The car remains the dominant mode of transport in Bracknell Forest, with 89% of households owning at least one vehicle. Over the past decade, the road network has seen significant investment to improve capacity, efficiency, resilience, and overall condition. Despite this, the network continues to face pressures from local and through traffic, changing weather patterns, and the particular challenges associated with ageing 'new town' infrastructure.

Road network improvements

During 2024/25, £3.5 million was spent on road resurfacing in the Borough, which can be broken down into inlay, surface treatment and skid resistance improvement works.

- Road inlay is like giving a road a "new top layer." The old surface is cut out and replaced with fresh asphalt. It's thicker, stronger, and lasts longer, but it costs more, takes more time, and uses more materials and energy.
- Surface dressing is more like a protective "waterproof coat." A thin layer of bitumen and stone chippings is laid on top of the existing road. It seals cracks, improves grip, and slows down wear, but it doesn't add strength. It's quicker, cheaper, and much lighter on materials and carbon.
- Anti-skid (or high skid resistance) surfacing is a special treatment applied to the road surface to help vehicles grip better, especially when braking. It usually involves spreading a very hard-wearing stone onto a strong binder. It's commonly used at riskier spots such as sharp bends, pedestrian crossings, roundabouts, or junctions.

See more: Renewing road surfaces

We have made significant efforts to reduce the energy requirements, and carbon impacts of resurfacing, as an example using warm-mix SMA asphalt which has upto 15% less carbon embedded in the manufacturing and laying process than what we used to use, and the material should be longer-lasting adding further benefits.

This sort of initiative, alongside simpler measures such as re-using road signs and using plastic kerbs, saved an estimated 325 tonnes of carbon in 2024/25.

Structural works have also been carried out during the past year including:

- Wane Bridge strengthening works, Malt Hill (Winkfield and Warfield East / Binfield North and Warfield West) -. The bridge has been strengthened to remove the 7.5t weight limit and allow unrestricted traffic to once again use the road bridge.
- Parapet Safety Improvements at various locations to reduce fall risk at bridges and subways
- Protective Treatments at various locations to prevent water ingress into vulnerable structures
- Station Roundabout (Town Centre and The Parks) - vehicle protection barriers to keep structures safe and pedestrians and cyclists safely segregated from motor vehicles
- Harvest Ride Bank Stabilisation works (Binfield North and Warfield West) - works to stabilise the embankment and ensure safety and comfort of those using the cycleway

Resilience and maintenance schemes have been undertaken at numerous locations around the road network:

- Large scale repair of Mill Lane street lighting (£500k)
- Warfield St highway drainage improvement scheme, to mitigate surface water flood risk
- Three Legged Cross – significant drainage works to mitigate surface water flooding risks and issues
- Delivered a large scale £500k patching programme (in between pothole repair and full resurfacing), at sites including Station Roundabout, Market St, High St Sandhurst, Bagshot Road, Mill Lane.
- During 2025 we have redesigned and are installing new streetlighting along Marshall Road which will particularly improve lighting on the footway / cycleway. This uses less columns, which are brighter and more efficient, with an accompanying carbon saving.
- Wane Bridge strengthening works, Malt Hill- (200k)

In the coming year, we will;

- Continue to carry out major resurfacing programmes across the Borough – around 18km scheduled for 2025/26
- Deliver more safer routes to school programmes near Easthampstead Park and Edgbarrow schools including new crossings
- 20mph zones on roads around Binfield Primary, Warfield Primary, and Kennel Lane schools
- Road safety schemes including a review of higher speed rural routes, and a 40mph speed limit on the B3017 Swinley Road between the A322 Kings Ride and A329 London Road.
- Work with Abri, the local housing authority, on delivering parking capacity and improvement schemes in residential areas
- Highway works to support bus access including new footway and pedestrian refuge installation on the A3095 at Moss End, and improved traffic chicanes on Ringmead to improve bus comfort and prevent vehicle damage.
- Our lamp column replacement programme will continue
- Further works will be undertaken to improve highway drainage to prevent localised flooding.

The annual Highway Transparency Report provides further detail on spend, programme, road condition and streetworks.

Traffic signals (Urban Traffic Management and Control)

The efficient operation of traffic lights ensures our junctions run smoothly, traffic congestion is minimised, and all road users are kept safe. During 2024/25 we made a number of improvements;

- Meadows junction upgraded to more efficient ‘Plus+’ including bus priority. Plus+ uses less power and cabling in the ground, reducing install time and disruptive impact on road users.
- 2 pedestrian crossings upgraded to ‘Plus+’ technology.
- 4 pedestrian crossings upgraded to new, more reliable, energy efficient equipment
- Installation of a dedicated Bracknell Urban Traffic Management and Control system (this was previously shared with other local authorities, but our own system gives us greater control and provides cost efficiencies)

In the coming 12 months we will install a new ‘FUSION’ system on major junctions along the A329, A322 and A3095 corridors. This system uses advanced sensors and monitoring to make traffic signals, and overall junctions along a corridor more efficient and reduce journey times by up to 15%. This is part of a £500,000 programme of works funded by a successful bid to the Green Light Fund (GLF) in 2024

Traffic volumes

Traffic count data is valuable for a variety of strategic, operational, and planning purposes.

There are two main sources of traffic data that we use:

- Department for Transport (DfT) Road traffic statistics, which are available at a national, regional and local level
- Council local traffic counts, carried out at 50 permanent roadside automatic traffic counters (ATCs), supplemented by temporary counts which are deployed as and when needed.

What do we use the data for?

Transport Planning and Infrastructure Design

- Helps identify traffic volumes, peak hours, and congestion points.
- Informs decisions on road upgrades, junction improvements, and new infrastructure like cycle lanes or pedestrian crossings.

Safety Improvements

- Pinpoints areas with high traffic volumes or speeding issues.
- Supports the implementation of traffic calming measures, speed limits, or pedestrian safety enhancements.

Policy and Strategy Development

- Provides evidence for sustainable transport strategies, such as promoting walking, cycling, and public transport.
- Supports climate action plans by tracking shifts from car use to greener modes.

Funding and Grant Applications

- Supplies robust data to justify funding bids for transport projects from regional or national bodies.

Monitoring and Evaluation

- Tracks the impact of interventions (e.g. new bus lanes or LTNs).
- Measures progress toward modal shift and carbon reduction targets.

Development Control and Planning

- Assesses the impact of proposed developments on local traffic.
- Informs transport assessments and travel plans for planning applications.

Department for Transport data

The DfT carries out periodic traffic counts on the road network around Bracknell Forest and supplements this information with regionally modelled data and assumptions, allowing it to come up with an estimated annual traffic flow figure, in terms of miles travelled on the Borough's roads.

The DfT estimates that 0.44 billion vehicle miles were travelled on roads in Bracknell Forest in 2024[1].

This is:
- an increase of 0.2% on 2023
- an increase of 24.1% on 2020
- a decrease of 5.2% on 2019. Overall traffic remains lower than pre-pandemic.

Of this traffic:
- 83% are cars and taxis
- 15% are light goods vehicles
- 3% are heavy goods vehicles

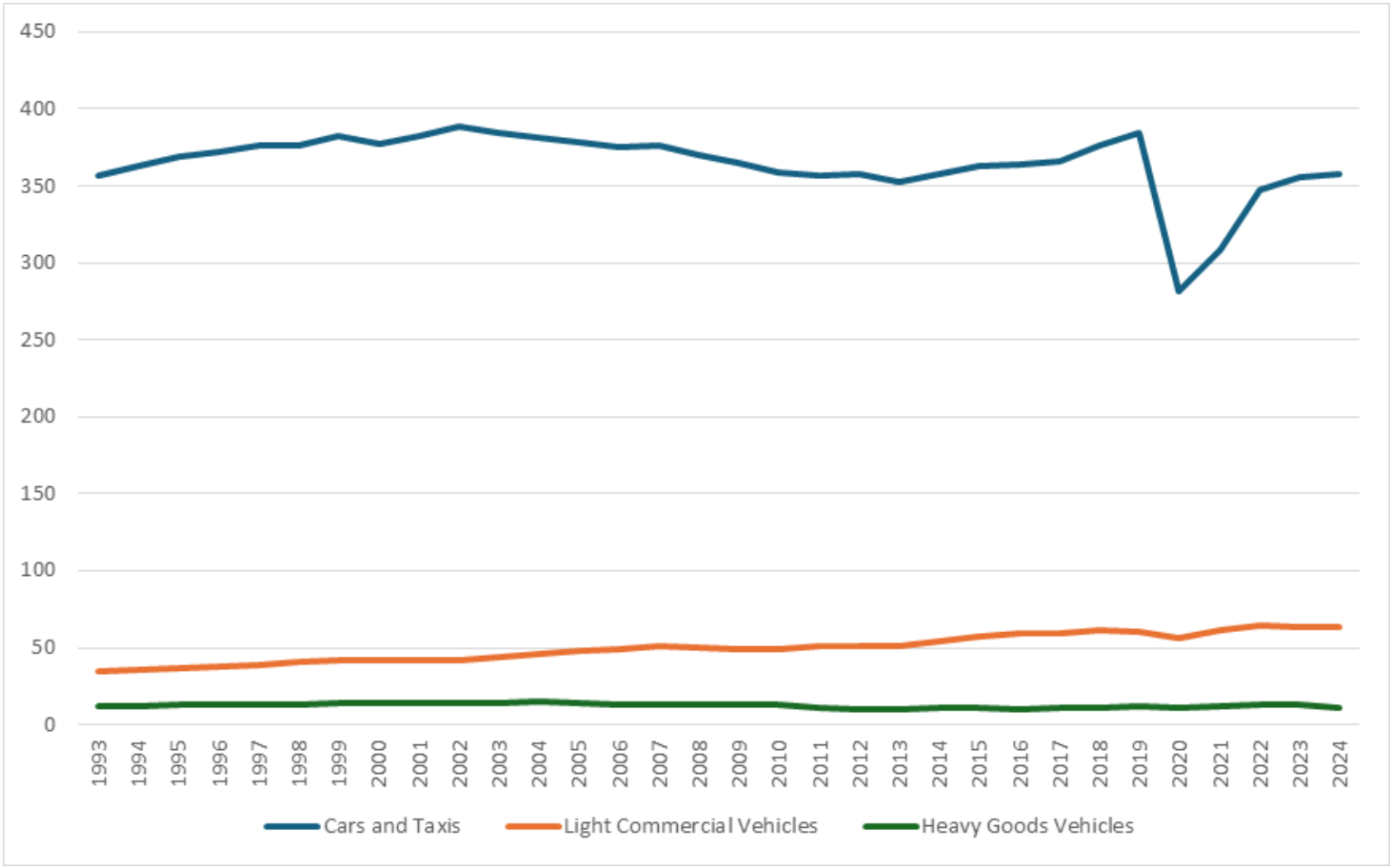


Figure 6: Million Vehicle Miles – Bracknell Forest, by vehicle type

Data disclaimer
Traffic figures at the regional and national level are robust, and are reported as National Statistics. However, DfT's traffic estimates for individual road links and small areas are less robust, as they are not always based on up-to-date counts made at these locations. Where other more up-to-date sources of traffic data are available (e.g. from local highways authorities), this may provide a more accurate estimate of traffic at these locations.It is the responsibility of the user to decide which data are most appropriate for their purpose, and if DfT road link level traffic estimates are used, to make a note of the limitations in any published material.

Figure 7 shows the relative increase in light goods vehicles with cars and taxis removed. Note the less pronounced drop in HGV traffic during the pandemic, as trucks continued to keep the country going with essential goods and supplies.

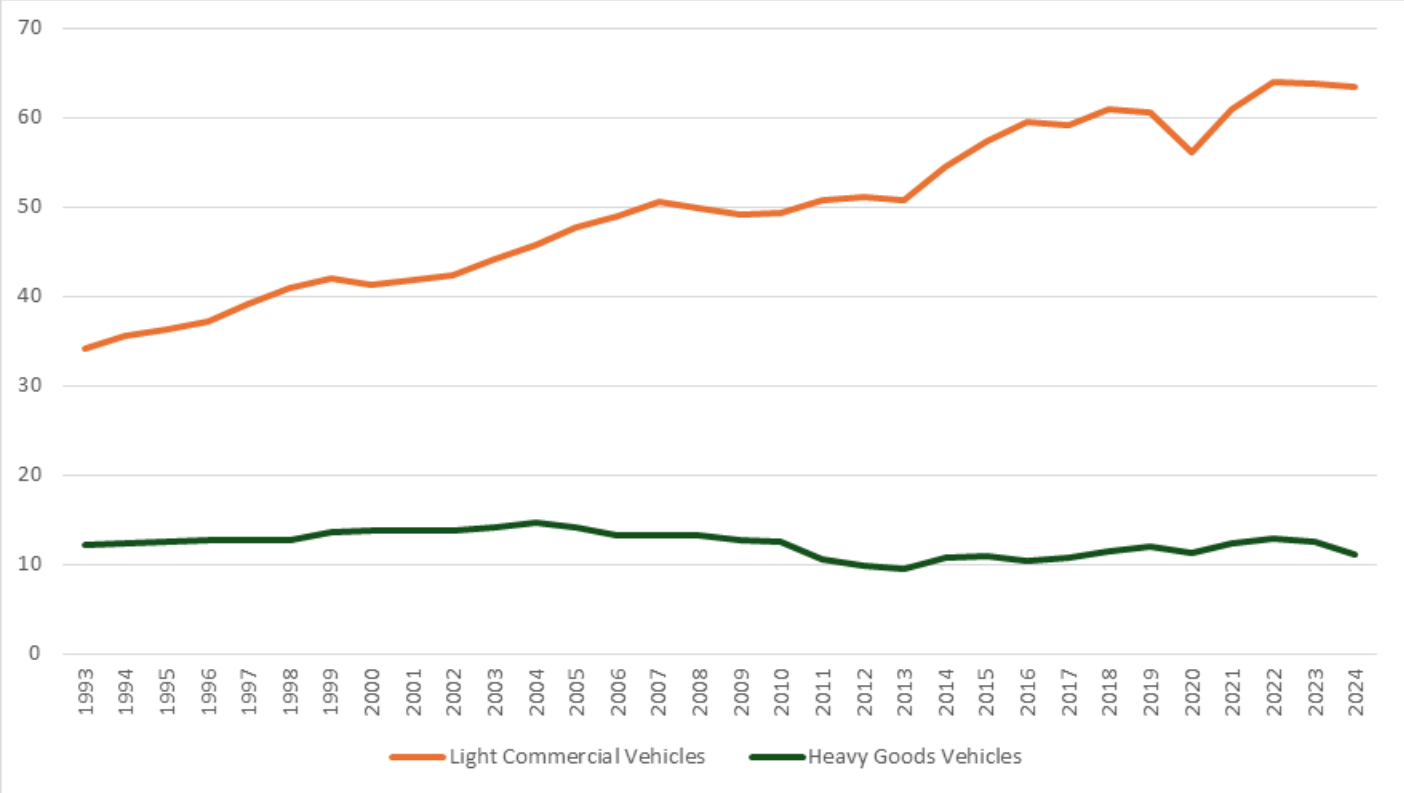


Figure 7: Million Vehicle Miles – Bracknell Forest, LGV and HGV

Annually monitored sites

Of the DfT's traffic count locations, around 20 sites have been monitored since 2000, providing 24 years of consistent data. Whilst these counts are temporary (often 1-day snapshots), or estimated based on trend data, they still provide a reasonable picture of traffic flows on specific roads within the Borough.

The DfT local road data shows a similar pattern to that of the strategic level estimates. Figure 8 shows the average annual daily traffic flow (AADF) across all 20 count sites.

Again, the pandemic dip is pronounced, and whilst these figures suggest traffic has rebounded by 34% between 2020 and 2024, it remains 6% lower than 2019.

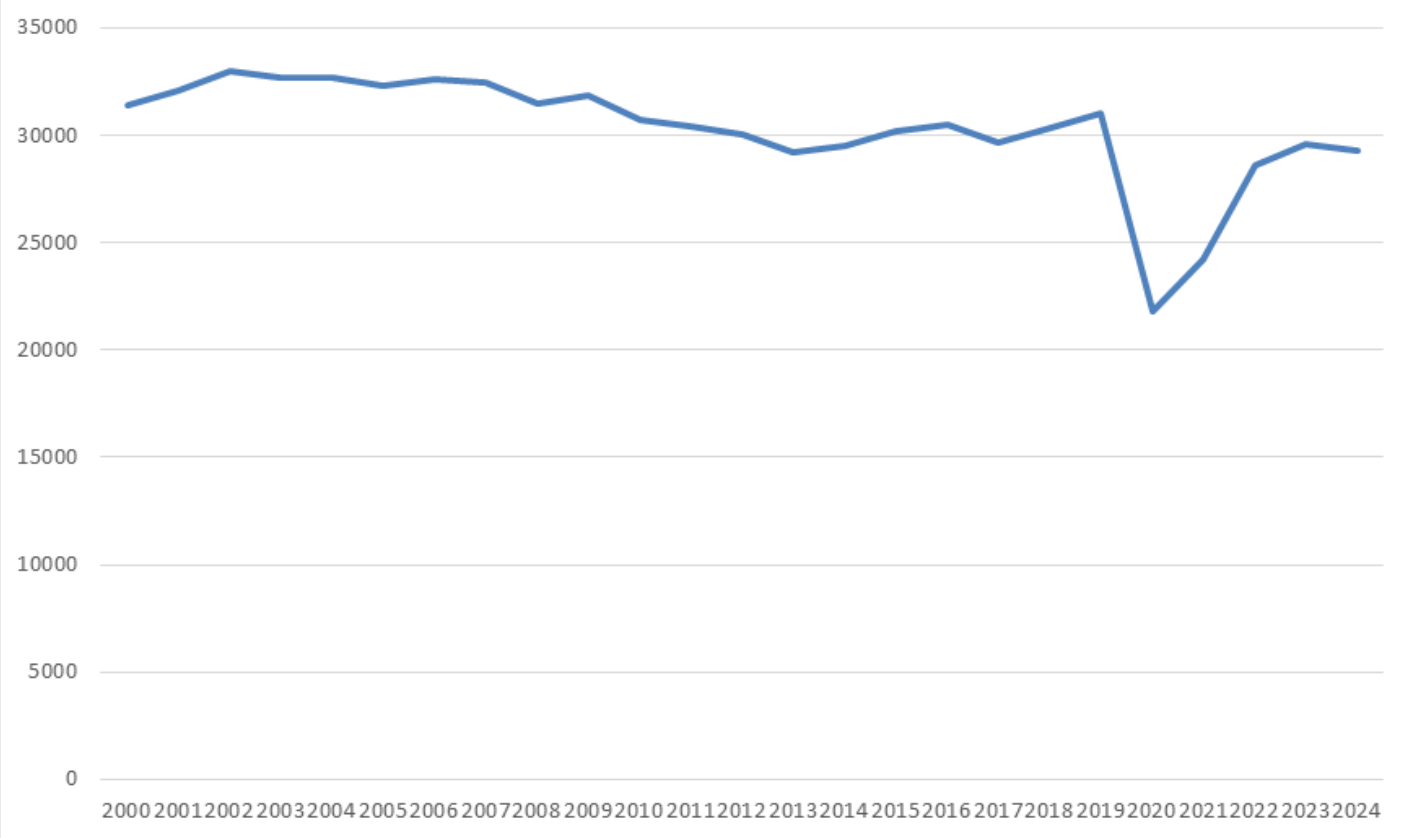


Figure 8: All DfT locally monitored sites average (AADF)

Bracknell Forest Council Automatic Traffic Counter data

The Council has a network of 50 automatic traffic counters across the road network on a variety of road types (A, B and local roads).

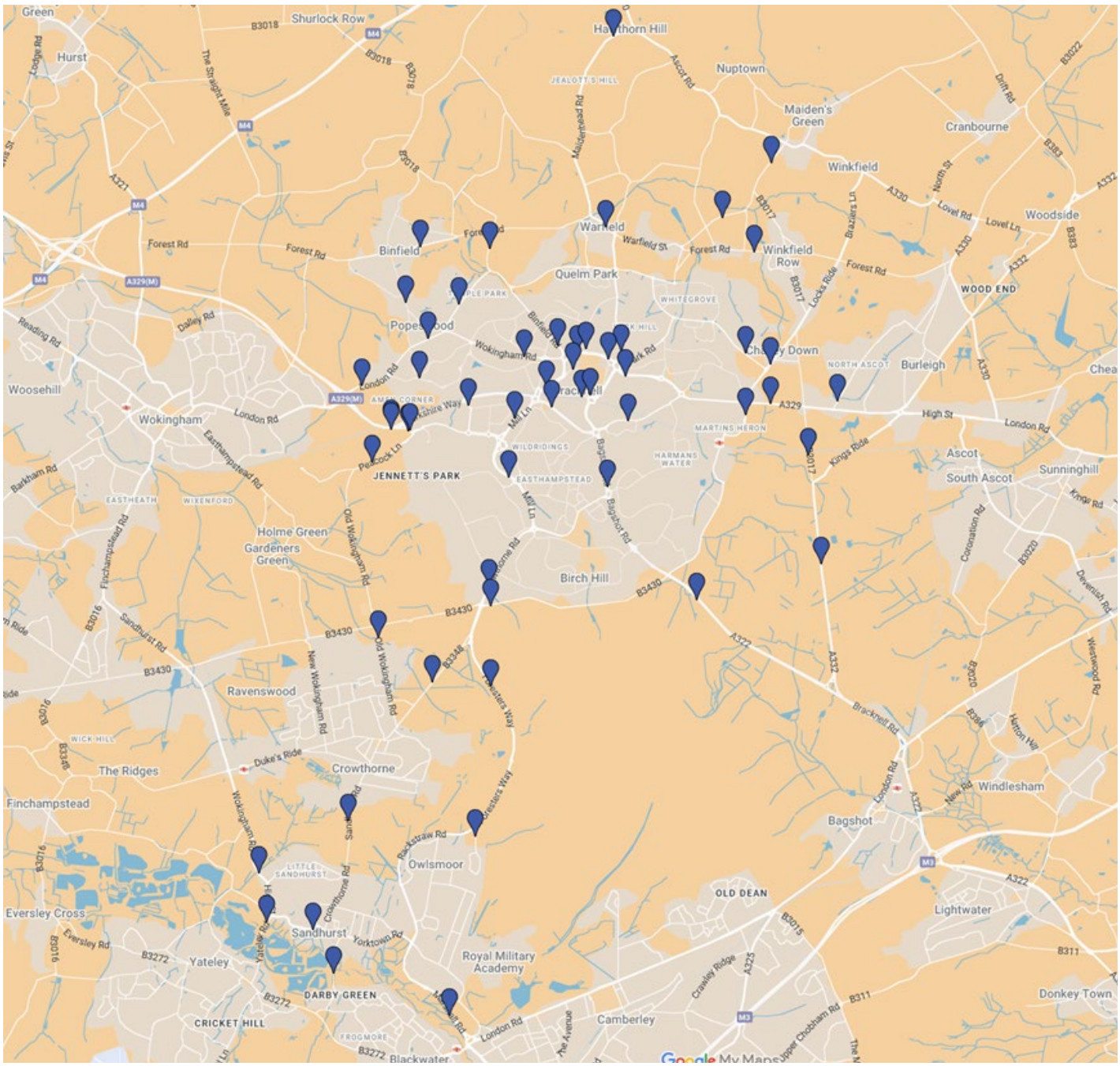


Figure 9: Traffic counter locations

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.

[See the data]

Figure 10 shows the average annual daily traffic flow (AADF) across Bracknell Forest's permanent automatic traffic counters. This is a very similar pattern to that provided by the DfT data.

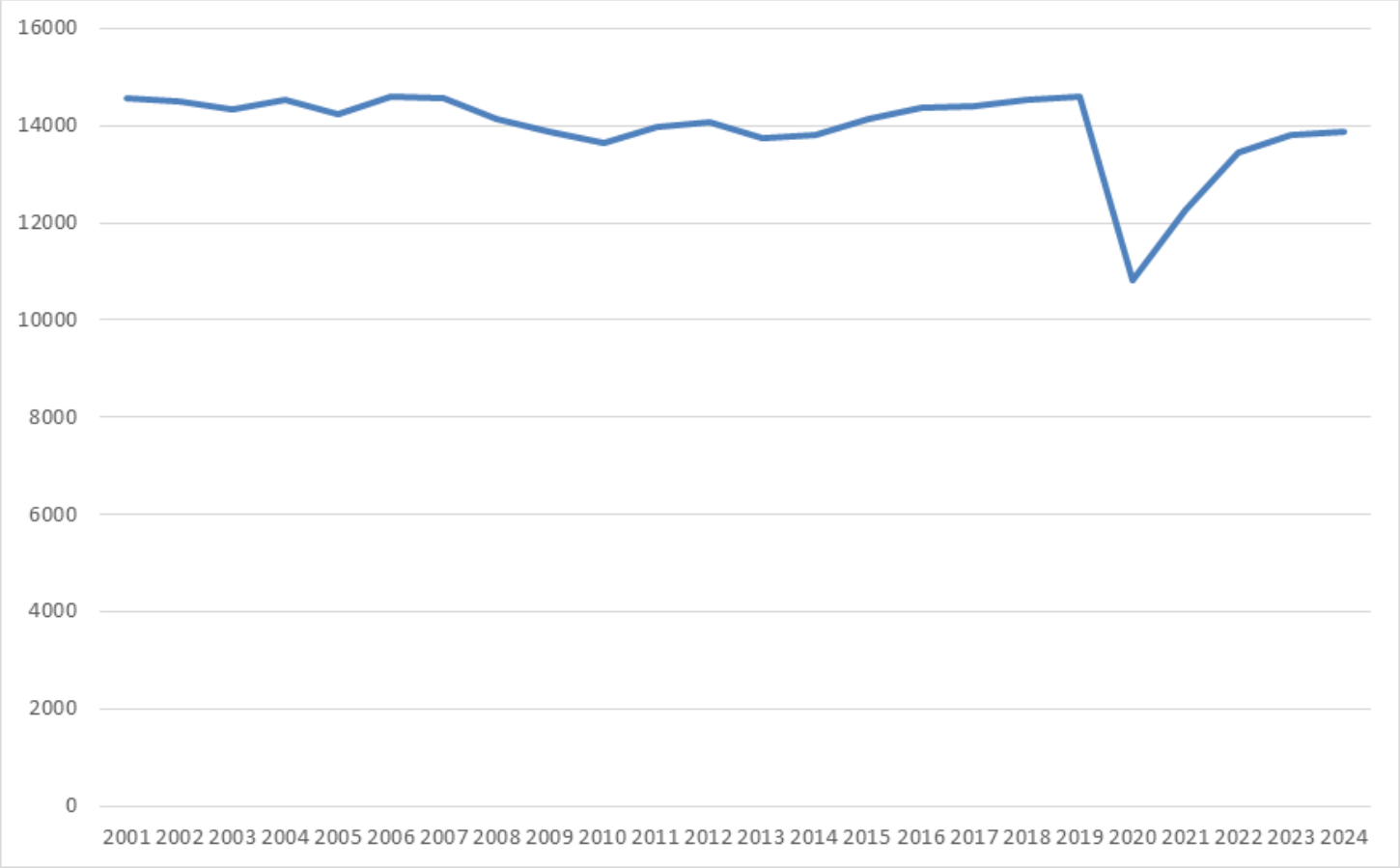


Figure 10: Bracknell Forest permanent ATC site average (AADF)

Our data shows that:

- Between 2023 and 2024, traffic levels increased by 0.46%
- Traffic levels have increased by 28.2% since 2020
- Traffic levels remain 5% lower than 2019

Both the DfT and our own data show that overall traffic levels actually peaked around the 2002 – 2008 period. It is generally assumed that the 2008 recession and financial crisis caused the drop to around 2014 when traffic levels began climbing again, until the Covid-19 pandemic of 2020.

Economic activity traditionally has a strong influence on levels of traffic, although trends and shifts over the past 25 years with e-commerce and working from home, accelerated by the pandemic, are also shifting travel patterns and traffic levels.

The relatively low growth in traffic between 2023 and 2024 contrasts with the significant increase in housing and population that is occurring in the Borough, and suggests that our policies to reduce the need to travel, or change the way people travel to more sustainable and active modes are working. The significant increase in walking and cycling seen in our annual monitoring (section X), and the continued rebound in bus and rail patronage would back this theory further.

Daily flow patterns

The traffic profile of roads – i.e. the number of vehicles using it every hour, varies depending on the type of road, location and number of vehicles it carries.

Figure 11 shows the typical average profile of traffic on the Borough's roads, with obvious peaks between 0700 – 1000 in the morning (AM) and 1600 – 1900 in the evening during weekdays (Monday – Friday).

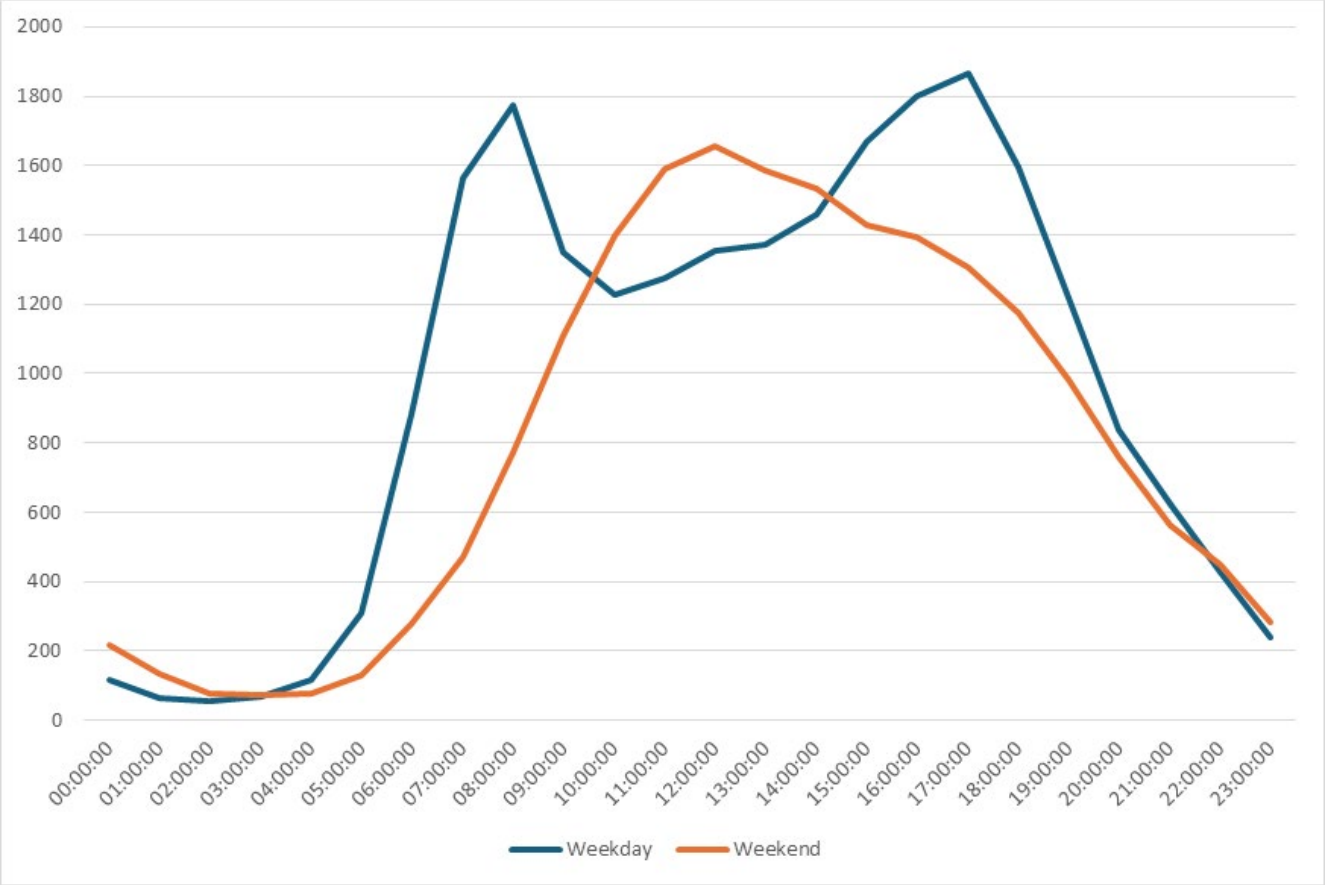


Figure 11: Typical hourly traffic flow profiles – weekdays and weekends

Note how the weekend profile is significantly different, peaking in the middle of the day between around 1100 – 1300, before steadily dropping back again. Night time traffic (2100 – 0200) also tends to be higher at the weekends as people travel back from evening activities.

Weekend traffic levels have broadly increased post-2020, meaning it is more important than ever for our junctions to be able to adapt to differing traffic profiles using Intelligent Transport Systems (ITS).

Road safety

Road safety in Bracknell Forest has seen a significant and sustained improvement over the past two decades.

According to recent data (see Figure 12 & 13), the total number of injury accidents has fallen from over 350 in 2000 to fewer than 100 in 2024, representing a decline of more than 70%. This trend reflects both broader national improvements in vehicle and road safety, as well as targeted local interventions within the borough. Notably, the graph shows a generally steady decline, with occasional fluctuations, demonstrating the cumulative effect of ongoing safety measures rather than a single isolated initiative.

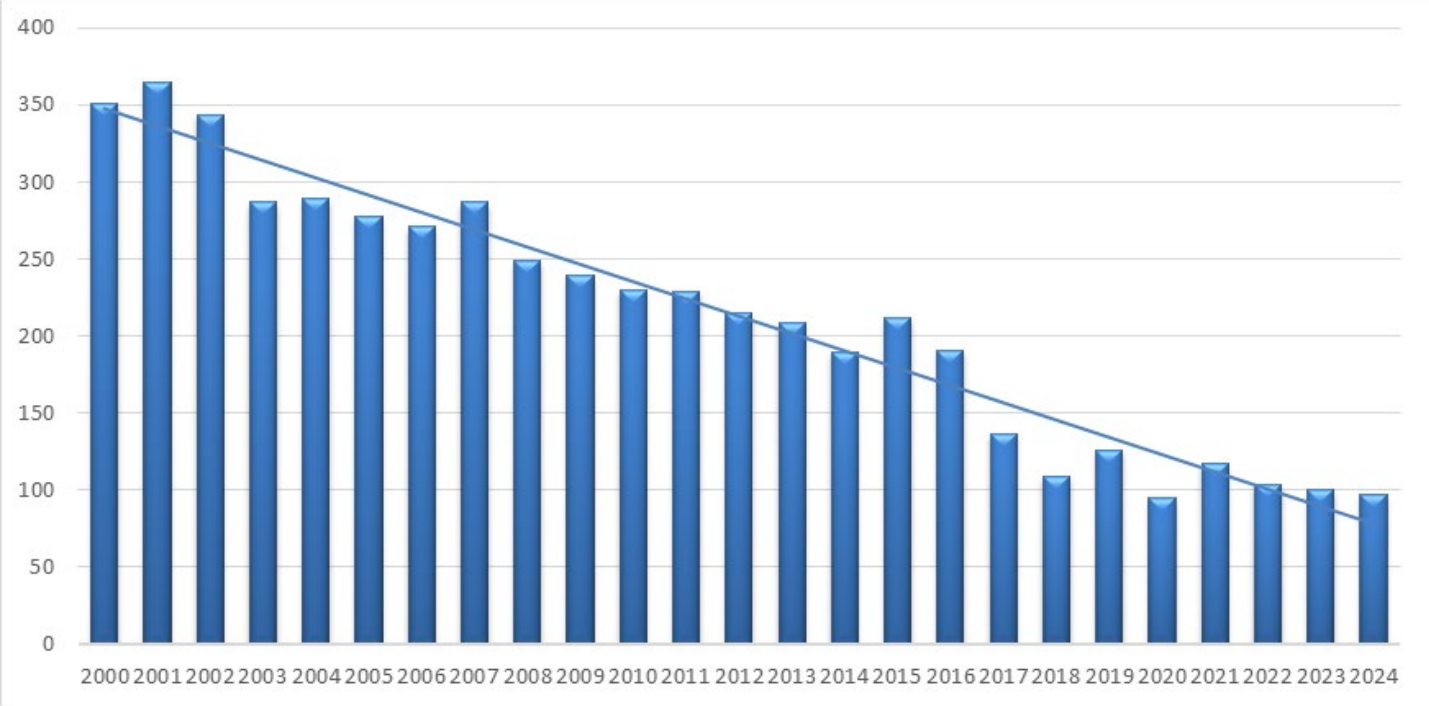


Figure 12: Total number of injury accidents within Bracknell Forest

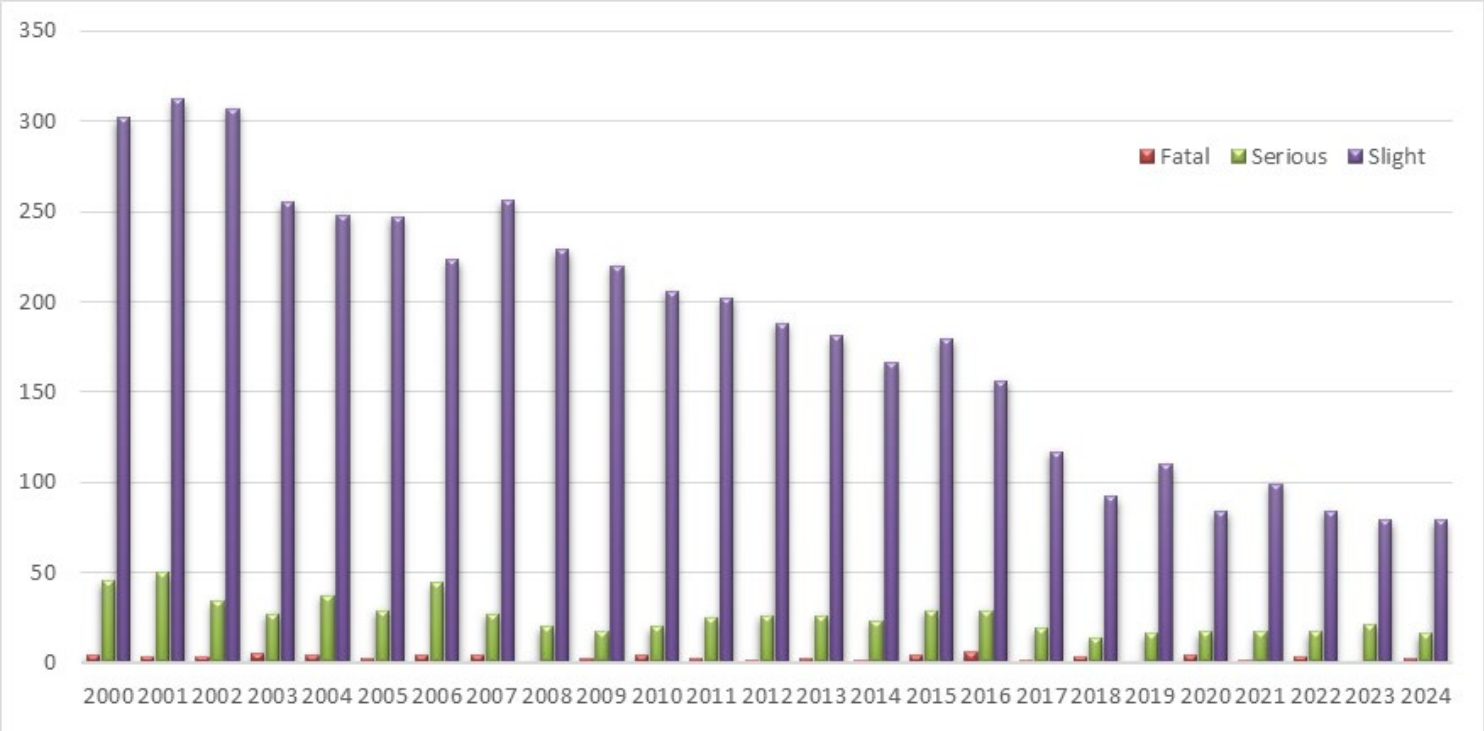


Figure 13: Count of accident severity by accident year (2000 – 2024)

We have undertaken several local projects in the past year which aim to help maintain our safety record, particularly for more vulnerable road users:

- Traffic calming measures at Lambrook and Winkfield schools have reduced vehicle speeds around key pedestrian areas, protecting children and other vulnerable road users.
- Speed management schemes on Prince Consort Drive, and enhanced bend warning signs on the A330 Church Road in Winkfield have addressed areas of concern and higher collision risk.
- A new toucan crossing on Temple Way providing a safe route to and from the new Kings Academy schools and Blue Mountain housing development

In addition, improvements to walking and cycling infrastructure, including new footways, traffic refuge islands, and two new bus stops at Jealotts Hill accompanied by a reduction in the speed limit have improved safety and accessibility for residents and employees of nearby businesses.

Collectively, these interventions demonstrate Bracknell Forest Council's commitment to creating a safer, more accessible transport environment for all road users.

New crossing on Temple Way, Bracknell

Electric Vehicles

Electric and low emission vehicles form a key part of the Borough's emissions reduction plans, contributing significantly to climate change strategy goals.

The number of electric vehicles in the Borough continues to grow, with 1635 battery electric vehicles, and 1082 plug-in hybrid vehicles registered to private keepers in Q1 2025. This figure almost triples when company cars are factored in.

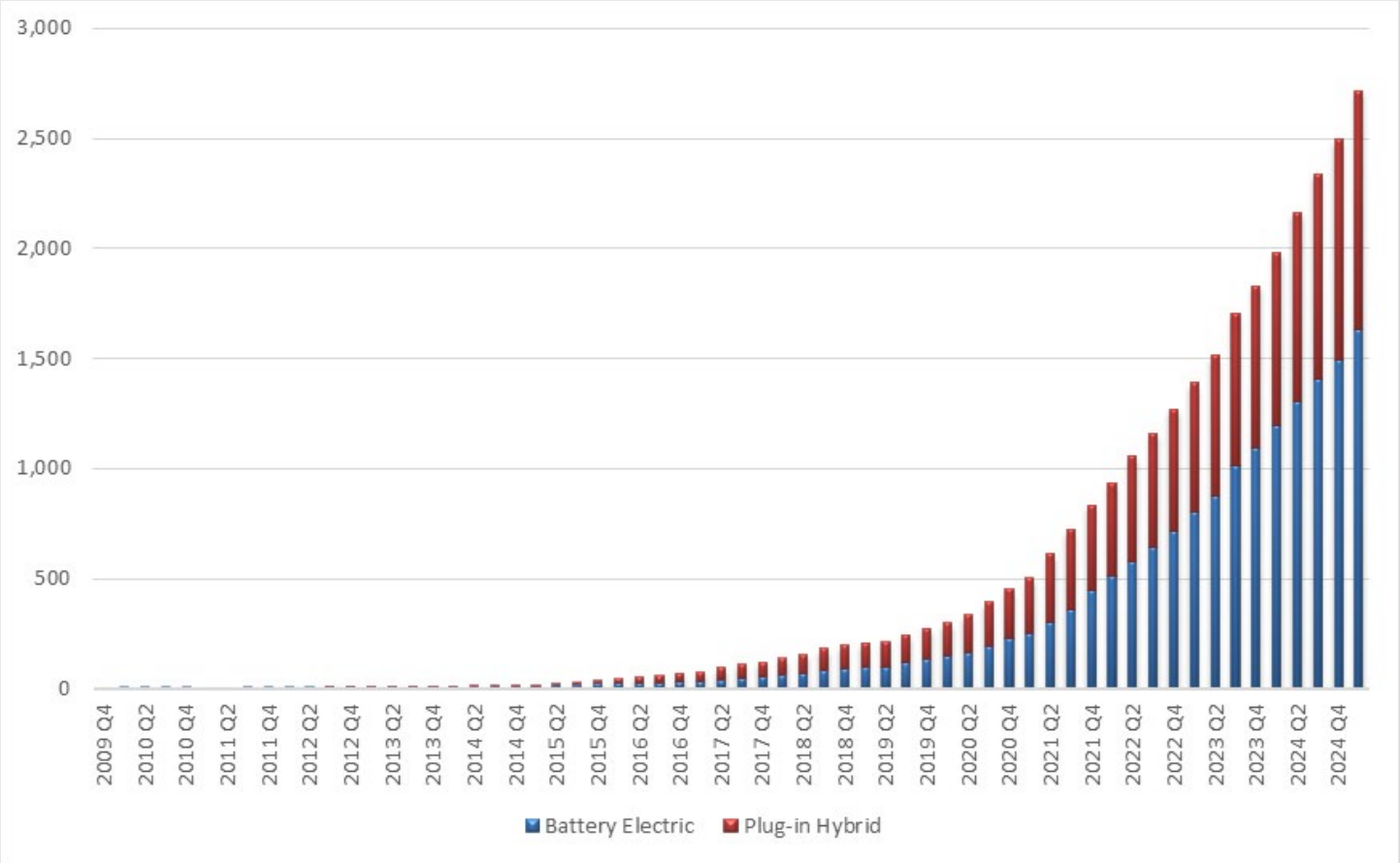


Figure 14: Number of fully battery electric and plug-in hybrid vehicles registered to private keepers in Bracknell Forest, 2009 - 2025

During 2024, two new 50kw and 150kw rapid chargepoints were installed at Birch Hill (Leppington) car park, alongside the existing 22kw fast chargers, providing a mixed charging 'hub' for local residents alongside local shops and services. These supplement the 38 chargepoints installed in council car parks since 2022.

An additional dual 22kw charger was also installed at Bay Road car park, to satisfy demand as this is a popular location.

The private sector also continues to install chargepoints at petrol stations, supermarkets and other publicly accessible car parks, bringing the total number of chargepoints in the Borough to 123 (as of July 2025).

Next steps - On street charging
The Council is aiming to secure a delivery partner to roll out over 400 chargers in on-street locations, beginning in 2026, subsidised by £320,000 from the government's Local Electric Vehicle Infrastructure (LEVI) scheme.

New rapid chargepoints at Birch Hill Leppington car park

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

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 over recent years, including longer trains and platforms, and improvements to the forecourt and waiting facilities at Bracknell station.

The railways have undergone significant changes over the past 5 years, at local and national level;

South Western Railway (SWR) no longer operates under the old franchising system. During the pandemic its franchise was replaced by emergency contracts, followed in 2021 by a National Rail Contract in which the Department for Transport (DfT) set timetables and took revenue risk. In May 2025, SWR transferred into public ownership under DfT's Operator of Last Resort. While day-to-day services, tickets and branding have continued, the company is now directly government-run, with a focus on reliability and financial sustainability rather than commercial risk-taking.

On the London Waterloo to Reading line, passengers are seeing gradual modernisation. New Class 701 "Arterio" trains are entering service, replacing older suburban stock and bringing air-conditioning, modern passenger information, and on-board toilets. The core off-peak pattern remains around two trains per hour, with some short-term adjustments during the Arterio roll-out.

No major redevelopment schemes are currently announced for either station, but passengers will benefit from the gradual fleet upgrade and timetable refinements under the new public ownership model.

Great Western Railway (GWR) operates the North Downs Line, which serves Crowthorne and Sandhurst stations, between Reading and Gatwick Airport. The route is also run on a National Rail Contract basis.

December 2023 timetable changes increased the frequency and created a more consistent half-hourly Reading ↔Gatwick pattern; with GWR reporting significant passenger growth after that change. This means better connectivity for airport journeys and for travelling east-west across Surrey/Berkshire for residents of Crowthorne and Sandhurst.

The Council continues to have good working relationships with both SWR and GWR, and works to lobby for and influence improvements to both infrastructure and rolling stock on the lines. In particular, we are keen to see:

- Better journey times to and from London
- A return to 3 trains per hour on the Reading to Waterloo line
- Integrated ticketing with other modes, particularly buses
- Newer trains on the North Downs Line

Rail passenger levels

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.

	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	2022/2023	2023/2024	2024/2025	% change 24/25
2,328,350	2,179,272	469,584	1,190,856	1,490,668	1,602,212	1,775,202	10.8%
298,916	277,328	61,142	151,174	190,800	214,924	248,220	15.5%
554,178	510,588	122,026	302,110	346,216	375,848	432,940	15.2%
150,804	152,200	38,252	103,950	125,112	135,724	142,410	4.9%
3,332,248	3,119,388	691,004	1,748,090	2,152,796	2,328,708	2,598,772	11.6%

Overall, passenger numbers increased 11.6% across the four Bracknell Forest stations between 2023/24 and 2024/25, as demand continued to steadily recover following the pandemic.

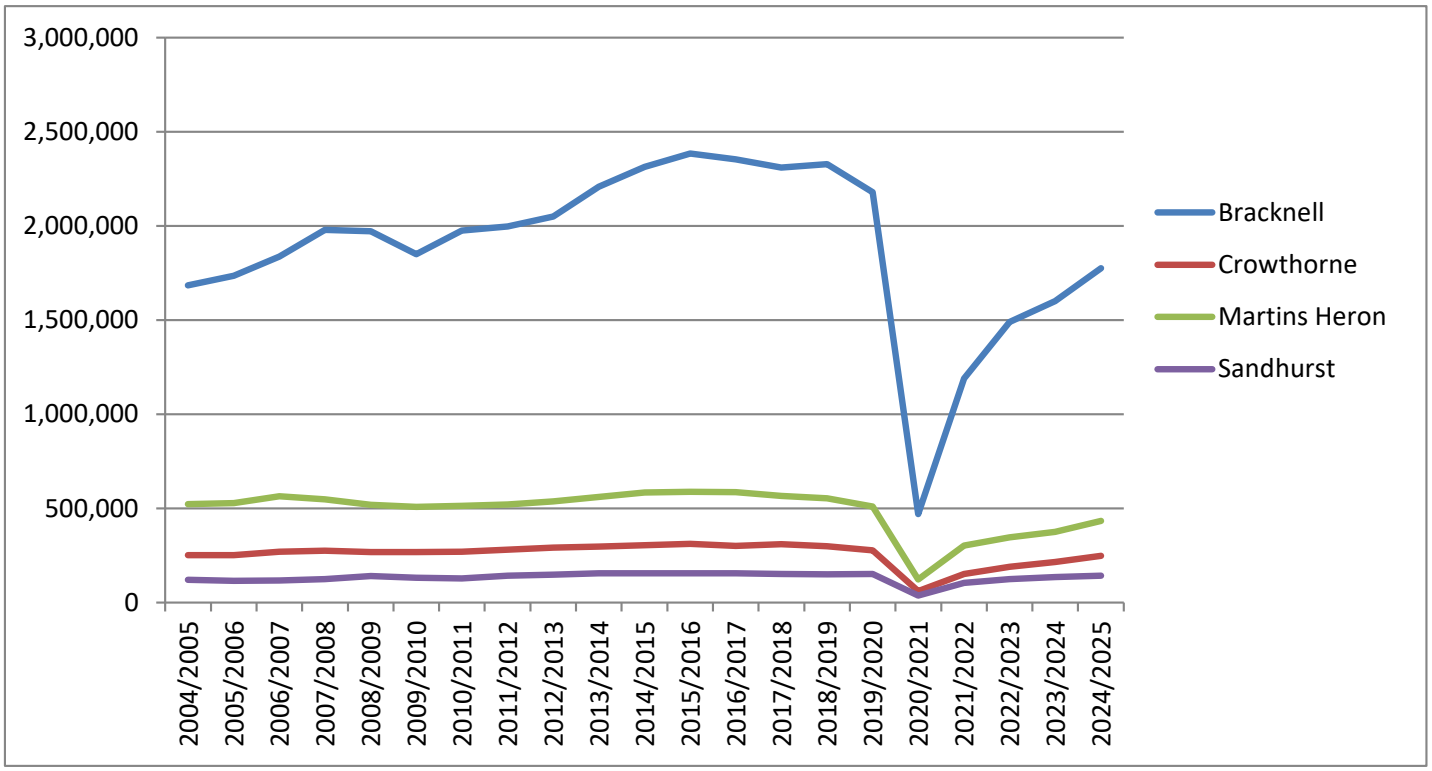


Figure 16: Station entries and exists (ORR) – Bracknell Forest rail stations, 2004 – 2024

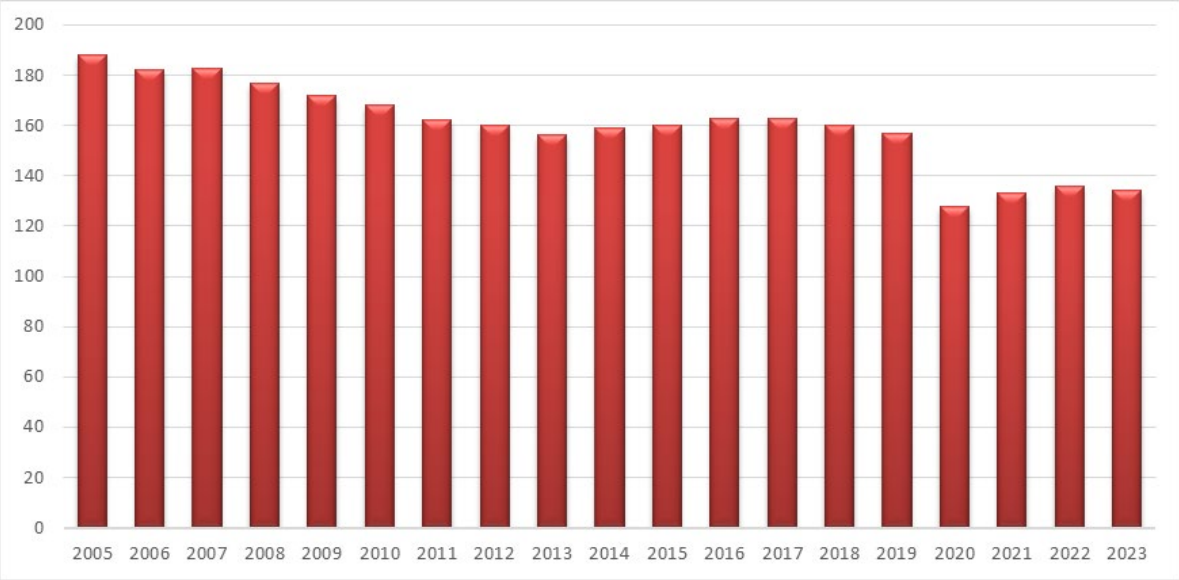
Climate change and emissions

Local Transport Plan 4 focusses strongly on decarbonisation of the transport network and reducing the harmful impacts that transport has on the environment more broadly. This is in line with Bracknell Forest Council's climate change strategy 2025-2030.

The Department for Energy Security and Net Zero produces annual emissions estimates from the main sources of emissions, such as Industry, Domestic Heating and Transport.

Figure 17 shows emissions from all forms of transport in Bracknell Forest from 2005 to 2023 – the latest year available at the time of this report. This shows how emissions fell significantly in 2020, rebounding slightly, but remaining lower than levels over the previous 15 years. In 2023, 35% of emissions in Bracknell Forest come from the transport sector, the second largest contributor after domestic energy.

2023 shows a reduction in emissions compared to 2022, despite an observed increase in traffic.



Source: UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK

Figure 17: Greenhouse Gas emissions from Transport, kilotonnes CO2 equivalent

Our Climate Change Strategy aims for the Borough to be net zero by as close to 2030 as possible including through shifting travel in the borough to low-carbon options that lower emissions, whilst the UK's Transport Decarbonisation Plan sets out its ambition for the whole domestic transport sector to reach net zero emissions by 2050.

A continued downward trend in emissions will show that the objectives and policies or our Local Transport Plan are working, and we will continue to closely monitor emissions from transport over the life of the plan.

Key Targets & Challenges:

- 49% reduction in transport emissions by 2030 (compared to 2019) is required to be on track with the Government's 2050 net zero trajectories and targets.
- Emission reductions must happen four times faster than in 2023 to meet UK climate targets.
- Based on local forecasts, Bracknell would need to cut petrol and diesel vehicle use by a third by 2030 to stay on track.

Reaching these goals will require more than just EV adoption – the council must also promote sustainable transport, active travel, and reduced car dependency.

Summary

Active Travel
- **Walking and cycling surged:**
  - Adult pedestrians up11%
  - Child pedestrians up 12%
  - Cyclists up 33%
- **Infrastructure improvements:**
  - 1.2 km new shared footway/cycleway
  - 3 safer routes to school schemes
- **Bikeability training:** 1,150 children trained
- **Bracknell Cycling Festival:** Over 1,000 attendees
- **Eco Rewards & Love to Ride:**
  - 606,000 green miles logged
  - 880,000 cycling miles recorded
- £75,000 Active Travel England funding received 2024-25, and £329,000 in 2025-26

Public Transport
- **Bus journeys increased by 17%**
- Enhanced services on key routes (703, 108, 156, 157/158, X94)
- New evening and weekend services
- Companion pass introduced for disabled passengers
- Real-time info and QR codes at bus stops
- £362,000 BSIP grant received 2024-25, and £950,000 in 2025-26

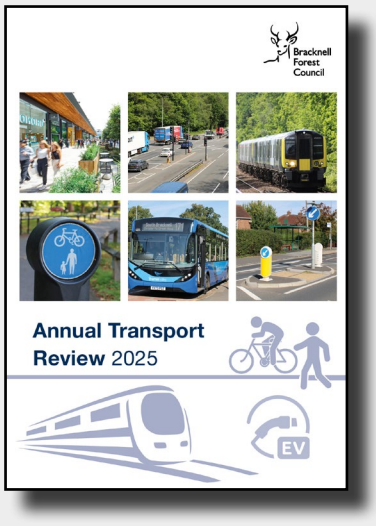
Rail
- **Passenger numbers up 7.6%**
- Weekend travel exceeds pre-pandemic levels
- New Class 701 trains on Reading–Waterloo line
- Improved frequency on Reading–Gatwick line

Electric Vehicles
- 1,635 battery EVs and 1,082 plug-in hybrids registered
- New rapid charging hub at Birch Hill
- 123 public chargepoints installed
- Plans for 400 on-street chargers (2026), backed by £320k LEVI funding

Roads & Infrastructure
- £3.5M spent on resurfacing
- 325 tonnes of CO^2 saved via sustainable methods
- 4 new pedestrian crossings and 3 safety schemes
- Traffic signals upgraded; Bracknell UTMC system launched. £500,000 received through the Green Light Fund for further junction and corridor upgrades.

Sustainability & Climate
- Transport aligned with Climate Change Strategy 2025–2030
- Maintenance fleet switching to EVs
- Environmental impact reductions embedded in infrastructure delivery

Road Safety
- Injury accidents reduced by over 70% since 2000
- Targeted safety interventions around schools and high-risk areas



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