

LTP4 Carbon Quantification Report



Introduction

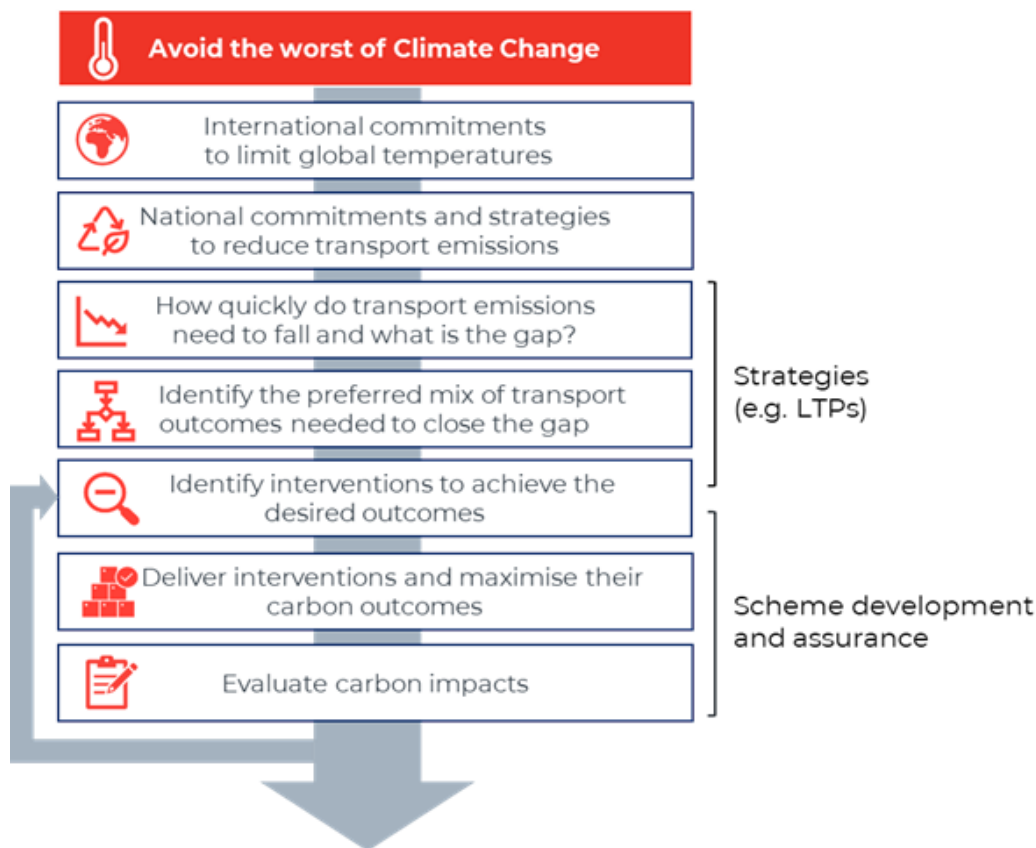
Transport is the biggest source of greenhouse gas emissions in Bracknell Forest and nationwide. The Council recognises the threats this poses to our environment, health and wellbeing – both now and in the future. We know that major changes will be needed to meet Net Zero targets.

As such, our fourth Local Transport Plan (LTP4) focusses much more on policies and measures which will reduce carbon emissions, in line with the UK's goal of Net Zero by 2050.

Complimenting the Council's Climate Change Strategy (2025), this summary explains the steps needed to turn policy into action.

A Vision-Led approach to cutting transport emissions

In advance of Department for Transport (DfT) guidance on quantifying carbon emissions, which was not available at the time of writing the LTP, the council used emerging best practice to consider carbon in local transport planning and delivery. The 'golden thread', shown below, details the approach taken to link local action with national commitments to avoid the worst of climate change.



With help from industry experts, we have developed a carbon evidence base to inform future decision making and ensure the council and its residents understand what is required to reduce transport emissions and achieve net zero from transport in Bracknell Forest.

This fits with best practice outlined in the emerging DfT guidance, alongside the principles of a vision-led approach to aligning local transport decarbonisation to national and international legal commitments.

This note explains 'what it will take' for Bracknell Forest to achieve its carbon targets, and more importantly, 'how'.

Understanding Bracknell Forest's transport emissions

To plan for the future, we need to know where emissions come from now. Bracknell Forest Council has used advanced tools, developed in partnership with Transport for the South East (TfSE) to find the main sources of carbon, helping to create better plans to cut emissions. Even though the council can't control everything, focused actions can still make a big difference.

Bracknell Forest's Transport Emissions (2019: 0.16 MtCO₂e)

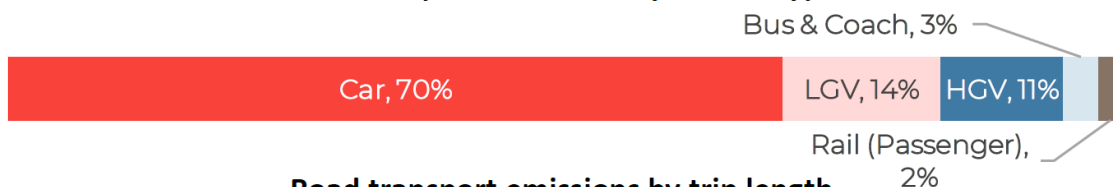
Emissions the Council Can Influence:

- Car travel is the biggest contributor, making up 70% of transport emissions.
- 65% of emissions come from local roads.
- 18% of emissions occur entirely within Bracknell Forest.
- 21% of emissions come from trips under 5 miles.
- 63% of emissions come from commuting and business travel.

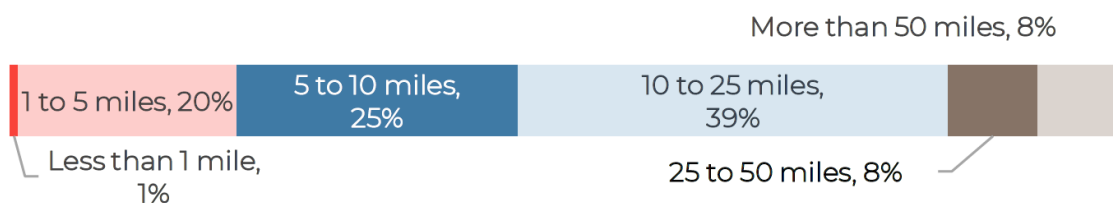
Road transport emissions by journey purpose



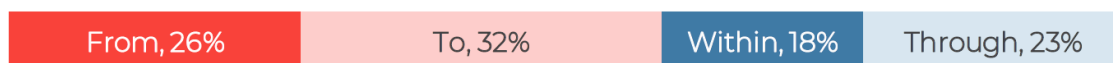
Total transport emissions by vehicle type



Road transport emissions by trip length



Road transport emissions by trip origin



Road transport emissions by road type



Emissions Outside the Council's Control:

- 6% come from trips on the Strategic Road Network (managed by National Highways).
- 23% are from trips that start and finish outside Bracknell Forest.
- 16% come from long-distance journeys (over 25 miles).

Key Takeaway

Not all trips contribute to emissions equally. Short-distance, single-occupancy car trips offer the best opportunity for reduction, as they can often be replaced with walking, cycling, or public transport. Longer trips and goods vehicle journeys are harder to influence. To cut emissions, we must improve access to sustainable transport and zero-emission vehicles while encouraging active and shared mobility options.

Understanding future emissions

Electric vehicle (EV) adoption in Bracknell Forest will help reduce emissions significantly, but it won't be enough to meet the council's carbon reduction targets. By 2030, two-thirds of vehicles are still expected to run on petrol or diesel, and by 2035, half will remain fossil-fuel-powered. While nearly all vehicles will be zero-emission by 2050, additional local and, more importantly, national action is needed to hit climate goals.



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, supported by major national policy changes to make the transition fairer and more effective

Headline Finding

Bracknell Forest Council has developed an Electric Vehicle Charging Strategy to ensure enough charging infrastructure is available to support the shift to EVs. However, this transition won't happen fast enough to meet carbon reduction targets.

To stay on track, petrol and diesel vehicle use would need to decrease by around 30%. To achieve this fairly, the council is working to improve travel choices across the borough, offering more sustainable mobility options that reduce reliance on fossil-fuel-powered vehicles.

Impact of LTP4

To assess if the council is on track to meet its carbon reduction targets, work to quantify the carbon impact of the draft LTP4 Action Plan and its policies has been undertaken, alongside further scenario testing to inform the scale of ambition required beyond the council's current commitments.

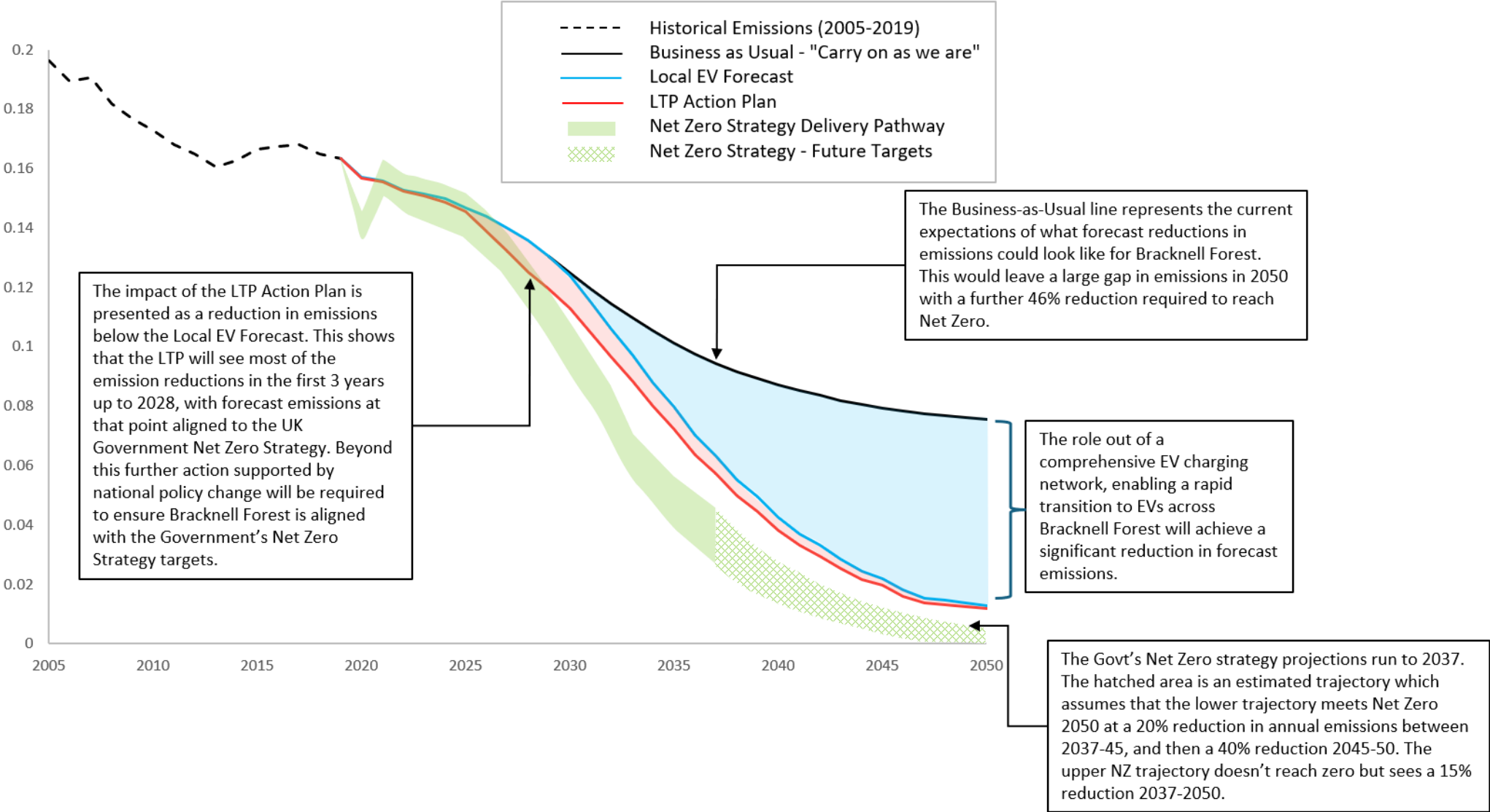
The graph on the following page shows how emissions in Bracknell Forest are forecast to change up to 2050 under different scenarios.

- The 'Business-as-Usual' line represents what will happen if we carry on as normal, without much adoption of electric vehicles, and without any interventions that reduce the environmental impacts of travel, such as those set out in Local Transport Plan 4.
- The blue 'Local EV Forecast' line is based on assumptions of continued and accelerating adoption of electric vehicles – predominantly cars and light goods vehicles. This provides quite a significant reduction in emissions.
- The red 'LTP Action Plan' line shows what we think will be the further reduction in emissions through the policies of our new LTP4.

The **UK Net Zero Strategy** also provides guiding emissions paths and targets, shown in green. To meet this pathway would require more severe policies and actions, likely at both a local and national level, from around 2028 onwards, on the current modelled trajectory.



Understanding future emissions



Challenges to achieving a net zero transport network

Bracknell Forest faces challenges in reducing transport emissions. To close the gap in meeting carbon targets, it's important to address key emission sources and find ways to cut emissions beyond the council's direct control.

Key Challenges:

- **Council-Controlled Emissions:** The council will seek to work collaboratively across local, regional and national transport stakeholders to develop a collective carbon reduction strategy.
- **Traffic Growth:** Car travel in Bracknell Forest is expected to rise by 5% and light goods vehicles by 21% between 2019 and 2030. Sustainable growth and eco-friendly developments are essential for reducing emissions.
- **Electric Vehicles:** Increasing the use of zero-emission vehicles (ZEVs) will have the biggest impact on reducing emissions. The council has created an Electric Vehicle Charging Strategy to support this shift.
- **Urban vs. Rural Areas:** Access to public transport, walking, cycling, and wheeling varies across the borough. Urban areas, with more sustainable travel options, must reduce emissions faster.
- **Funding:** Current local transport funding isn't enough to meet carbon reduction goals. The council is focusing on evidence-based planning to secure future funding, such as grants for electric buses.

Steps Taken by Bracknell Forest:

The council has developed key strategies to support transport decarbonisation:

- **Local Cycling and Walking Infrastructure Plan:** Plans to improve active travel options and reduce car use.
- **Bus Service Improvement Plan:** Aims to enhance public transport and encourage a shift to sustainable travel.
- **Bracknell Forest Local Plan:** Focuses on adapting to climate change by promoting sustainable transport.

Conclusion

This document outlines the council's strategy for reducing transport emissions and meeting national carbon targets. By following best practices and a vision-led approach, the council aims to achieve net zero emissions efficiently and fairly while tackling climate change.

The review has identified key emission sources and what the council can directly influence, although achieving meaningful carbon reductions is also dependent on changes in national policy.

While the Local Transport Plan (LTP) makes a strong start and will help cut emissions, it won't be enough to meet Bracknell Forest's targets. Since petrol and diesel vehicles remain widespread, promoting sustainable travel choices over the next decade is essential.

Recognising that there is no one-size-fits-all solution, the council will continue working with public and private partners, as well as the community, to keep local emissions at acceptable levels. Reaching Net Zero will require even greater efforts at both local and national levels. The scale of change needed presents a major challenge for decision-makers and the public but remains achievable with sustained commitment and investment.