

Third Local Transport Plan for the
Royal Borough of Windsor and
Maidenhead - Final Environmental
Report
Volume 2: Appendices



Appendix A – Review of policies, plans and programmes



Appendix 1

Policy, Plan, Programme, Strategy or Initiative	Key Aims, Objectives and Targets	Implications for the SEA Methodology
International		
The European Community (EC) Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) (the 'Habitats Directive').	Provides legal protection for habitats and species of international interest.	Include SEA objectives covering protection of habitats and species of international interest.
White Paper 2011 - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system. EC.	Mobility is vital for the internal market and for the quality of life of citizens as they enjoy their freedom to travel. Transport enables economic growth and job creation: it must be sustainable in the light of the new challenges faced. Transport is global, so effective action requires strong international cooperation. Need to reduce dependence on oil. Reduce congestion. Replaces the 2001 White Paper on Transport.	Transport modes need to continue to become increasingly sustainable to ensure economic competitiveness with the rest of the world.
National		
Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen. White Paper by DfT. (January 2011)	Sets out how the Coalition Government wants to encourage the uptake of more sustainable modes at local level; linked to the Local Sustainable Transport Fund. It extends the decentralisation of power to local transport. Vision is for a transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities.	Include SEA objectives covering economic growth and reducing carbon emissions.
Design Manual for Roads and Bridges, DfT	States that emissions from motor vehicles have the potential to affect any designated site within 200m of the road network.	SEA should consider the effect of any significant increase in traffic near the Thames Basin Heaths SPA.
Air Quality Strategy for England, Scotland, Wales and Northern Ireland. (July 2007)	The strategy sets out a way forward for work and planning on air quality issues, sets out the air quality standards and objectives to be achieved, introduces a new policy framework for tackling fine particles, and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the strategy's objectives.	Target setting for the SEA baseline.
Conserving Biodiversity - The UK Approach. DEFRA (2007)	Six priorities: <ul style="list-style-type: none"> ● protecting the best sites for wildlife; ● targeting action on priority species and habitats; ● embedding proper consideration of biodiversity and ecosystem services in all relevant sectors of policy and decision-making; ● engaging people, and encouraging behaviour change; ● developing and interpreting the evidence base; ● ensuring that the UK plays a proactive role in influencing the development of Multilateral 	The SEA objectives should include conserving and enhancing biodiversity and the baseline review should include indicators for biodiversity where these are available.

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Policy, Plan, Programme, Strategy or Initiative	Key Aims, Objectives and Targets	Implications for the SEA Methodology
	Environmental Agreements, and contributes fully to their domestic delivery;	
South East Green Infrastructure Framework (July 2009)	Seeks to establish green infrastructure as an integral and essential component of sustainable communities, develop a common understanding of the role and importance of green infrastructure, and provides detailed guidance on how green infrastructure can be delivered through the planning system and local partnerships, including securing funding for its creation and long term maintenance.	The SEA objectives should include support for green infrastructure.
PPS1: Delivering Sustainable Development (Jan 2005)	<ul style="list-style-type: none"> • Environmental, economic and social objectives promoted in an integrated manner; • Address the causes and impacts of climate change; • Adopt a spatial approach to planning; • Promote high quality, inclusive design; • Contain clear, comprehensive and inclusive access policies; • Involve communities in developing their local vision. 	No specific implications (SEA is a means of delivering sustainable development).
PPS: Planning and Climate Change - Supplement to PPS1 (December 2007)	This Planning Policy Statement (PPS) sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable- use of sustainable transport for moving freight, public transport, cycling and walking; and, which overall, reduce the need to travel, especially by car.	Climate Change is likely to have an impact on transport infrastructure routes, but also there is the potential for sustainable transport to help mitigate the impacts of climate change.
PPS4: Planning for Sustainable Economic Growth. DCLG (December 2009)	Sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas. Replaces PPG4, PPG5, PPS6, and economic development sections of PPS7.	Access to employment and the sequential approach to retail provision may have implications.
PPS7: Sustainable Development in Rural Areas (2004)	<p>Guiding principle is to facilitate and promote sustainable patterns of development and sustainable communities in rural areas. The main objectives include</p> <ul style="list-style-type: none"> • Accessibility a key consideration in all development decisions – developments likely to generate many trips should be located in or next to towns. • Brownfield development preferred to greenfield. • People in rural areas should have reasonable access to facilities, and plans should support the creation of small scale, local facilities to meet community needs. • Re-use of buildings (especially near to towns) is encouraged. 	Landscape quality can be affected by the amount of traffic that travels through it and new road construction. The SEA should include objectives for landscape quality.

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	<ul style="list-style-type: none"> • New development in countryside should be strictly controlled. • No major developments in designated areas (unless in exceptional circumstances). • Protect best and most versatile agricultural land. <p>NB: economic development sections of PPS7 have been replaced by <i>PPS4: Planning for Sustainable Economic Growth</i> published on 29 December 2009.</p>	
PPS9: Biodiversity and Geological Conservation (August 2005)	<p>Key objectives</p> <ul style="list-style-type: none"> • to conserve, enhance and restore biodiversity and geological interests within the local area. • to contribute to urban renaissance by enhancing biodiversity in green spaces and within developments so that they are used by wildlife and valued by people, recognising this can contribute towards a better quality of life and to a person's sense of wellbeing. • ensuring developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment. 	Concerning sites of importance for biodiversity (and geodiversity), clear distinctions should be made between the hierarchy of international, national, regional, and locally designated sites and the relative significance of impacts assessed accordingly.
PPG13: Transport (2001). Updated January 2011.	Sets out the objectives to integrate planning and transport at the national, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight. Amendments were made to parking standards and charges in paragraphs 49 to 56 only.	<p>Reducing the need to travel and especially the use of the private car while promoting social inclusion will help achieve sustainable objectives. The SEA objectives will need to address:</p> <ul style="list-style-type: none"> • Reducing the need to travel by private car. • Improving accessibility of key services to local communities. • Reducing air pollution. • Reducing negative health impacts of transport.
PPG17: Planning for Open Space, Sport and Recreation (2002)	<p>Well designed and implemented planning policies for open space, sport and recreation are fundamental to delivering broader Government objectives. These include:</p> <ul style="list-style-type: none"> • supporting an urban renaissance • supporting a rural renewal • promotion of social inclusion and community cohesion • health and well being • promoting more sustainable development 	<p>SEA objectives should incorporate the following:</p> <ul style="list-style-type: none"> • Encourage health and well being. • Support urban renewal. • Community cohesion and social inclusion. • Promote sustainable development. • Encourage biodiversity (in open spaces).

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PPS23: Planning and Pollution Control (2004)	<ul style="list-style-type: none"> Protect and improve the natural environment, public health, and safety and amenity. Establish a policy framework for an area, prevent harmful development and mitigate the impact of potentially polluting developments over the medium to long term. 	SEA objectives should reflect the need to reduce pollutant emissions and enhance land, air and water quality (from transport specifically). The 'precautionary principle' should be borne in mind during the appraisal.
PPG24: Planning and Noise (1994)	Seeks to minimise noise nuisance by maintaining separation between generators of noise and receptors sensitive to noise.	The SEA should include an objective for reducing noise pollution.
PPS25 – Development and Flood Risk (December 2006)	Ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.	Road infrastructure may be vulnerable to flooding in low-lying parts of RBWM. It could also contribute to the build up of floodwaters. The SEA should develop objectives in relation to flooding. ⁽¹⁷⁾
Big Society White Paper: Version 3 (February 2011)	Big Society is an iterative process that will be refreshed consistently in order to develop a consistent and shared approach. It is an open source policy document the development of which relies on the collective wisdom of contributors.	SEA should account for the fact that community volunteers may contribute towards sustainable transport by providing services to more isolated parts of the community.
Regional		
South East Plan (May 2009)	<p>The South East Plan is intended to be abolished during the validity of the LTP. However, it is still extant at the time of writing, and Chapter 8 forms the Regional Transport Strategy for the South East. Relevant policies for the Royal Borough are:</p> <ul style="list-style-type: none"> to facilitate urban renaissance and foster social inclusion by re-balancing the structure and use of the transport system. In particular, bringing forward measures that encourage modal shift to more sustainable modes and significantly improve the attractiveness of local public transport services, walking and cycling. to reduce the wider environmental, health and community impact associated with the transport system, by bringing forward management measures that reduce our reliance on single occupancy car use. to maintain the existing transport infrastructure as an asset. to develop road and rail links that improve inter and intra-regional connectivity. 	The SEA should include objectives for a modal shift to more sustainable modes of transport, reducing car use, reducing environmental, health and community impacts associated with the transport system, maintaining and enhancing accessibility and maintaining economic success.

17 Road drainage may not be able to cope with periods of intense rainfall.

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	<ul style="list-style-type: none"> • to improve and develop transport connections to the region's international gateways (ports, airports and international rail stations). • to improve transport management and infrastructure within and to the Thames Gateway to maximise regeneration potential and encourage economic potential. • to improve strategic road and rail links within and to the Western Corridor and Blackwater Valley to maintain economic success. <p>Policy WCBV1 designates Maidenhead as a second tier sub-regional hub. Major schemes which are important for this sub-region as well as having much wider regional significance are:</p> <ul style="list-style-type: none"> • Crossrail: which will increase station capacities at least as far west as Maidenhead, with improved links to central London; and • Western access to Heathrow (the Airtrack scheme has been abandoned but other possibilities exist to create a western access). 	
Regional Sustainability Framework (June 2008)	Sets a common vision, four priorities and 25 objectives that will help guide sustainable development in the south east. All regional strategies and policies should follow RSF principles to ensure the actions of all south east organisations contribute towards a consistent vision of our sustainable future.	Include SEA objectives on the RSF framework, where appropriate.
The Biodiversity of South East England: An Audit and Assessment	Provides an overview of regional biodiversity priorities for the south east.	Conservation and enhancement of biodiversity could be reflected in the SEA objectives. Indicators could relate to the number and condition of designated sites and also to habitats in the wider countryside.
Lower Thames Strategy. Environment Agency (2003)	A long-term strategy looking at flood risk in the Lower Thames Strategy area – from Datchet to Teddington in London and deciding on the best way to manage the risk.	SEA objective to reduce flood risk. The Lower Thames is home to a large number of important ecological sites, including several SSSIs.
M40, M4 and M3 Route Management Strategies (Highways Agency)	Provides a framework for managing individual trunk routes as part of the wider transport network.	Consider trunk road issues in " <i>Identifying Environmental Issues and Problems</i> " as part of SEA.
Crossrail	The overall objectives of Crossrail are to support the continuing development of London as a world city, and its role as the key financial centre of the UK and Europe, to support its economic growth and its regeneration areas by tackling the lack of capacity and congestion on the existing network, and to	The SEA framework should include providing transport links with Crossrail.

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<p>improve rail access into and within London. Maidenhead is to be a Crossrail terminus. The Crossrail Bill was given Royal Assent on 22 July 2008.</p>		
Royal Borough of Windsor & Maidenhead		
<p>RBWM Local Plan Incorporating Alterations (Adopted June 2003)</p> <p>(saved policies only)</p>	<p>Relevant policies include:</p> <ul style="list-style-type: none"> ● T5: New Developments and Highway Design - Protect character of Green Belt and conservation areas. Possible relaxation of parking requirements and minimise signs, lights and street furniture. ● T7: Cycling - Make provision for safe cycle routes that link in with other routes. ● T8: Pedestrian Environment - convenient and safe pedestrian routes to improve accessibility. ● T10: Public Transport - improve bus and rail links and interchanges. ● P2: Park and Ride ● P4: Parking Within Development 	<p>SEA objectives to include maintaining townscape and countryside character, promoting cycling and walking, health and safety, promote better public transport and responsible car use.</p>
<p>RBWM Local Transport Plan (2006 – 2011)</p> <p>Incorporates Accessibility Strategy (2006-2011), Air Quality Action Plan (2006), Public Rights of Way Improvement Plan (2005 - 2015), Road Safety Strategy (2006-2011).</p>	<ul style="list-style-type: none"> ● To protect and enhance the built and natural environment ● To improve safety for all travellers ● To contribute to an efficient economy, and to support sustainable economic growth in appropriate locations ● To promote accessibility to everyday facilities for all, especially those without a car ● To promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system 	<p>SEA to set objectives covering sustainable transport, road safety, economic growth, accessibility, air quality and enhancing the built and natural environment.</p>
<p>Thames Basin Heaths Special Protection Area SPD Part 1 (July 2010)</p>	<p>Provides guidance to developers and the public on how the impacts of new residential developments on the Thames Basin Heaths SPA may be avoided and mitigated.</p>	<p>SEA should take account of impact on air quality within the SPA.</p>
<p>RBWM School Travel Strategy (2009)</p>	<ul style="list-style-type: none"> ● To improve access to education services for all children and young people and ensure that education choices are not unduly constrained by a lack of transport availability; ● To improve travel choice for journeys to local schools and colleges and raise awareness of available travel options; ● To equip children and young people with the skills and knowledge to be able to travel safely and independently wherever possible; ● To create a safe, secure and healthy environment for children and young people travelling to and from local educational establishments; ● To increase the proportion of education-related trips undertaken by sustainable travel modes, and reduce the proportion undertaken by car. 	<p>The SEA should include objectives to promote sustainable transport.</p>

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Policy, Plan, Programme, Strategy or Initiative	Key Aims, Objectives and Targets	Implications for the SEA Methodology
RBWM Parking Strategy (May 2004)	To manage the stock of public parking subject to public control in a manner that is consistent with, and contributory to, the objectives of the Local Transport Plan.	The SEA should include objectives to promote responsible car use.
Windsor Parking Strategy 2009 - 2013 (January 2009)	<p>Accessibility to Windsor Town Centre is critical to its continued economic success. Aim is to balance the provision for travel to the town against the environmental impact of private traffic on the town centre and its surrounding environment:</p> <ul style="list-style-type: none"> • Maximising the use of existing parking stock • Creating additional capacity • Promoting alternative travel choices through the 'Smarter Choices' agenda e.g. public transport, walking, cycling etc. 	The SEA should include objectives to promote responsible car use and alternative sustainable travel choices.
Strategic Housing Land Availability Assessment (updated December 2010)	Provides background evidence on the possible availability of land within the borough. It will be used to inform the new Borough Local Plan and also Neighbourhood Plans, which together will consider the appropriate policy approach to deliver housing in the borough.	SEA to set objectives that will need to consider the housing requirements of the borough. Consideration needs to be given to additional housing needs as these developments may need supporting infrastructure.
Sustainable Community Partnership Strategy – A better place to live (April 2010).	<p>The SCPS explains how the borough should change over the next few years. It is acknowledged that for changes to be sustainable, they must maintain our long-term wellbeing, which depends on the long-term status of our natural resources. It identifies local challenges, priorities and the action required to really support our changing needs.</p> <p>Objectives include:</p> <ul style="list-style-type: none"> • Supporting employers to motivate employees to travel to work in more sustainable ways (walking, cycling, public transport, car-sharing). • Improve commuting transport systems (to improve access by public transport, walking and cycling) • Tackling climate change caused by unsustainable lifestyles. 	The SEA should include an objective about safeintegrated transport measures to help reduce the impact of society on the environment and help prevent climate change.

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RBWM Community Safety Partnership Plan (2008 - 2011)	<p>Priorities are:</p> <ul style="list-style-type: none"> • Tackling all drug misuse and related crime in particular acquisitive crimes such as theft from vehicles and burglary in a dwelling; • Tackling all alcohol misuse and related crime and incidents in particular criminal damage, violent crime, and accidental fires by using a wide approach that also seeks to prevent misuse of alcohol; • Promoting safety by reducing arson, accidental dwelling fires, hoax calls, and road traffic accidents; • Restoring confidence in communities by communicating success, tackling low level crime by appropriate intervention, tackling anti-social behaviour, and by improving feedback to communities; and • Promoting racial harmony by working with communities to promote community cohesion; and contribute to the prevention of violent extremism. 	The SEA should include an objective covering crime and the fear of crime.

Table 8 Relevant Policies, Plans, Programmes, Strategies and Initiatives



Appendix B – Review of baseline data



Appendix 2

Baseline Data

This appendix sets out the baseline data considered most relevant to the development of the LTP. In some of the following tables, the quality of data and status of indicators are indicated by a system of numbers and colours, as follows.

Data Quality:

- 1 = Reliable / good quality data
- 2 = Reliability could be improved
- 3 = No data / unreliable data

Indicator Status (for RBWM compared to other authorities / areas of the UK):

- Green = positive situation
- Yellow = slightly negative situation
- Red = negative situation
- Grey = uncertain (usually where an appropriate comparator is not available)
- Blank = no data available to draw a conclusion.

To ensure the document is still usable if printed in black and white, the names of the colours are also shown.

Geographical Area

The Royal Borough of Windsor and Maidenhead, with the exception of the larger settlements, lies within the Metropolitan Green Belt (this forms 83% of the borough). There are 21 recognised settlements within the Borough. The River Thames is one of the borough's most significant landscape features.

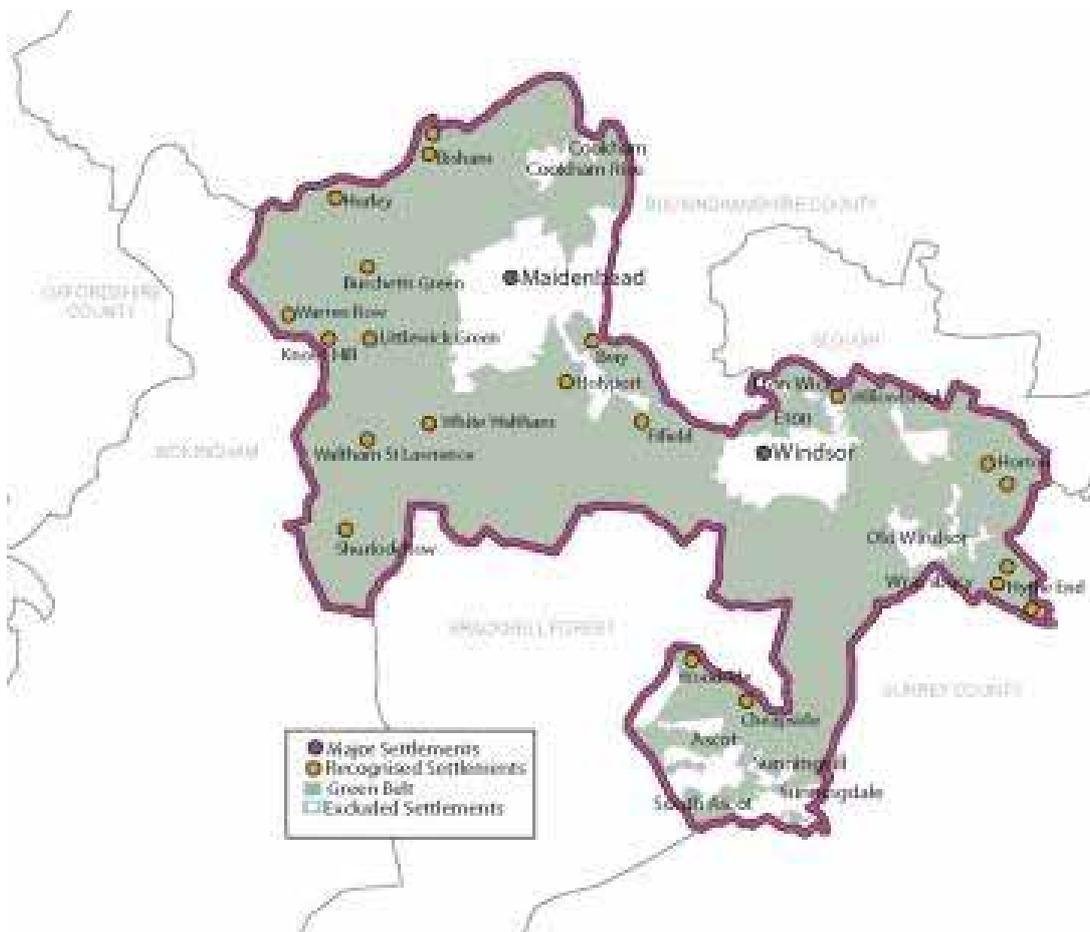


Figure 2 Recognised Settlements and Extent of Green Belt

Appendix 2

Transport Network

The borough has excellent access to the M4, M25, M40 and M3 motorways as well as other parts of the strategic road network. It also benefits from railway lines linking to London, Reading, Bracknell, Slough and Guildford.

Description	
Road Network	<ul style="list-style-type: none"> Motorways within the borough include the M4, M25, A404(M) and A308(M). Principal roads within the Borough include the A4, A30, A308, A329 and A322.
Rail Network	<ul style="list-style-type: none"> The borough is well served by rail routes, with ten stations on six different lines. The Great Western main line runs east-west through Maidenhead, linking London Paddington with the south west and Wales. There are branch lines from Maidenhead to Marlow and from Slough to Windsor & Eton Central. The south of the borough is served by trains out of London Waterloo - a line to Windsor & Eton Riverside calling at Wraysbury, Sunnymeads and Datchet and a line serving Ascot and Sunningdale en route to Bracknell and Reading. Ascot is also an interchange for services to Guildford. The rail network is well-used with 6.3% residents commuting by rail⁽¹⁸⁾, compared with 4.1% nationally. 6.4% of inward commuters travel by rail.⁽¹⁹⁾
Bus Travel	<ul style="list-style-type: none"> There are 25 different bus and coach services in the borough. The Council currently provides financial support for 8 local bus routes and contributes via de minimus and cross boundary agreements to a further 6. Network services changed in January 2009 to improve services e.g. to St. Marks Hospital. Patronage levels are up 47% from 2003/4 baseline and have shown seven years of continuous growth.
Park and Ride	<ul style="list-style-type: none"> There are three park and ride facilities serving the Windsor area, including a shuttle bus to Legoland and a seasonal service from Centrica. The council has secured funding for the Windsor Parking and Transport Scheme, including improvements to existing facilities, small scale new facilities and the redesign of the Clarence Road roundabout. This replaces the Park and Ride scheme serving the Windsor and Eton Relief Road corridor.

Table 9 Description of the Transport Network

Traffic Flows

	2004	2005	2006	2007	2008	2009	2010
Maidenhead	85,453	85,533	85,853	85,665	82,999	81,371	81,380
Windsor	56,910	56,829	56,159	56,159	54,600	52,546	52,816
Rest of Borough	38,057	39,316	40,086	40,306	40,245	38,816	40,233

Table 10 Average Annual Daily Traffic Flows

Source: RBWM permanent automatic traffic counters.

18 2001 Census.

19 2001 Census.

Appendix 2

Car Ownership

There is a high level of car ownership in the borough. The borough has average of 1.47 cars per household, compared with Berkshire 1.38, South East 1.30 and England & Wales 1.11. Only 14% of households in the borough are without a car or van compared with 27% nationally. This amounts to 7,780 households.

Commuting Flows

- Main commuting out-flows are to Greater London (10,700), Slough (6,300), Bracknell (2,350) and Wycombe (2,300).
- Main commuting in-flows are from Slough (5,300), Greater London (4,750), Bracknell Forest (4,600), Wycombe (3,150), Wokingham (3,300).
- The levels of commuting in and out of the borough increased between 1981 and 2001. Net commuting into the borough increased probably due to increased employment opportunities in the borough.

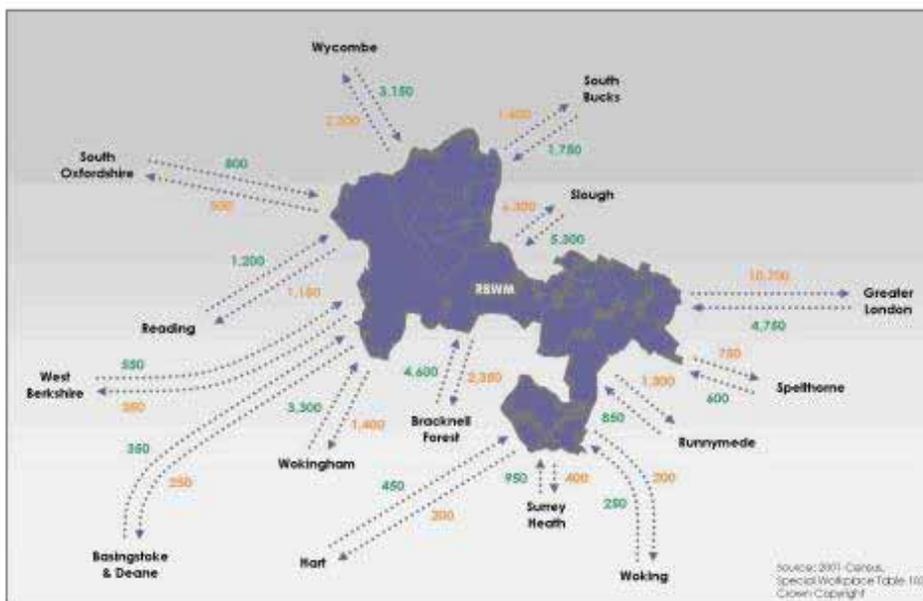


Figure 3 Daily Commuting Flows (2001)

Travel to Work

- The proportion and number of residents working from home almost doubled between 1991 and 2001.
- Relatively more of Windsor and Maidenhead's residents commute by car to work than nationally. The 66.3% of borough residents commuting as a driver or passenger of a car amounts to 45,000 daily. Car commuting has declined slightly in proportionate terms since 1991 but shows a slight actual increase of about 500 commuters.
- The average distance travelled to work in the borough (13.64km) is very similar to the national average (13.39km)⁽²⁰⁾

Percentage of residents aged 16-74 in employment who usually:												
	Work mainly from home	Travel to work by:										Total
		Underground, metro, tram, etc.	Train	Bus, minibus, coach	Motorcycle, scooter, moped	Driving a car or van	Passenger in car or van	Taxi	Bicycle	On foot	Other	
RBWM 1991	6.4	0.2	5.0	2.8	1.0	69.0		n/a	3.1	10.2	2.3	100
RBWM 2001	11.5	0.3	6.3	1.8	1.0	62.1	4.2	0.4	2.8	9.2	0.6	100
England & Wales 2001	9.2	3.0	4.1	7.4	1.1	55.2	6.3	0.5	2.8	10.0	0.5	100

Table 11 Mode of Travel to Work

Source: 2001 Census, Key Statistics 15; 1991 Census, LBS Table 82

Appendix 2

Travel to School

Indicator	RBWM	South East	Target (for RBWM unless stated)	Trend (in RBWM unless stated)	Comments / Problems / Constraints	Indicator Status & Data Quality	Source
Share of Journeys to School by Car (including vans and taxis), excluding car share journeys)	2006/07 = 42.4% 2007/08 = 42.7% 2008/09 = 41.8% 2009/10 = 40.0% 2010/11 = 37.3%	2005/06: Car = 38% Walk = 42% Bus/Coach = 16%	2011/12 = 37%	Improving	Based on how children normally travel to school.	1, Green	National Indicator (NI198) SEERA Annual Monitoring Report (2008) LTP Annual Progress Report (2008)

Table 12 Mode of Travel to School

Bus Use and Cycle Trips

Indicator	RBWM	Target (for RBWM unless stated)	Trend (in RBWM unless stated)	Comments / Problems / Constraints	Indicator Status & Data Quality	Source
Number of passenger journeys per year (000's)	2005/06 = 1,233 2006/07 = 1,414 2007/08 = 1,586 2008/09 = 1,678 2009/10 = 1,693 2010/11 = 1,773	2011/12 = 1,725	Positive	Figures supplied by bus operators	1, Green	Figures supplied by bus operators
Cycling Trips (annualised index) (single local snapshot survey in September each year)	2006/07 = 100 (baseline) 2007/08 = 97.3 2008/09 = 92 2009/10 = 103 2010/11 = 100	2011/12 = 110	None	Annual snapshots at cordon sites around Maidenhead and Windsor	2, Yellow	National Congestion Indicator

Table 13 Bus Use and Cycle Trips

Accessibility

- 92% of households in the borough lie within 15 minutes of local centres by public transport and walking.
- 92% of primary school pupils in the borough lie within 15 minutes of a primary school by public transport and walking.
- 73% of secondary school pupils live within 20 minutes of a secondary school.
- 91% of households in the borough lie within 15 minutes of GP surgeries by public transport and walking.

Notes:

Appendix 2

- The total travel time includes: the walk to the public transport stop/station; the wait time; the travel time while using the form of public transport; any interchange time (where applicable); and the walk to the destination.

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The travel time represents travelling time by walking or cycling where there is no public transport.

- Access to services such as employment and retail centres has been extended to include those facilities immediately beyond the borough boundary, to reflect the interdependency of the conurbations within east Berkshire. These changes do mean that the resulting data cannot be directly compared with previous years' models, but will give a more comprehensive view moving forward.
- The difference in accessibility figures, particularly for the hospitals, is thought to be partly due to changes in bus services in the Borough.

Definitions of services:

- GP surgeries: all current GP practices within RBWM and surrounding districts, as reported by the Primary Care Trusts of Berkshire, Buckinghamshire and Surrey.
- Hospitals: all hospitals offered by the NHS choices website ⁽²¹⁾ for each postcode within the Borough. This includes all major private and independent hospitals within the Borough and surrounding districts.
- Primary & Secondary schools and sites of further education: all primary and secondary schools within RBWM and surrounding districts as reported by the Department for Children, Schools and Families Edubase database, ⁽²²⁾ excluding nurseries and independent schools, but including special schools and educational assessment centres.
- Employment areas: This includes the designated employment areas from the Local Plan plus employment areas within all Census output areas within RBWM and surrounding districts with 500 or more jobs as defined in 2001 Census. (Note that the 2001 Census Output Areas are designed specifically for statistical purposes. They are based on data from the 2001 Census and were built from postcode units).
- Retail centres: This includes major and local centres and supermarkets within the Borough and surrounding districts that may be used by local residents.

Indicator	RBWM	Comments / Problems / Constraints	Indicator Status & Data Quality	Source
% of households within 30 minutes public transport & walking time of a GP	2004/05 = 66% 2005/06 = 81% 2006/07 = 100%	Until 2007, accessibility was based on % of dwellings completed within the year rather than % of ALL households in RBWM.	1, Green	Accession software.
	2007/08 = 99% 2008/09 = 99% 2009/10 = 99%			
% of households within 30 minutes public transport & walking time of a hospital	2004/05 = 34% 2005/06 = 47% 2006/07 = 82%	Until 2007, accessibility was based on % of dwellings completed within the year rather than % of ALL households in RBWM.	1, Green	Accession software.
	2007/08 = 87% 2008/09 = 90% 2009/10 = 90%			
% of households within 60 minutes public transport & walking time of Heatherwood Hospital, Ascot	2007/08 = 59% 2008/09 = 47% 2009/10 = 47%		1, Yellow	Accession software.

21 <http://www.nhs.uk/ServiceDirectories/Pages/ServiceSearch.aspx?ServiceType=Hospital>

22 <http://www.edubase/home.xhtml>

Appendix 2

Indicator	RBWM	Comments / Problems / Constraints	Indicator Status & Data Quality	Source
% of households within 60 minutes public transport & walking time of Wexham Park Hospital, Slough	2007/08 = 79% 2008/09 = 81% 2009/10 = 81%		1, Green	Accession software.
% of households within 30 minutes public transport & walking time of a primary school	2004/05 = 75% 2005/06 = 65% 2006/07 = 100%	Until 2007, accessibility was based on % of dwellings completed within the year rather than % of ALL households in RBWM.	1, Green	Accession software.
	2007/08 = 99% 2008/09 = 99% 2009/10 = 99%			
% of households within 40 minutes public transport & walking time of a secondary school	Within 30 minutes: 2004/05 = 64% 2005/06 = 75% 2006/07 = 96%	Until 2007, accessibility was based on % of dwellings completed within the year rather than % of ALL households in RBWM.	1, Yellow	Accession software.
	2007/08 = 94% 2008/09 = 90% 2009/10 = 90%			
% of households within 30 minutes public transport & walking time of further education	2007/08 = 91% 2008/09 = 90% 2009/10 = 90%		1, Yellow	Accession software.
% of households within 40 minutes public transport & walking time of areas of employment	Within 30 minutes: 2004/05 = 61% 2005/06 = 81% 2006/07 = 99%	Until 2007, accessibility was based on % of dwellings completed within the year rather than % of ALL households in RBWM.	1, Green	NI176. Accession software.
	2007/08 = 98% 2008/09 = 98% 2009/10 = 98%			
% of households within 30 minutes public transport & walking time of a major or local retail centre	2004/05 = 43% (NI 175) 2005/06 = 68% 2006/07 = 90%		1, Green	NI175. Accession software.
	2007/08 = 99% 2008/09 = 99% 2009/10 = 99%			

Table 14 Accessibility to Services

Appendix 2

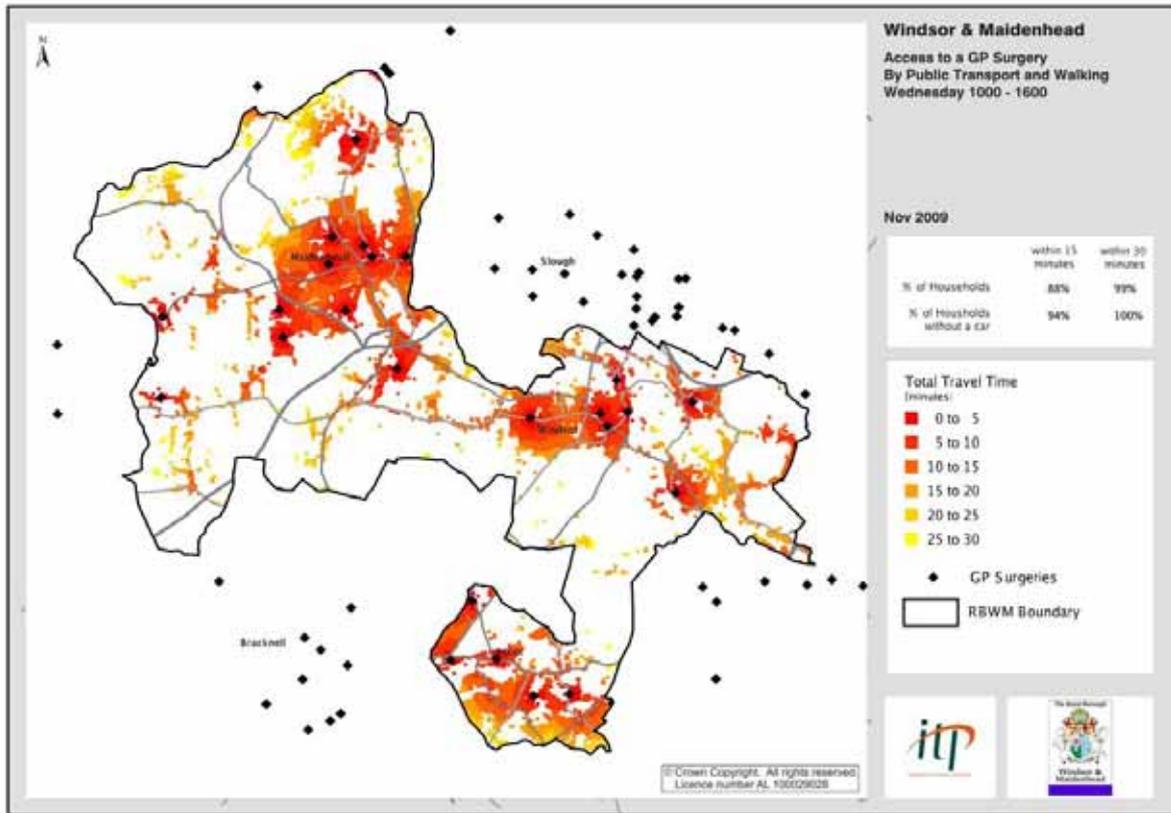


Figure 4 Travel time to GP surgeries

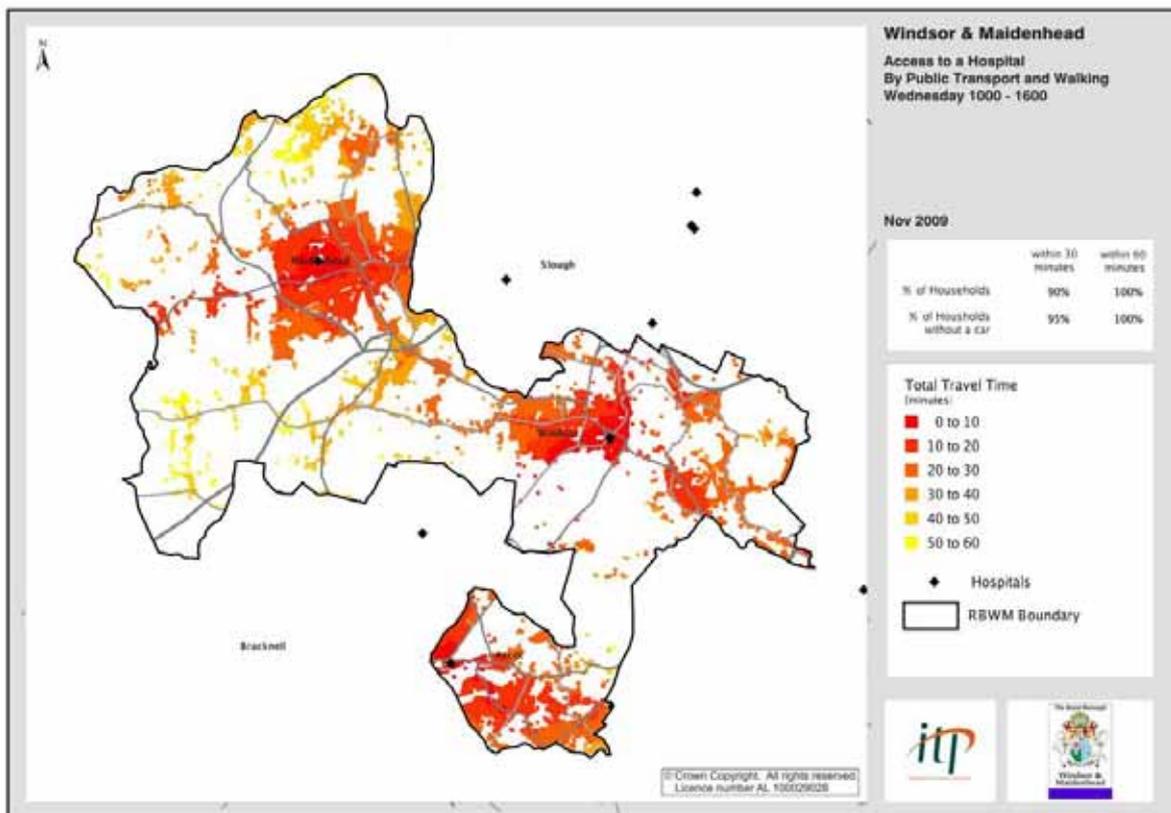


Figure 5 Travel time to hospitals

Appendix 2

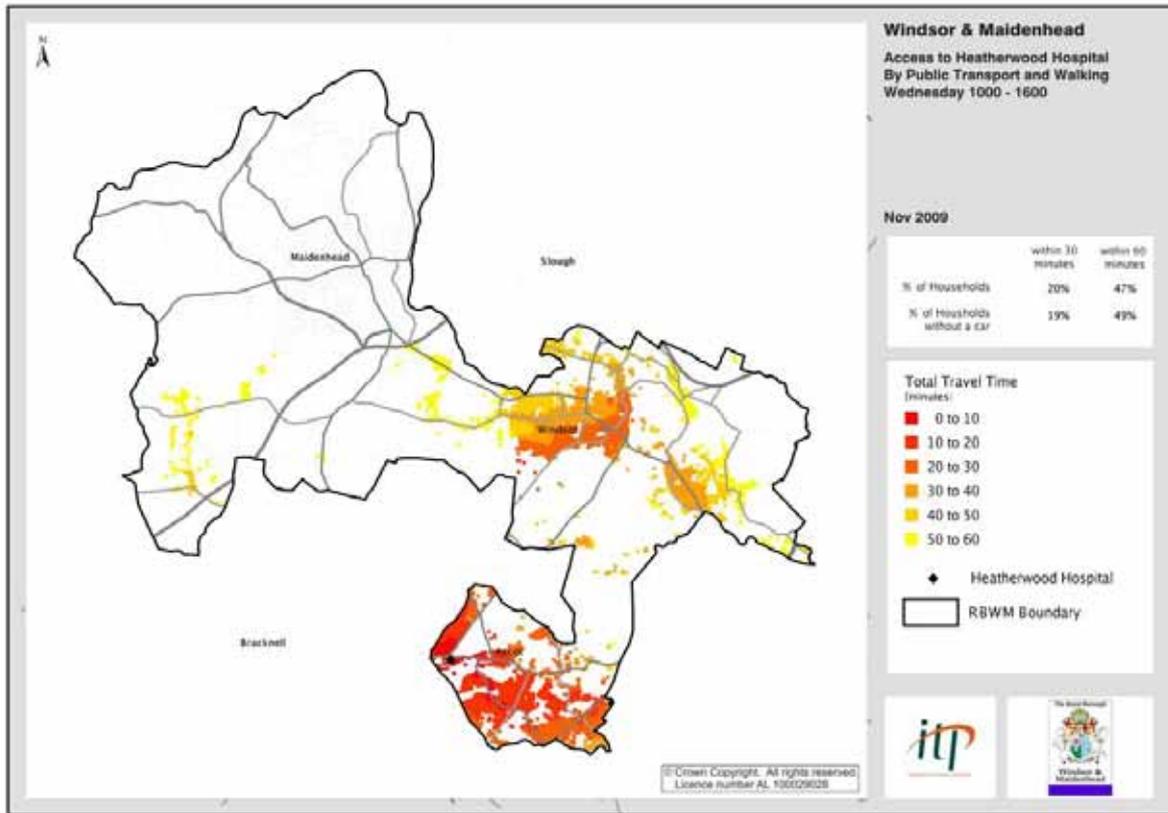


Figure 6 Travel time to Heatherwood Hospital

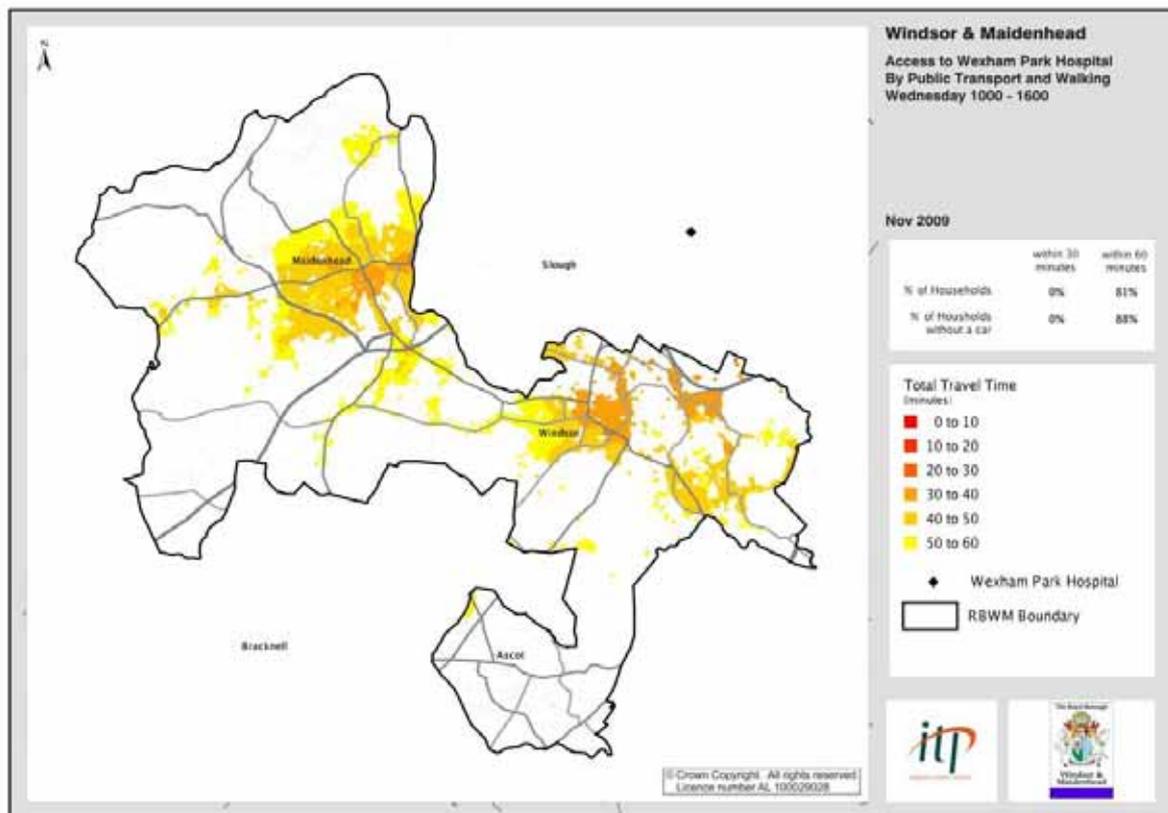


Figure 7 Travel time to Wexham Park Hospital

Appendix 2

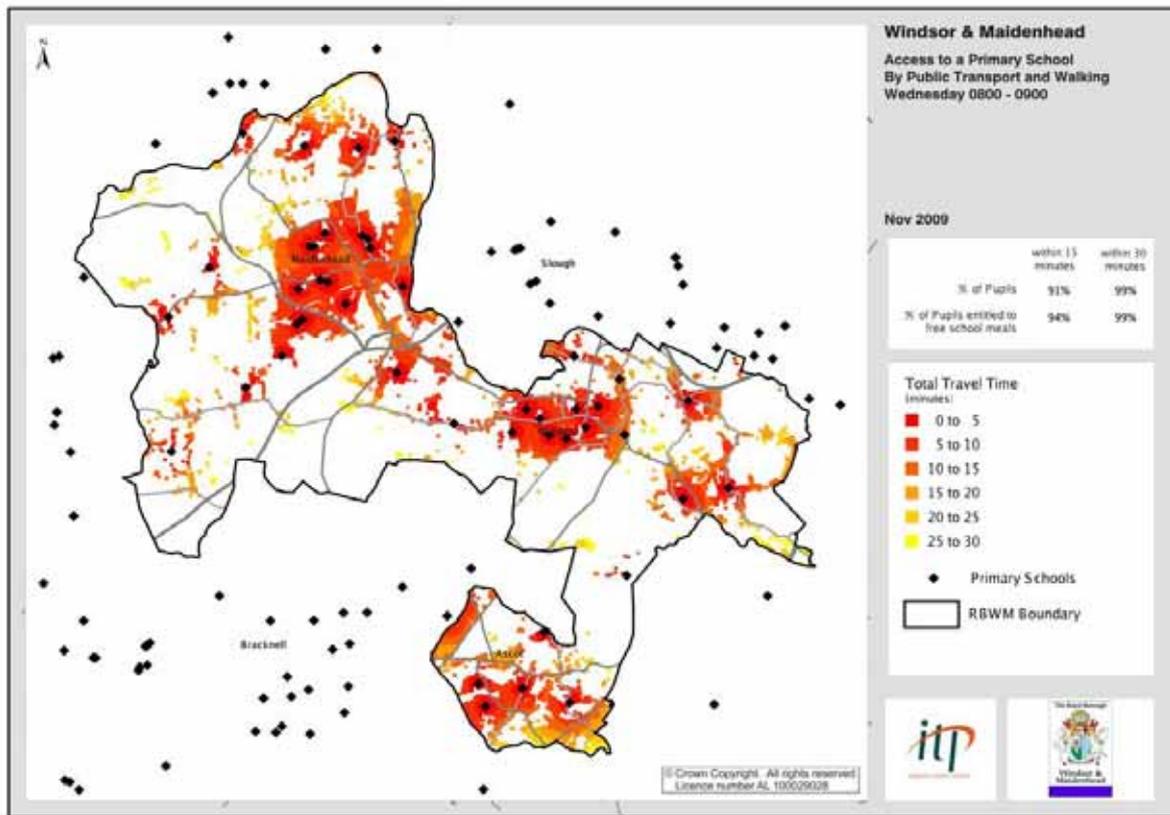


Figure 8 Travel time to primary schools

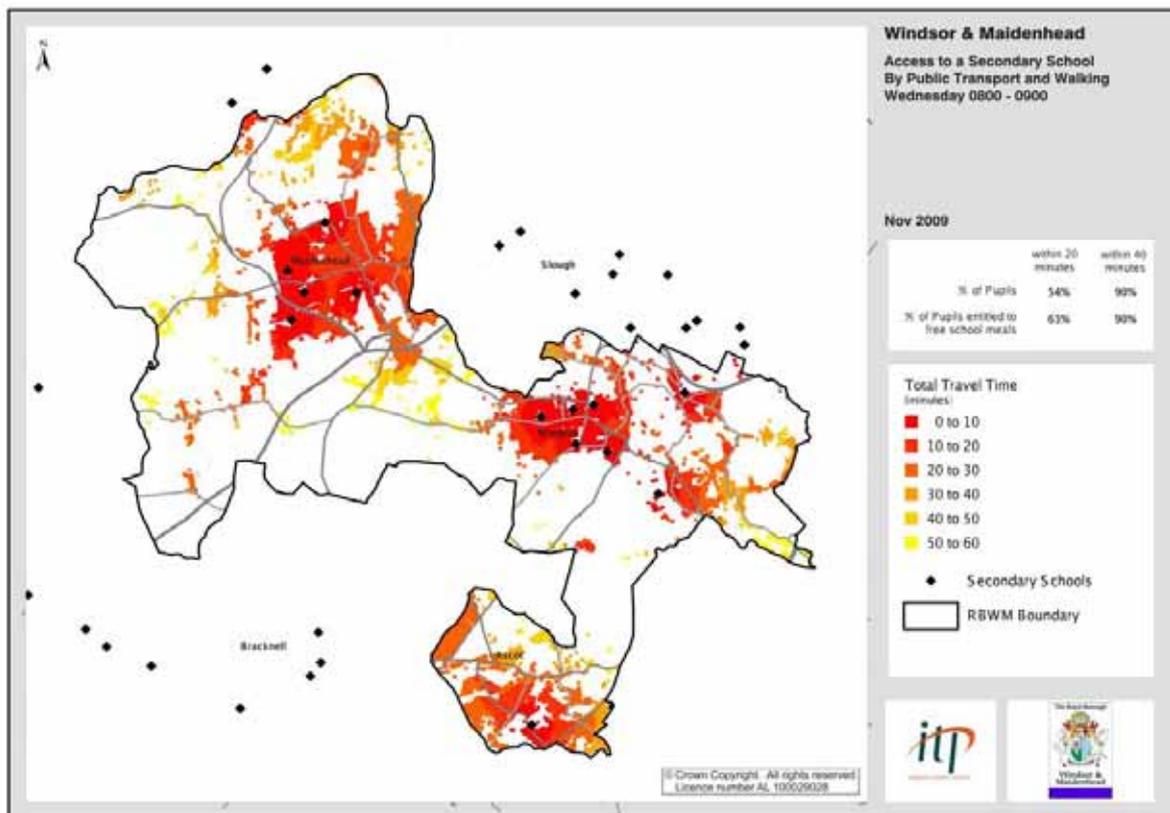


Figure 9 Travel time to secondary schools

Appendix 2

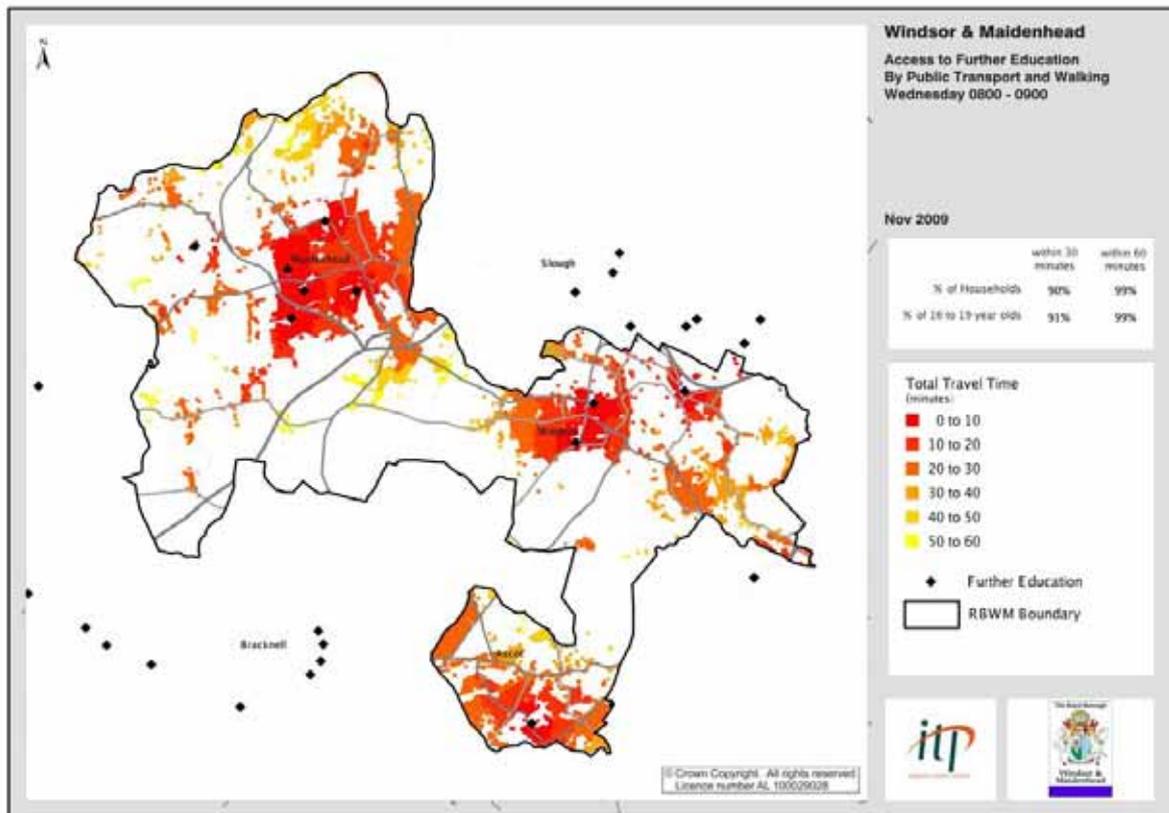


Figure 10 Travel time to further education

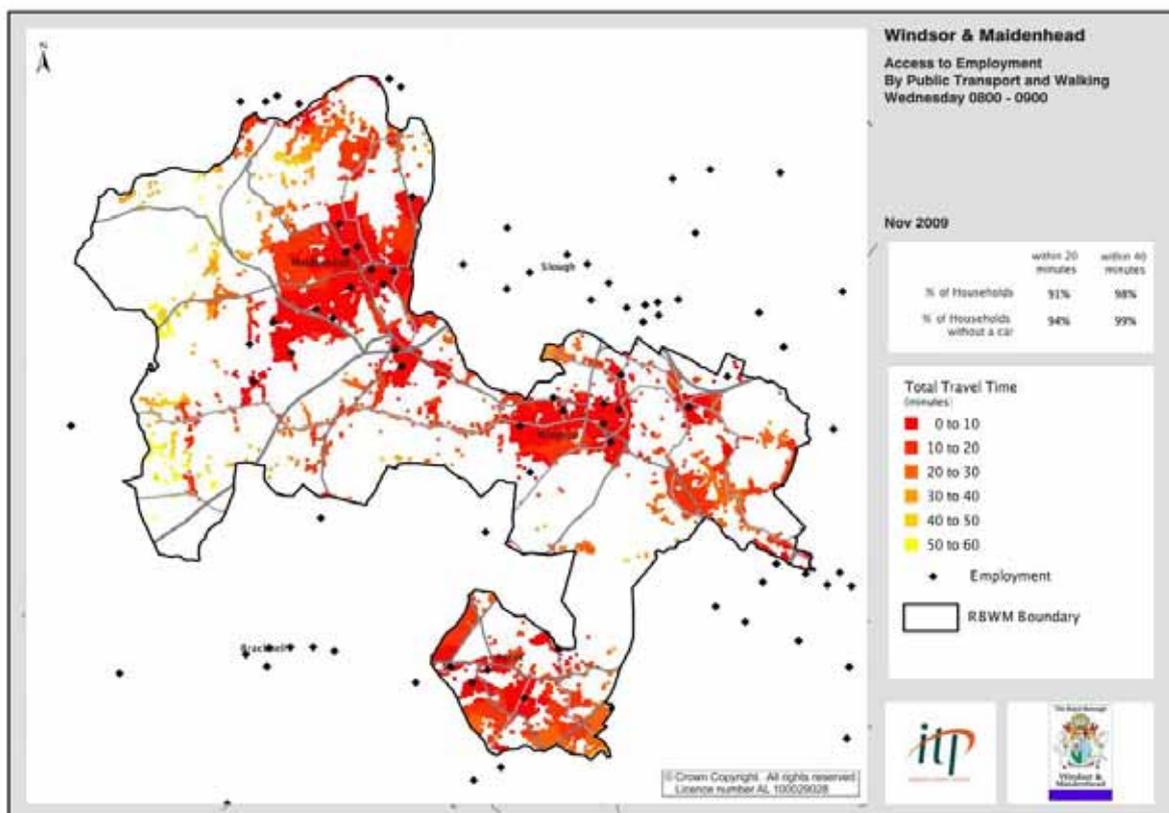


Figure 11 Travel time to employment

Appendix 2

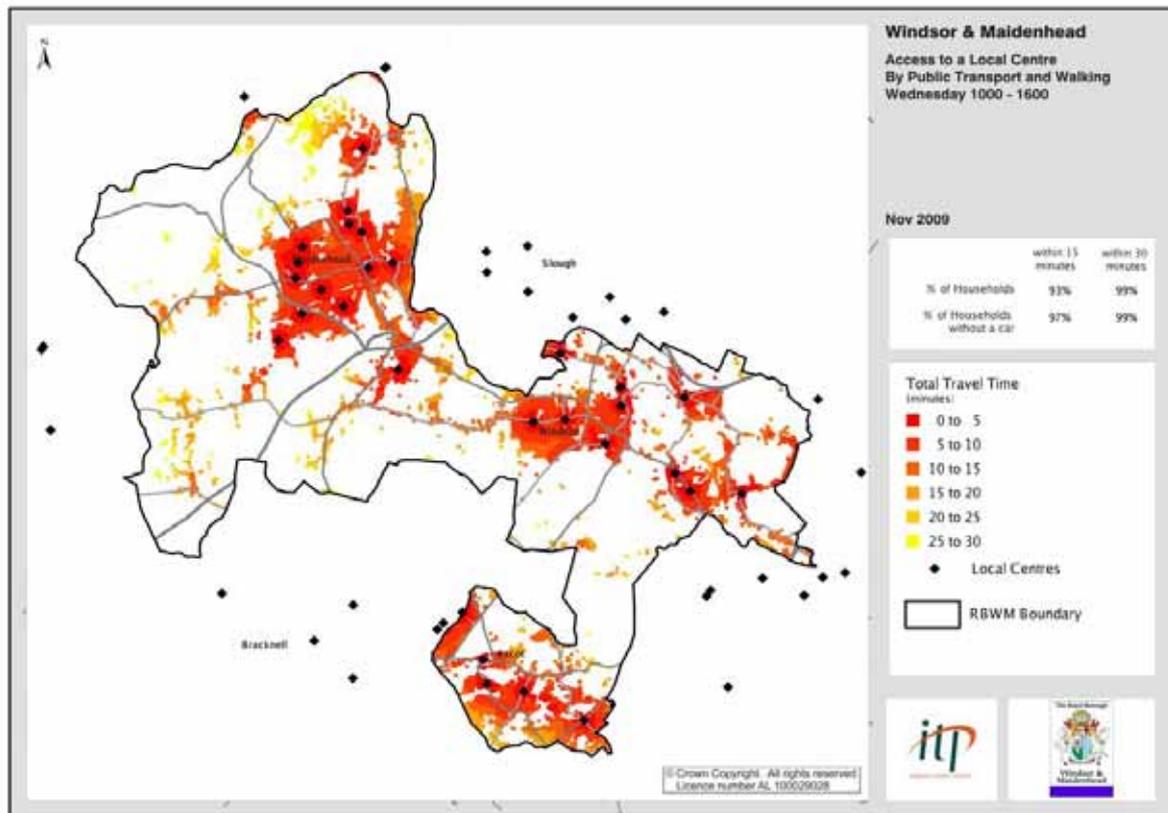


Figure 12 Travel time to local retail centres

Casualty Rates

Indicator	RBWM	Target (for RBWM unless stated)	Trend (in RBWM unless stated)	Comments / Problems / Constraints	Indicator Status & Data Quality	Source
Number of people killed or seriously injured on roads	All roads (BVPI): 2004 = 55 2005 = 60 2006 = 72 2007 = 47 2008 = 68 2009 = 49	Original target: 63 (-40%) PSA Stretch target: 42 (-60%)	Positive	NI requires 3 year rolling average, e.g. 2008/09 % change based on average number of accidents in 2004/5/6 and 2005/6/7.	1, Grey	BVPI 99a has now been replaced by NI 47 ⁽²³⁾
	NI 47 (% change): 2008/09 = 4.3% 2009/10 = -4.5%					

Table 15 Casualty Rates

Perceptions of Transport

The level of traffic congestion seems to be a particular concern in the borough, with 59% thinking it has got worse, not better. Approximately one third of residents surveyed (see table below) are satisfied with the frequency of buses and the provision of public transport information, with 40% having used local bus services in the last year⁽²⁴⁾.

23 NI requires 3 year rolling average. Data collected from January to December which also includes motorways. All figures are calendar years (reported a year in arrears) as reported to DfT/BVPI/NI.

24 Place Surveys 2008 - 2010

Appendix 2

Indicator	RBWM	Target (for RBWM unless stated)	Trend (in RBWM unless stated)	Comments / Problems / Constraints	Indicator Status & Data Quality	Source
% of residents who think that for their local area, over the past three years, that public transport has got better or stayed the same.	2003/04 = 66.9% 2009 = 62% 2010 = 66%				1, Green	BVPI User Satisfaction Survey 2003/04 Place Surveys 2009 & 2010
% of residents who think that for their local area, over the past three years, that the level of traffic congestion has got better or stayed the same.	2003/04 = 27.11% 2009 and 2010 = N/A -see comments column.			2009 and 2010 = 42% thought traffic congestion was the area most in need of improvement, with 70% thinking it has got worse, not better.	1, Red	BVPI User Satisfaction Survey 2003/04 Place Surveys 2009 & 2010
% of residents satisfied (very or fairly) with frequency of buses	2003/04 = 34.74%				1, Grey	BVPI User Satisfaction Survey 2003/04
% of residents satisfied with the local bus service overall – users	2006/07 = 49% 2008 = 36% 2009 = 39% 2010 = 35%	2009/10 = 65%	Decrease in satisfaction		1, Red	BVPI 104u Place Surveys 2009 and 2010
% of residents satisfied with the provision of public transport information overall	2006/07 = 32% 2008 = 35% 2009 = 39% 2010 = 36%	2009/10 = 50%	Slight decrease in satisfaction		1, Red	BVPI 103 Place Surveys 2009 and 2010

Table 16 Perceptions of Transport

Public Rights of Way

- The borough has over 300km (186 miles) of public rights of way.
- 74% of respondents use the public rights of way network mainly for leisure, 20% use the network for both leisure and utilitarian use (getting to shops and facilities etc), and 3% of users use the paths solely for utilitarian purposes. The network is used an average of 1-5 times a month by each person, but research shows that significant amounts of people use the network over 10 times a month.⁽²⁵⁾
- In 2010/11, 95% of the public thought that public rights of way in the borough were easy to use.

Appendix 2

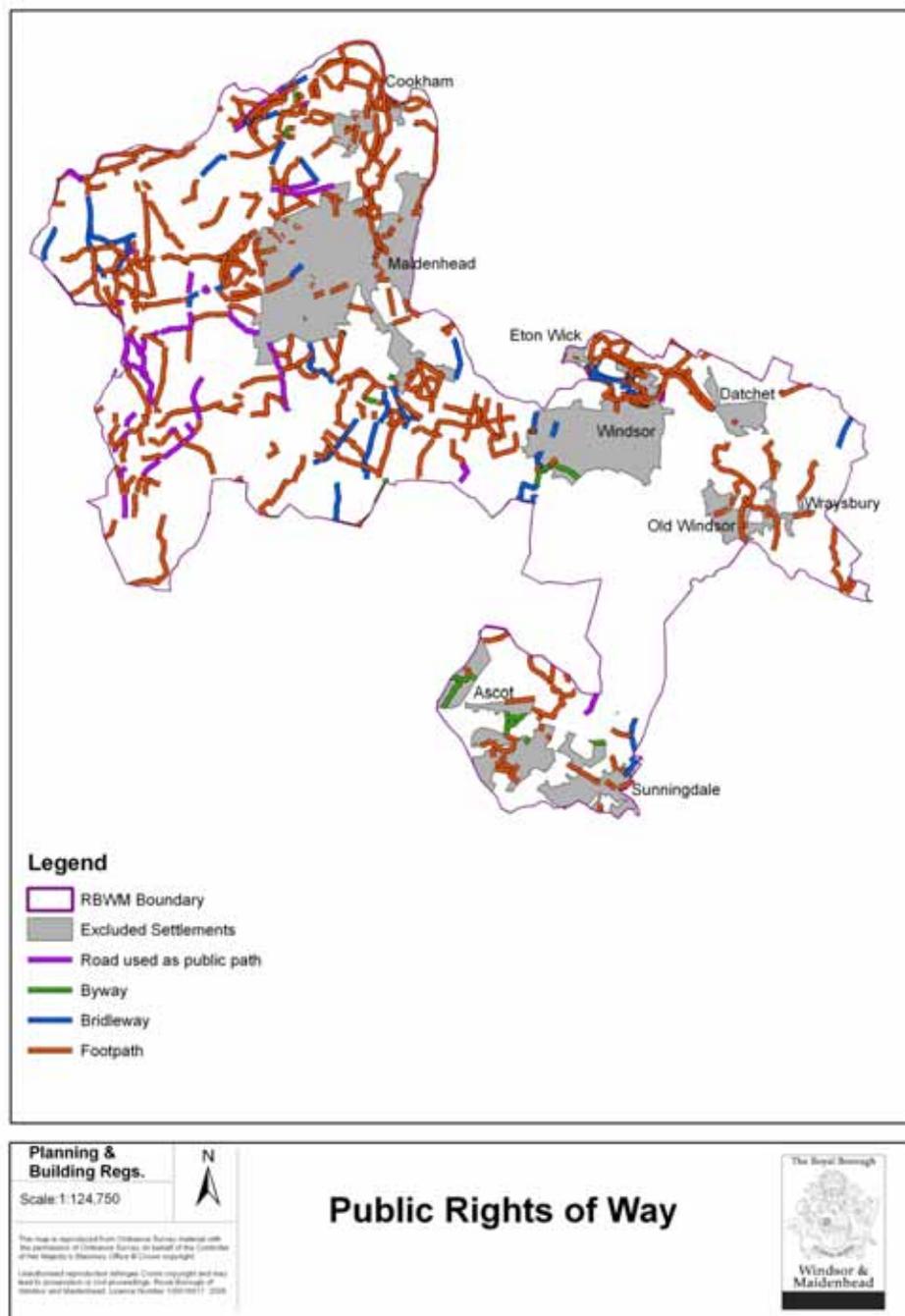


Figure 13 Public Rights of Way

Economic Well-Being

- One of the most commonly used measures of economic well-being is Gross Value Added (GVA) per head which measures the contribution to the economy of each individual producer, industry or sector in the UK. In 2006, Berkshire had the highest GVA per head in the south east and there was a significant increase in GVA per head in Berkshire of 4.9% compared to 2005 figures of £38,761.57 per head.
- The number of VAT registered businesses in the borough has been increasing each year from 5,885 in 1994 to 7,760 at the end of 2007.⁽²⁶⁾ This data is no longer collected.
- The number of VAT registrations and deregistrations in the borough are generally slightly higher than regional and national levels.

Appendix 2

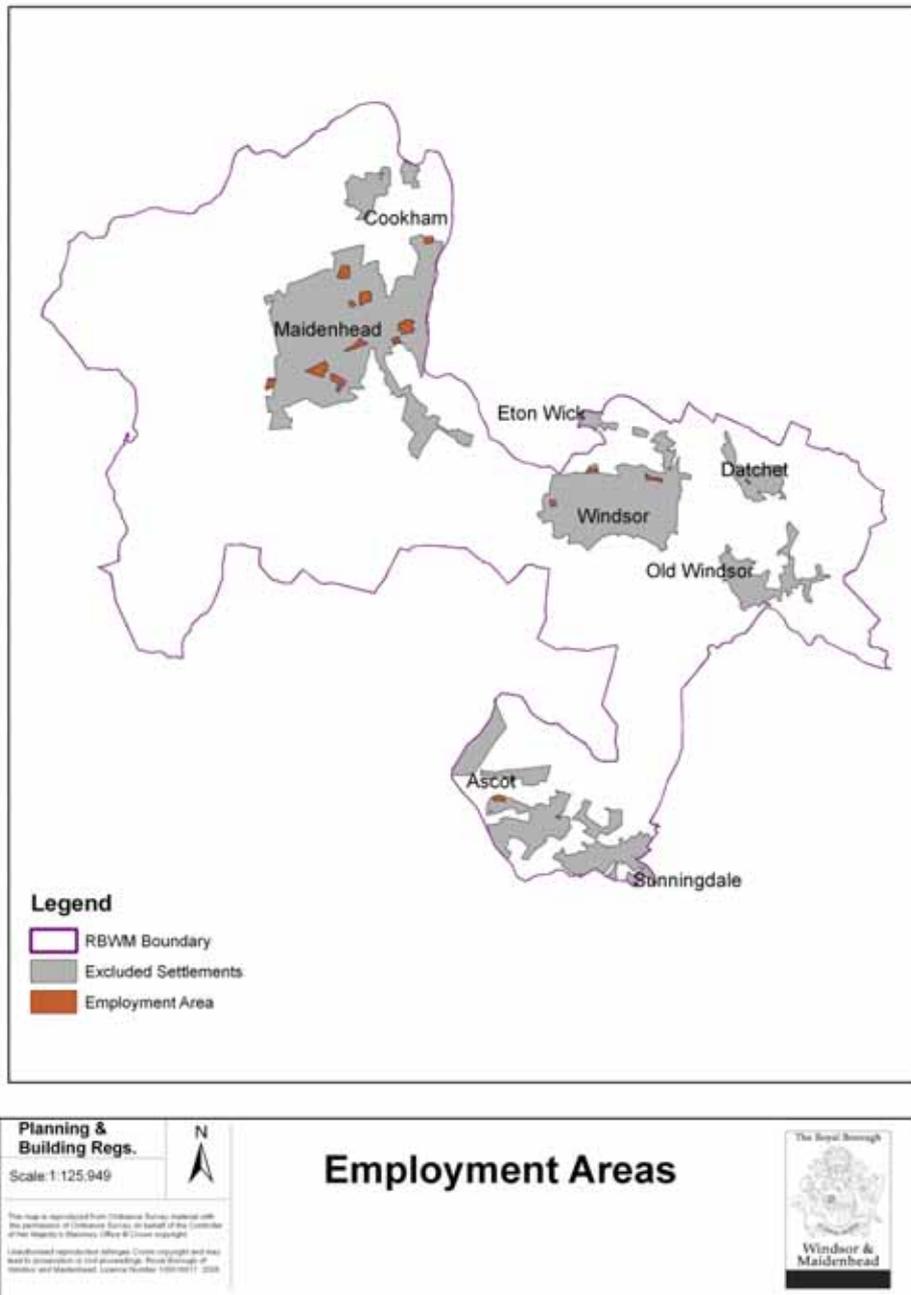


Figure 14 Employment Areas

The Natural Environment

- There are five sites in the borough with international nature conservation designations, one of which lies wholly in the borough.
- There are 11 SSSIs in the borough covering 1,663 ha (8.4% of the borough). Some of these form parts of sites with international nature conservation designations. The condition of SSSIs in the borough is far better than the rest of Berkshire, the South-East or nationally, with 95% of sites in a favourable or recovering condition. This also exceeds the national 2010 target.
- There are 6 Local Nature Reserves and 116 Wildlife Heritage Sites (WHS) covering 1,420 ha (7.2% of borough).

Appendix 2

- Out of the UK BAP (Biodiversity Action Plan) priority habitat types, the habitat covering the largest area in the borough is lowland mixed deciduous woodland (6.04% of total land area in the borough)⁽²⁷⁾
- There are 50 UK BAP priority species in the borough. These include 14 species of fungi, 4 plants, 14 invertebrates, 1 reptile, 14 birds and 3 mammals. There are only 80 listed for the whole of Berkshire so the borough possesses a good representation.

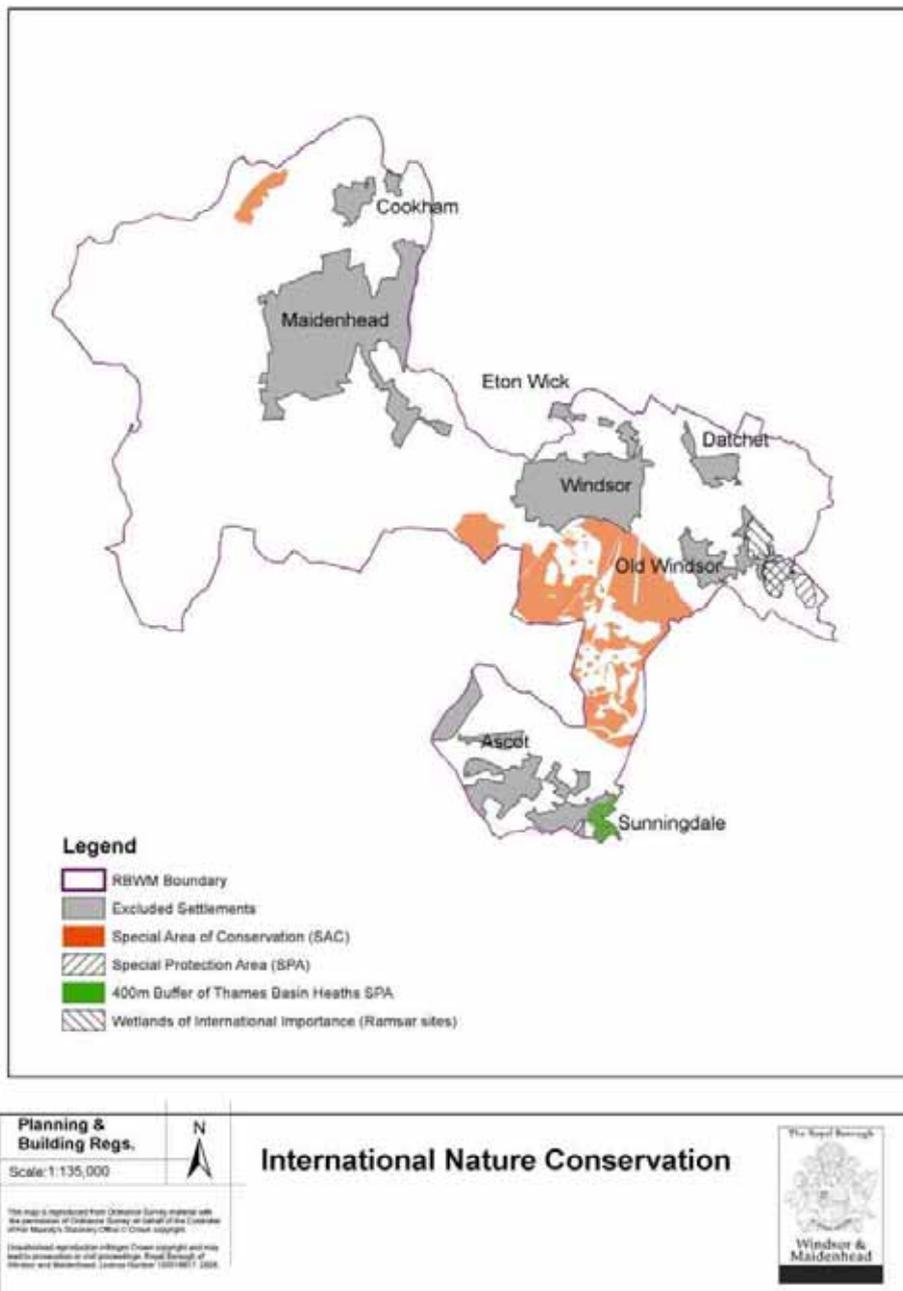


Figure 15 International Nature Conservation

Appendix 2

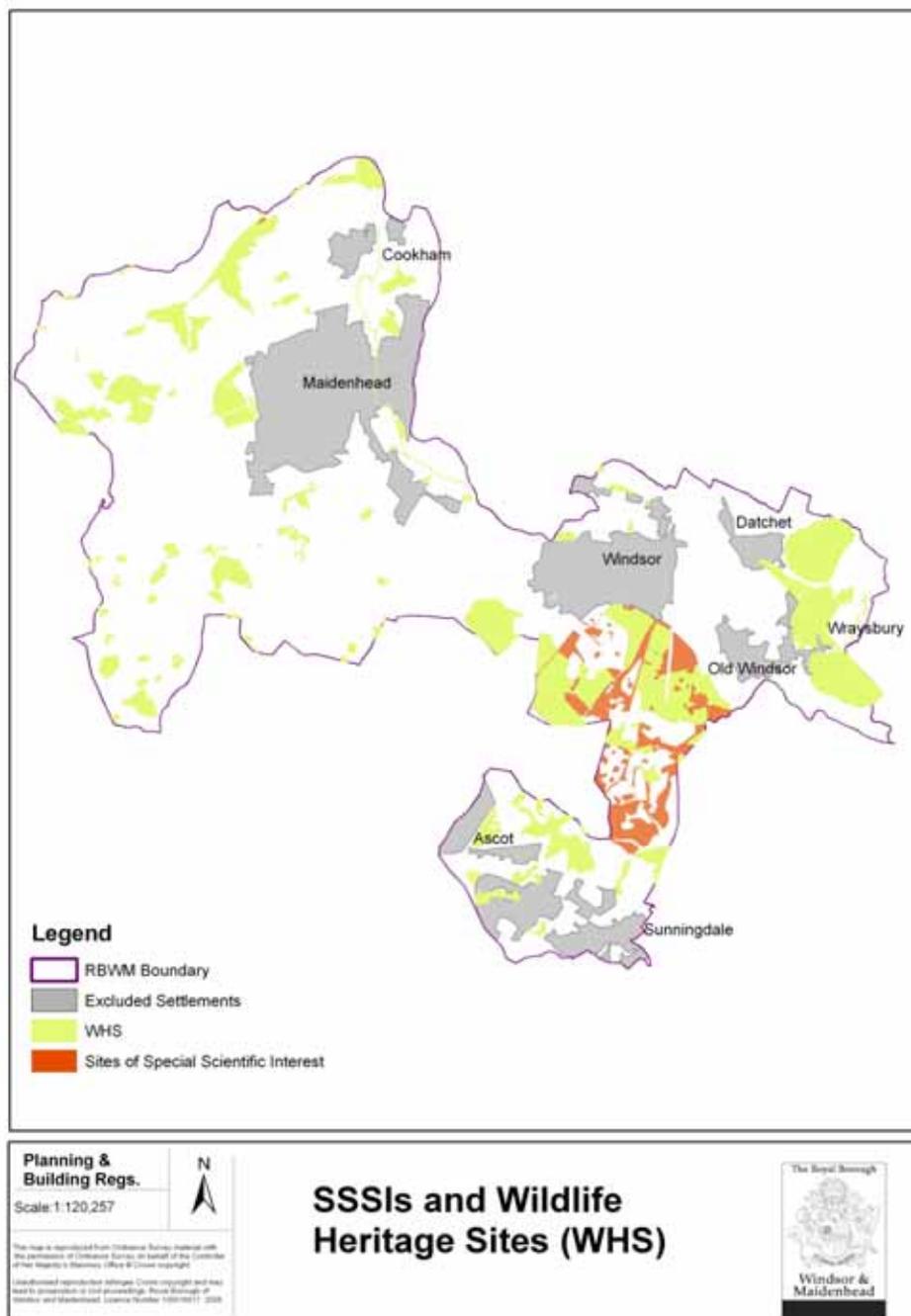


Figure 16 SSSIs and Wildlife Heritage Sites

Historic Environment

- The 23 grade I listed buildings in the borough include Windsor Castle, Windsor Guildhall, Frogmore, Eton College, Bisham Abbey, Marlow Bridge, Maidenhead Bridge and Ockwells Manor.
- The 9 historic parks and gardens in the borough are Ditton Park, Eton College (Provost's, Fellows' and Luxmoore's Gardens), Sunningdale Park, Windsor Castle & Home Park, Cumberland Lodge, Frogmore Gardens, Royal Lodge, Windsor Great Park and Hall Place.
- Listed buildings on the national 'Buildings at Risk' Register include Noah's Boathouse (Grade II* building off Stonehouse Lane, Cookham Dean) and the Royal Mausoleum at Frogmore (Grade I listed building on the Windsor Estate – added in 2005/06).

Appendix 2

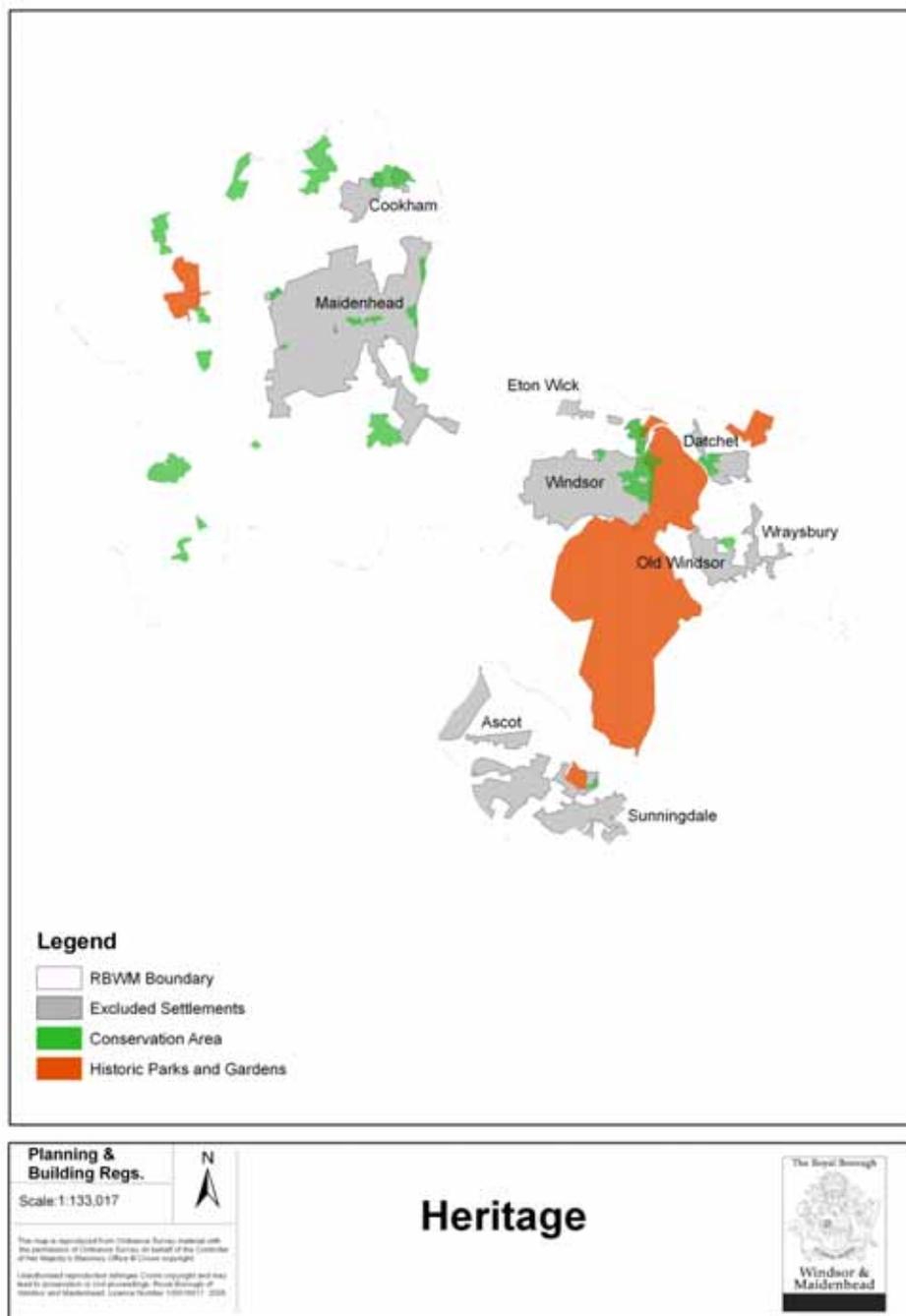


Figure 17 Historic Parks and Gardens and Conservation Area

Air

- Overall, air quality in the borough is good.
- The borough has three AQMAs: Windsor and Maidenhead town centres, and Bray / M4. The major reason for these air pollution hotspots is road congestion and high volumes of traffic. Through the Local Air Quality Management Plan, measures are taken towards reducing nitrogen dioxide (NO₂) levels in these areas.

Appendix 2

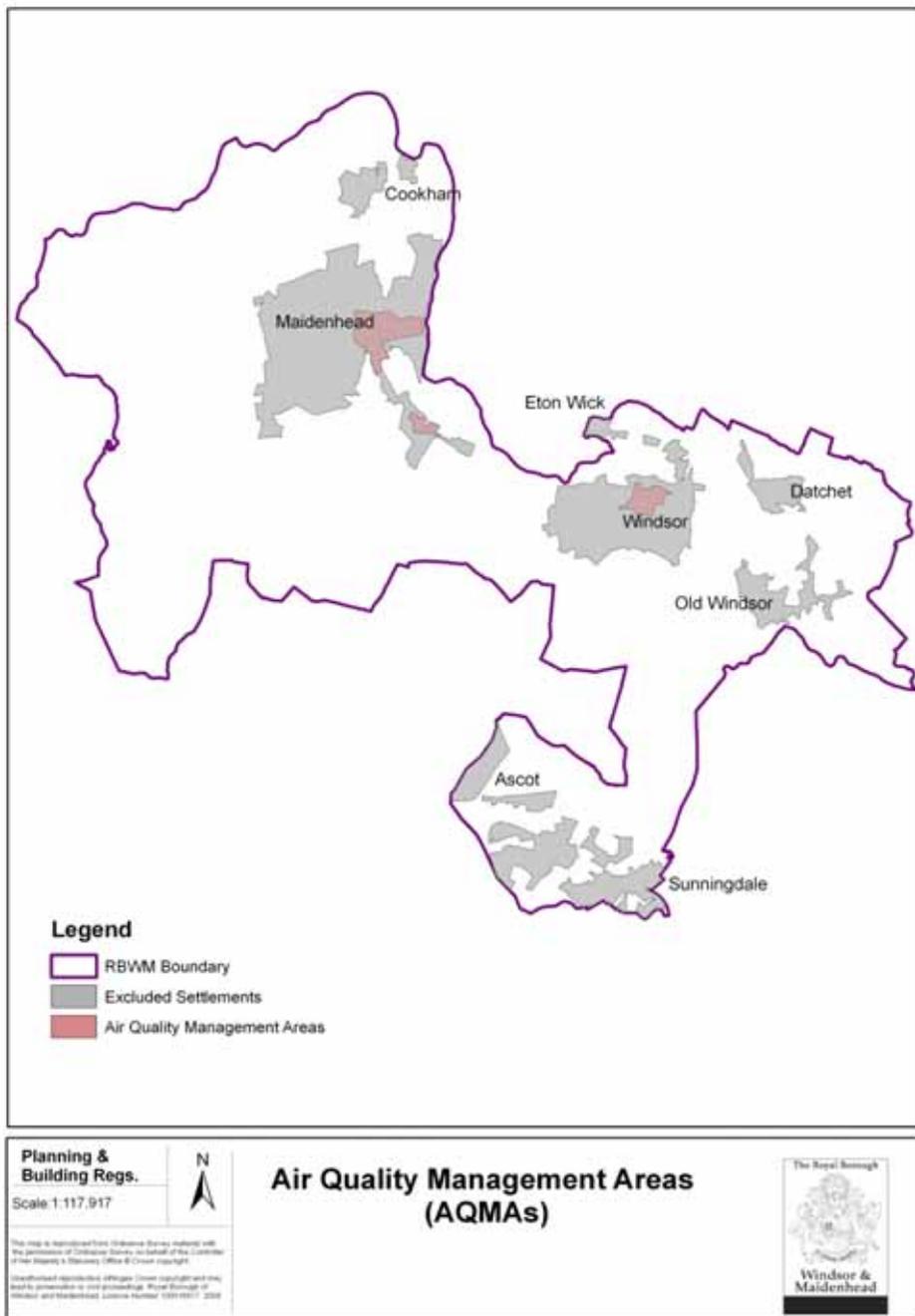


Figure 18 Air Quality Management Areas

Appendix 2

Indicator	RBWM	Berkshire	South East	UK / England	Target (for RBWM unless stated)	Trend (in RBWM unless stated)	Comments / Problems / Constraints	Indicator Status & Data Quality	Source
Concentrations of nitrogen dioxide (NO₂) in the Maidenhead AQMA	2010 annual mean: Maidenhead AQMA = 50.1 µg / m ³ Bridge Road (A4) is area of concern outside AQMA.	Estimated 2005 Mean background concentrations for NO ₂ = 19.3 µg / m ³ (1 km x 1 km grid resolution)	Estimated 2005 Max concentrations for NO ₂ = 31.3 µg / m ³ near motorways	London and the south east have the most acute air pollution problems.	2011/12 = 40 µg / m ³ (this is the national objective)	Little change	Main source of pollution: high traffic volume + congestion. Air Quality Action Plan (integrated within LTP) aims to reduce traffic + improve flows.	1, Yellow	Local Transport Plan 2006 – 2011 Annex C: Air Quality Action Plan Air Quality Progress Report 2008
Concentrations of nitrogen dioxide (NO₂) in the Windsor AQMA	2010 annual mean: Windsor AQMA = 37.4 µg / m ³	Estimated 2005 Mean background concentrations for NO ₂ = 19.3 µg / m ³ (1 km x 1 km grid resolution)	Estimated 2005 Max concentrations for NO ₂ = 31.3 µg / m ³ near motorways	London and the south east have the most acute air pollution problems.	2011/12 = 40 µg / m ³ (this is the national objective)	Improvement, target met		1, Green	Local Transport Plan 2006 – 2011 Annex C: Air Quality Action Plan Air Quality Progress Report 2008
Concentrations of nitrogen dioxide (NO₂) in the Bray / M4 AQMA	2010 annual mean: Bray / M4 AQMA = 54.5 µg / m ³	Estimated 2005 Mean background concentrations for NO ₂ = 19.3 µg / m ³ (1 km x 1 km grid resolution)	Estimated 2005 Max concentrations for NO ₂ = 31.3 µg / m ³ near motorways	London and the south east have the most acute air pollution problems.	2011/12 = 40 µg / m ³ (this is the national objective)	AQMA defined in 2009 so no previous data against which to compare		1, Yellow	Local Transport Plan 2006 – 2011 Annex C: Air Quality Action Plan Air Quality Progress Report 2008

Table 17 Air Quality

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Noise

In 2009/10 the Borough recorded 502 noise complaints. This is a reduction on the previous year (557).

Climate Change Targets

- International target: Kyoto Protocol (1997) target to cut its emissions of greenhouse gases by 12.5% below base year levels by 2008-2012.
- National target: Reduce CO₂ emissions to 20% below 1990 levels by 2010 and by 60% by 2050.
- In 1992 the UN Convention on Climate Change was agreed at the Earth Summit in Rio. The UK agreed to return their greenhouse gas emissions to 1990 levels by 2000, and this target was achieved. In 1997 the UK signed up to the Kyoto Protocol. This international agreement was to reduce each of the country's overall emissions of six greenhouse gases by 5.2% below 1990 levels over the period 2008 – 2012.

Carbon Emissions

- Transport is one of the main sources of greenhouse gases, accounting for 22% of CO₂ emissions in RBWM.
- Per capita CO₂ emissions in RBWM are the second highest (behind West Berks) in Berkshire.
- The land required to support an average resident's lifestyle (the ecological footprint) is higher than the average for England.⁽²⁸⁾

Waste

- Between 2008 - 2025 construction and demolition wastes are not expected to increase in the South East, due to improved recycling at source. Arisings currently amount to about 1.8 million tonnes a year.⁽²⁹⁾

Vehicle Crime

In 2010/11 there were 1,754 vehicle crimes recorded.⁽³⁰⁾

Health Profile of the Borough

- The health of the population of Windsor and Maidenhead is better than the England average.
- Approximately one in five adult RBWM residents is obese.⁽³¹⁾

Flood Risk

- 25.6% of residential and 26.4% of commercial properties in the borough are at medium risk from flooding (Flood Zone 2: between 1 in 1,000 years and 1 in 100 years probability), with 9,511 residential and 51 commercial properties at high risk from flooding (Flood Zone 3: 1 in 100 years probability).

28 Windsor and Maidenhead Health Profile (NHS 2007).

29 (ERM for SEERA, 2005).

30 RBWM Community Safety Partnership Plan

31 Windsor & Maidenhead Health Profile. NHS (2011)

Appendix 2

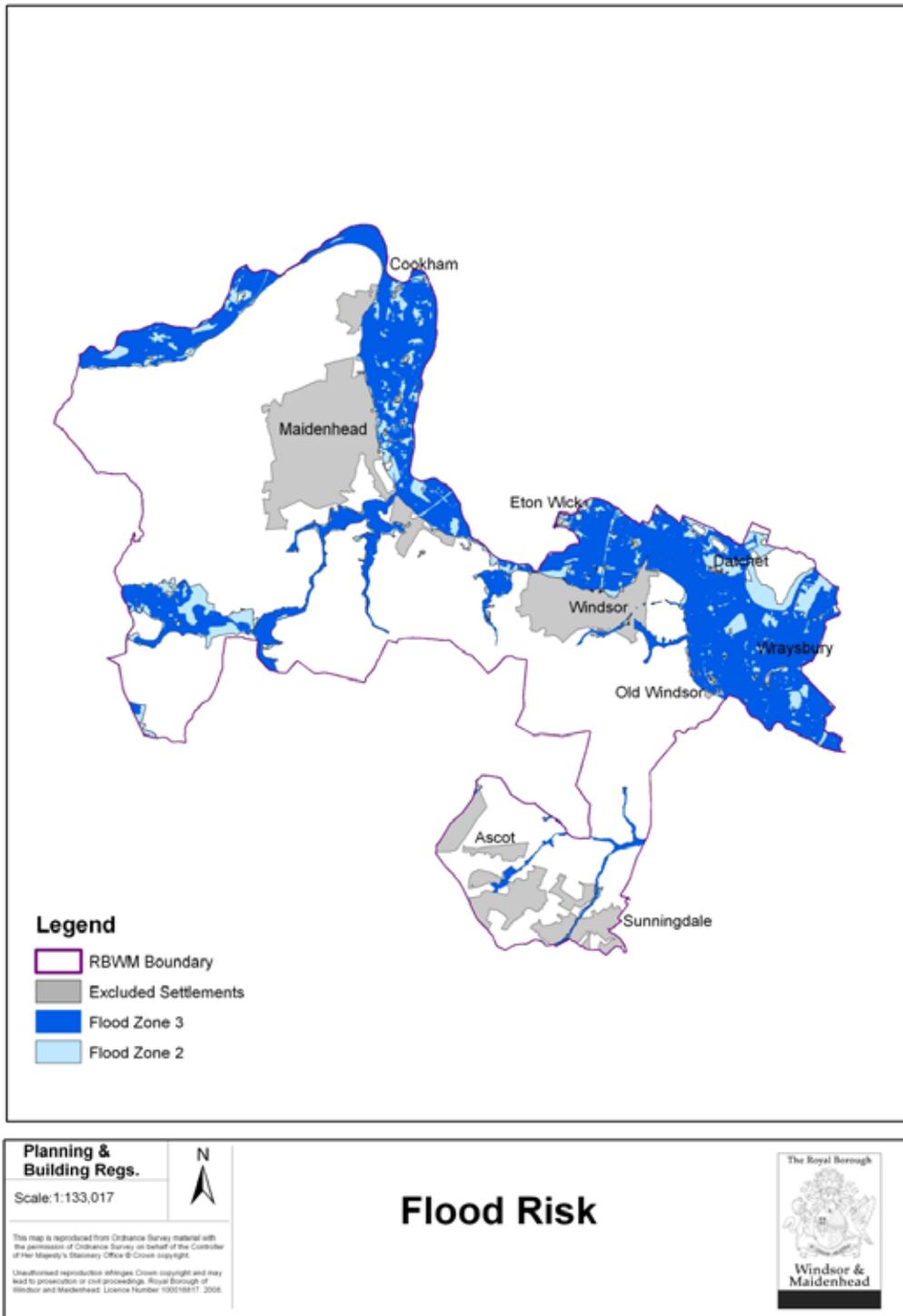


Figure 19 Flood Risk



Appendix C – Draft Strategy Appraisal Matrices



Improving Access to Everyday Services and Facilities																
Headline Objectives	Policy															Commentary and explanation for score
	ASF1	ASF2	ASF3	ASF4	ASF5	ASF6	ASF7	ASF8	ASF9	ASF10	ASF11	ASF12	ASF13	ASF14	ASF15	
2 Improve the health and well-being of the population and reduce inequalities in health.	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
5 Reduce Crime and the fear of Crime	+			+		+		+	+	+		+				
7 Improve accessibility to all services and facilities including the countryside and the historic environment	+	+	+	+	+	+	+	+	+	+	+	+				
14 Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment													+	+	+	

.																	
15 Reduce air pollution and the proportion of the population subject to noise pollution	+	+	+	+	+		+			+	+	+					The policies identified will work towards improved air quality and reduce noise by encouraging active forms of travel. Improvements to public transport could help improve air quality.
16 Address the causes of climate change through reducing emissions of greenhouse gases and ensure that the borough is prepared for its impacts	+	+	+	+	+		+	+	+	+	+	+	+	+	+	+	Policies encouraging active travel and public transport could help reduce greenhouse gases. Policies around information could help reduce the need to travel.
17 Conserve and enhance the borough's biodiversity.	+	+	+	+	+		+			+	+	+	+	+	+		Policies contribute to this objective by helping to reduce transport related emissions to air which can impact on habitats.
18 Protect and enhance the borough's countryside, natural and historic environment	+	+	+	+	+	+	+			+/?	+	+	+	+	+		Policies contribute to this objective by helping to reduce transport related emissions to air which can impact on historic buildings. Maintaining public rights of way can help avoid impacts on the countryside. Note uncertainty around ASF10 'Interchange.' Important for

																		intensification of existing facilities to respect the wider built and natural environment.
19 Improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and promoting policies which reduce the need to travel.	+	+	+	+	+	+	+	+	+	+	+	+						Policies contribute to this objective by promoting sustainable modes and travel planning, which could help reduce trips.
20 Reduce the global social and environmental impact of consumption of resources by using sustainably and ethically produced, local or low impact products.	+	+	+	+	+	+	+	+	+	+	+	+						Policies contribute to this objective by promoting sustainable modes, use of public transport and travel planning, which could help reduce trips.
21 Reduce waste generation and disposal, and achieve the																		No relationship between the policies and the objective.

sustainable management of waste.																	
22 Maintain and improve the water quality of the borough's rivers and ground waters, and to achieve sustainable water resources management.														+	+	+	Policies relating to managing flood risk will contribute to this objective.
23 Improve energy efficiency.	+	+	+	+	+	+	+	+	+	+	+	+					Policies contribute to this objective by promoting sustainable modes and travel planning, which could help reduce trips and associated energy consumption.

Improving Safety and Security							
Headline Objectives	Policy						Commentary and explanation for score
	ISS1	ISS2	ISS3	ISS4	ISS5	ISS6	
2 Improve the health and well-being of the population and reduce inequalities in health.	+	+	+	+	+	+	Policies will contribute to health and well-being by addressing safety and security.
5 Reduce Crime and the fear of Crime	+				+	+	ISS5 is specifically aimed at community safety and reducing incidences of crime. ISS1 on partnership working will also contribute to this objective.
7 Improve accessibility to all services and facilities including the countryside and the historic environment							No relationship between the policies and the objective.
14 Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment.				?			Important that road safety measures associated with ISS4 incorporate sustainable drainage where relevant and appropriate. Other policies in the LTP provide sufficient safeguards.
15 Reduce air pollution and the proportion of the population subject to noise pollution							No relationship between the policies and the objective.
16 Address the causes of climate change through reducing emissions of greenhouse gases and ensure that the borough is prepared for its impacts						+	Policy ISS6 (previously CC7) contributes to this objective.
17 Conserve and enhance the borough's biodiversity.				?			Important that road safety measures associated with ISS4 respect biodiversity where relevant and appropriate. Other policies in the LTP provide sufficient safeguards.
18 Protect and enhance the borough's countryside, natural and historic environment.				?			Important that road safety measures associated with ISS4 respect the environment where relevant and appropriate. Other policies in the LTP provide sufficient safeguards.
19 Improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and promoting policies which reduce the need to travel.	+	+	+	+	+		Improving safety will help to encourage more travel by walking, cycling and public transport, thus improving efficiency.

20 Reduce the global social and environmental impact of consumption of resources by using sustainably and ethically produced, local or low impact products.				?		+	Important that road safety measures associated with ISS4 optimise the use of recycled materials where relevant and appropriate. Other policies in the LTP provide sufficient safeguards.
21 Reduce waste generation and disposal, and achieve the sustainable management of waste.							No relationship between the policies and the objective.
22 Maintain and improve the water quality of the borough's rivers and ground waters, and to achieve sustainable water resources management.							No relationship between the policies and the objective.
23 Improve energy efficiency.						+	Policy ISS6 (previously CC7) contributes to this objective.

Supporting Sustainable Economic Growth														
Headline Objectives	Policy												Commentary and explanation for score	
	SEG1	SEG2	SEG3	SEG4	SEG5	SEG6	SEG7	SEG8	SEG9	SEG1 0	SEG1 1	SEG1 2		
2 Improve the health and well-being of the population and reduce inequalities in health.	+	+	+			+		+				+		Policies relating to the encouragement of active forms of travel could contribute to the achievement of this objective.
5 Reduce Crime and the fear of Crime	+						+	+						Policies contribute to this objective by increasing surveillance.
7 Improve accessibility to all services and facilities including the countryside and the historic environment	+	+	+			+	+	+	+	+	+	+	+	Policies contribute to this objective by improving the efficiency of the existing network and promoting transport choice.
14 Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment.														No relationship between the policies and the objective.
15 Reduce air pollution and the proportion of the population subject to	+	+	+	+	+	+	+	+	+	+	+	+	+	Policies contribute to this objective by improving the efficiency of the existing network and promoting transport choice.

noise pollution														
16 Address the causes of climate change through reducing emissions of greenhouse gases and ensure that the borough is prepared for its impacts	+	+	+	+	+	+	+	+	+	+	+	+	+	Policies contribute to this objective by improving the efficiency of the existing network and promoting transport choice.
17 Conserve and enhance the borough's biodiversity.	+	+	+	+	+	+	+/?	+	+	+	+	+	+	Policies contribute to this objective by improving the efficiency of the existing network and promoting transport choice. Note potential issue associated with future park and ride sites, depending on their location.
18 Protect and enhance the borough's countryside, natural and historic environment.	+	+	+	+	+	+	+/?	+	+	+	+	+	+	Policies contribute to this objective by improving the efficiency of the existing network and promoting transport choice. Note potential issue associated with future park and ride sites, depending on their location.
19 Improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and promoting policies which reduce the need to travel.	+	+	+	+	+	+	+	+	+	+	+	+	+	Policies contribute to this objective by improving the efficiency of the existing network and promoting sustainable modes and travel planning, which could help reduce trips.
20 Reduce the global social and environmental	+	+	+	+	+	+	+	+	+	+	+	+	+	Policies contribute to this objective by promoting sustainable modes and travel planning, which could help reduce trips.

<p>impact of consumption of resources by using sustainably and ethically produced, local or low impact products.</p>													
<p>21 Reduce waste generation and disposal, and achieve the sustainable management of waste.</p>													<p>No relationship between the policies and the objective.</p>
<p>22 Maintain and improve the water quality of the borough's rivers and ground waters, and to achieve sustainable water resources management.</p>													<p>No relationship between the policies and the objective.</p>
<p>23 Improve energy efficiency.</p>	+	+	+	+	+	+	+	+	+	+	+	+	<p>Policies contribute to this objective by promoting sustainable modes and travel planning, which could help reduce trips and associated energy consumption. Policy CC7 seeks to reduce consumption of energy associated with street lighting.</p>

Improving Quality of Life										
Headline Objectives	Policies								Commentary and explanation for score	
	QOL1	QOL2	QOL3	QOL4	QOL5	QOL6	QOL7	QOL8		
2 Improve the health and well-being of the population and reduce inequalities in health.	+	+	+	+	+	+	+	+	+	QOL5 seeks to encourage active forms of transport and makes the link to health benefits. Other policies could contribute to this objective by protecting the quality of the natural and built environment.
5 Reduce Crime and the fear of Crime				+						QOL4 relates to provision of lighting which could help reduce crime and fear of crime.
7 Improve accessibility to all services and facilities including the countryside and the historic environment	+	+	+	+	+	+	+	+	+	Policies seek to take account of the potential impacts of transport infrastructure on the natural and built environment.
14 Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment.										No relationship between the policies and the objective.
15 Reduce air pollution and the proportion of the population subject to noise pollution	+	+	+	+	+	+	+	+	+	QOL2 relates to air quality and QOL3 relates to noise. Other policies could also contribute to the achievement of this objective as they seek to take account of impacts on the built and natural environment.
16 Address the causes of climate change through reducing emissions of greenhouse gases and ensure that the borough is prepared for its impacts	+	+			+					Policies encouraging active travel reductions in transport related emissions could help reduce greenhouse gases. Policies around information could help reduce the need to travel.
17 Conserve and enhance the borough's biodiversity.	+	+	+	+	+	+	+	+	+	QOL6 is concerned with the natural environment but other policies could contribute to this by tackling issues that can impact on biodiversity, including air quality and noise.
18 Protect and enhance the borough's countryside, natural and historic environment.	+	+	+	+	+	+	+	+	+	QOL6, QOL7 and QOL8 are relevant here but other policies could contribute to this by tackling issues that can impact on the built and natural environment, including air quality and noise.
19 Improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes	+				+					Policies contribute to this objective by promoting active forms of travel.

and promoting policies which reduce the need to travel.								
20 Reduce the global social and environmental impact of consumption of resources by using sustainably and ethically produced, local or low impact products.	+	+			+			Policies contribute to this objective by promoting active forms of travel.
21 Reduce waste generation and disposal, and achieve the sustainable management of waste.								No relationship between the policies and the objective.
22 Maintain and improve the water quality of the borough's rivers and ground waters, and to achieve sustainable water resources management.							+	QOL6 relates to protection of the natural environment.
23 Improve energy efficiency.	+	+			+			Policies contribute to this objective by promoting active forms of travel.