



Air Quality Management Strategy

In fulfilment of Part IV of the Environment Act 1995, as amended by the Environment Act 2021
Local Air Quality Management

Date April 2025

Royal Borough of Windsor and Maidenhead

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Executive Summary

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also a strong correlation with equalities issues, as areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³. The council is committed to reducing the exposure of people in the Royal Borough of Windsor and Maidenhead to poor air quality to improve health.

The council undertakes regular reviews and assessments of local air quality to determine whether the national Air Quality Objectives (AQOs) are likely to be achieved. Where an exceedance is considered likely a local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place to achieve the objectives.

The council declared five Air Quality Management Areas (AQMAs) for exceedance of the annual mean objective for nitrogen dioxide (NO₂) due to emissions from road vehicles: in Windsor (2 areas), Maidenhead, Bray (near the M4) and Wraysbury (near the M25).

In recent years air quality within the Borough has improved significantly. The recorded concentrations monitored within the AQMAs have been consistently below the objective level for at least six consecutive years since 2019 and, in accordance with Defra's guidance, the council has revoked the AQMAs and approved this Air Quality Strategy (AQS).

Local air quality improvements, observed within the last ten years, reflect similar trends recorded at regional and national level. The uptake of cleaner vehicle

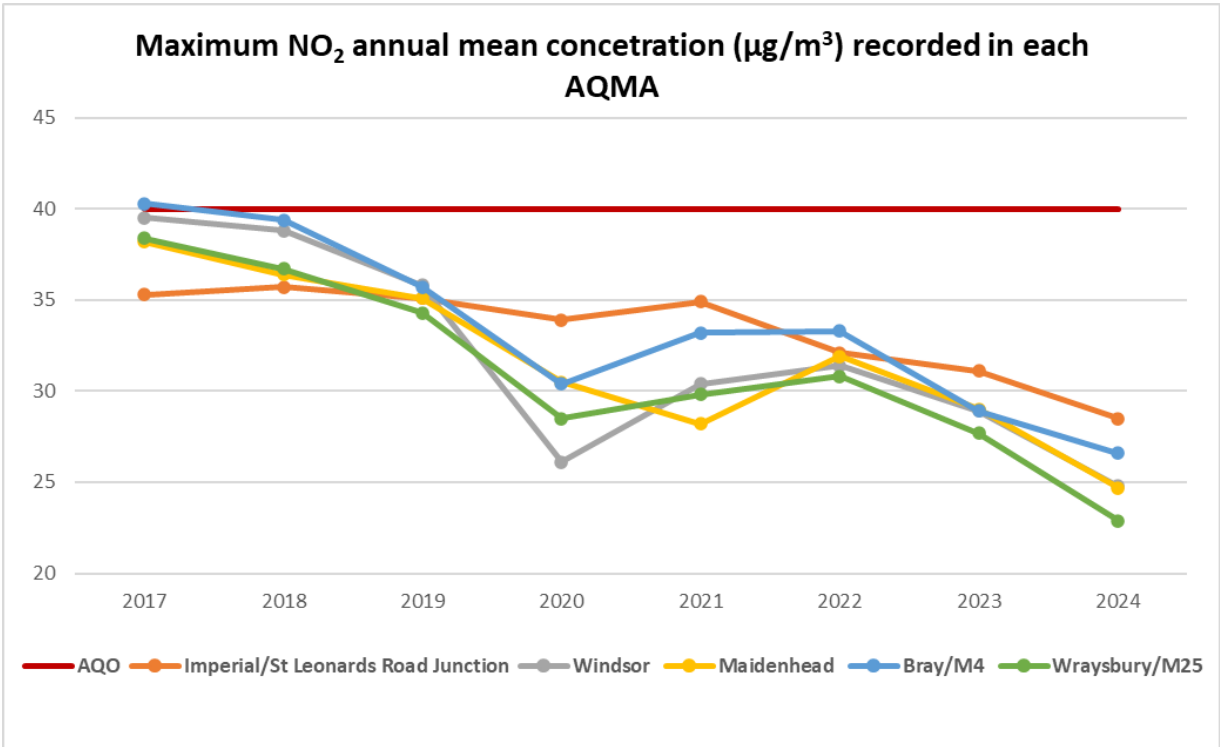
¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

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technologies and the implementation of action plans are producing the positive effects observed in the decreasing trends in NO₂ concentrations.



The council has an established programme of measures to reduce the impact of traffic emissions. These form an integral part of the [Local Transport Plan](#) (LTP). The LTP also implements a suite of 'soft' measures and smarter choices: influencing better travel choices, such as encouraging public transport use, walking and cycling that can all contribute to reduced road traffic emissions.

Having achieved full compliance with the air quality objectives, and in accordance with Defra’s guidance Local Air Quality Management Technical Guidance 2022 (LAQM.TG22) the council has revoked all AQMAs and approved a borough-wide Air Quality Management Strategy (AQMS).

The AQMS is to ensure that air quality in the Borough remains high profile and to drive further improvements. The monitoring of relevant air pollutants across the Borough is to be maintained and the results will be presented within the Annual Status Report (ASR).

The implementation of planned improvement measures as reported in the ASR will continue and, as traffic emissions are the main source of pollution in the Borough, the focus of AQMS remains in the LTP.

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The AQMS is consistent with the [Council Plan](#) wider objectives to protect and improve the environment and increase people's healthy life expectancy.

Other policy areas where the council can influence a reduction in air pollution within the Borough include:

- [The Sustainability Supplementary Planning Document](#)
- [The Environment and Climate Strategy](#)
- [The Air quality monitoring and Annual Status Report](#)

The AQMS will develop in conjunction with the transport plan, planning policies and sustainability strategy. The delivery of the AQMS will be reliant on the delivery of these plans and strategy. Progress including the implementation of ongoing measures and air quality monitoring results will be reported yearly within the air quality ASR. The report is submitted to Defra before is published on the council's website and it provides an overview of air quality in Royal Borough of Windsor and Maidenhead during each year.

The ASR fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

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Introduction

The Air Quality Management Strategy (AQMS) has been produced, as part of our statutory duties required by the Local Air Quality Management framework, whereby a local authority no longer having any AQMA is required to draw up a local strategy.

The AQMS outlines planned actions that the Royal Borough of Windsor and Maidenhead is delivering to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the local area.

The AQMS has been developed in accordance with Local Air Quality Management (LAQM) Policy (PG22) and Technical Guidance (TG22), following the revocation of the AQMAs within the Borough. It is to ensure air quality remains a high-profile issue and to enable a swift response should there be any deterioration in air quality, which will assist with maintaining compliance with air quality objectives and drive further improvements. The AQMS is a live document to continually review, develop and integrate with other relevant policy areas which can contribute to reducing emissions across the Borough.

The latest implementation progress and monitoring results are reported annually within the Borough's air quality [Annual Status Report \(ASR\)](#). The AQMS should be read in conjunction with the ASR.

Table 1.1 provides a brief explanation of the key pollutants relevant to the Borough's local air quality and the kind of activities they might arise from.

Table 1.1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Particulate Matter (PM ₁₀ and PM _{2.5})	<p>Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes.</p> <p>PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.</p>

Actions to Improve Air Quality

Air quality across the Royal Borough of Windsor and Maidenhead is generally good and, in recent years, has improved significantly. Monitoring results show a continued compliance with the air quality objectives for over six years therefore the AQMAs declared in response to the exceedance on the annual mean objective for NO₂ are no longer required. However, the council is committed to continue to monitor air quality and deliver further improvements.

The AQMS is to maintain and continue the improvements within the implementation of sustainable transport, climate change and planning policies.

At a national level, the Road to Zero⁴ details the Government's approach to reduce exhaust emissions from road transport through a number of mechanisms, in balance with the needs of the local community. This is extremely important, given that cars are the most popular mode of personal travel and the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

The Environmental Improvement Plan⁵ sets out actions that will drive continued improvements to air quality and, to meet the new national interim and long-term targets for fine particulate matter PM_{2.5} (particulate matter with an aerodynamic diameter of less than 10 micrometres), the pollutant of most harmful to human health. The national Air Quality Strategy⁶ provides more information on local authorities' responsibilities to work towards these new targets and reduce fine particulate matter in their areas.

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy, the responsibility for meeting the PM_{2.5} target sits with national government. However, local authorities have powers to reduce emissions from local sources including traffic management, encouragement of uptake of cleaner vehicles and increased use of public transport alongside more sustainable transport methods such as walking and cycling, these measures will also reduce emissions of PM_{2.5}.

⁴ DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

⁵ Defra. Environmental Improvement Plan 2023, January 2023

⁶ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

Air Quality in the Royal Borough of Windsor and Maidenhead

The AQMS has been developed in accordance with LAQM Policy (PG22) and Technical Guidance (TG22) following the revocation of the AQMAs.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether the air quality objectives are likely to be achieved. The Annual Status Report (ASR) is an annual requirement, showing the strategies employed by Royal Borough of Windsor and Maidenhead to improve and monitor air quality. The air quality monitoring results undertaken by the Borough and showing how they compare with the relevant air quality objectives, are presented in the ASR. In addition, monitoring results are presented for a five-year period, allowing monitoring trends to be identified and discussed. The ASR is submitted to Defra's Secretary of State for consideration each year and is made available on the council's website.

The statutory air quality objectives applicable to LAQM in England and relevant to the Borough are presented in Table 3.1. Compliance has achieved with all objectives.

Table 3.1 – Air Quality Objectives in England⁷

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO ₂)	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM ₁₀)	40µg/m ³	Annual mean

⁷ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

1.1 PM_{2.5} – Monitoring and Local Authority Approach to Reducing Emissions and/or Concentrations

There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy⁸, the responsibility for meeting the PM_{2.5} target sits with national government. However, local authorities have powers to reduce emissions from local sources including traffic management, encouragement of uptake of cleaner vehicles and increased use of public transport alongside more sustainable transport methods, such as walking and cycling. These measures will also reduce emissions of PM_{2.5}. The Air Quality Standards Regulations (2010) require that concentrations of PM_{2.5} in the UK must not exceed an annual average of 20 µg/m³.

The Environmental Targets (Fine Particulate Matter) (England) Regulations (2023) require that in England by the end of 2040:

- An annual average of 10 µg/m³ for PM_{2.5} is not exceeded at any monitoring station - the Annual Mean Concentration Target (AMCT).
- Population exposure to PM_{2.5} is at least 35 per cent less than in 2018 - the Population Exposure Reduction Target (PERT).

Population exposure as assessed for the PERT refers to the average concentration someone in England is exposed to, and is based on urban, or in some case suburban background measurements, which are located to be representative of the type of environment most people live and work.

The Environmental Improvement Plan 2023 for England set interim targets that by January 2028:

- An annual average of 12 µg/m³ for PM_{2.5} is not exceeded at any monitoring station.
- Population exposure to PM_{2.5} is at least 22 per cent less than in 2018.

⁸ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

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Defra provides background mapping data to assist local authorities in support of Review and Assessment of local air quality. The 2024 background maps for the Borough show all background concentrations of PM_{2.5} are significantly below the annual mean objective. The highest and average concentrations within the Borough are 9.2µg/m³ (Grid reference 501500, 177500 - south side of the M4 Junction 5) and 7.2µg/m³ respectively.

In addition, the Royal Borough of Windsor and Maidenhead has installed five air quality sensors, within in each former AQMAs to monitor PM₁₀ and PM_{2.5}. The results will be included in the ASR, the 2024 results show annual mean concentrations well below the objective values.

The Borough is reducing emissions of PM_{2.5} from local sources by implementing the following measures:

- Promoting workplace, school and personalised travel planning
- Continual improvement of signal-controlled junctions
- Improving facilities for cycling and walking
- Promoting public transport
- Electric Vehicle Chargepoint Implementation Plan
- Designated Smoke Control Area in West Windsor

Air Quality Priorities

The Royal Borough of Windsor and Maidenhead AQMS sets out the following strategic themes to deliver further local air quality improvements:

- The Electric Vehicle Chargepoint Implementation Plan to support the move to greener travel and ensure charging provision for electric vehicles keeps pace with demand.
- The Local Cycling & Walking Infrastructure Plan proposes a suite of prioritised investment across the Borough to make walking a natural choice for more of the short, everyday journeys people make to, from and around the towns. The introduction of improved ‘quietway’ walking routes, including 20 mph speed areas to create a safer and more comfortable walking and cycling environment.
- Trialling ‘school streets’. The initiative is designed to promote walking and cycling – including ‘park and stride’ arrangements – for children traveling to school, for cleaner air at the school gate.
- Implementation of ‘Windsor Visitor Economy’ scheme. The scheme comprises of public realm enhancements and pedestrianisation of Castle Hill in proximity of Windsor Castle, as well as a series of small-scale wayfinding interventions throughout the town. The purpose is the pedestrianisation and enhancement of the area outside Windsor Castle, presenting both safety and air quality benefits. Furthermore, the wider wayfinding interventions shall improve visitor routing along main routes within the town centre, primarily between key transport nodes and Windsor Castle.
- Review of PMs monitoring results and consideration of the Borough’s Smoke Control Area (SCA)
- Encourage co-benefits of climate actions.
- Improve council’s AQ website to increase public knowledge and understanding of local air quality.

1.2 Local Transport Plan

The council is developing a new Local Transport Plan (LTP). This strategic plan will identify how the transport networks and services are performing now, and where changes and investment will be needed in the future. The new LTP will be an overarching document pulling together the progress made in recent years, as well as building on recently adopted new strategies, including the Environment and Climate Strategy, and the Local Cycling and Walking Infrastructure Plan.

[The Local Transport Plan 2012-26](#) contains a detailed range of information on active and public transport networks, and factors affecting their success. It sets priorities for the maintenance and improvement to these networks, and a range of objectives to achieve. The LTP includes a series of policy interventions:

Policy QOL2: Air Quality

The council will actively seek to reduce concentrations of atmospheric pollutants to meet National Air Quality Objectives by implementing traffic management measures that tackle congestion and improve traffic flow, complemented by a 'smarter choices' programme that minimises the need to travel and encourage use of alternatives to the car.

1.3 Borough Local Plan 2013 – 2033

The Borough Local Plan (BLP) approved in 2022 is the key document that provides the framework to guide the future development of the Royal Borough of Windsor and Maidenhead. It sets out a spatial strategy and policies for managing development and infrastructure to meet the environmental, social and economic opportunities and challenges facing the area up to 2033. Locally, the BLP contains several relevant overarching objectives including Sustainable Transport (Objective 7), Environmental Protection (Objective 9) and Climate Change and Biodiversity (Objective 11).

1.4 Planning and Air Quality

Air quality is a material consideration when determining planning applications. The planning system plays an important role in protecting and improving the local air quality. These considerations must, however, be balanced against other aims of the council such as securing economic growth and to provide adequate levels of housing and development. An [Air Quality Assessment Guidance Note](#) has been adopted as a

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material consideration in the determination of planning applications. The guidance has been prepared to support and simplify the consideration of air quality impacts associated with development proposals and the inclusion of mitigation measures at the design stage to support Policy EP2 of the Borough Local Plan (2022).

National Planning Policy

The revised National Planning Policy Framework⁴ (NPPF) was published in December 2023, setting out the Government's planning policies for England and how these are expected to be applied. The purpose of the planning system is to contribute to the achievement of sustainable development. To ensure this, the NPPF recognises three overarching objectives, including the following of relevance to air quality:

"c) an environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

Chapter 15 of the NPPF details objectives in relation to conserving and enhancing the natural environment. It states that:

"Planning policies and decisions should contribute to and enhance the natural and local environment by:

[...]

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality"

National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) web-based resource was launched by the Department for Communities and Local Government in March 2014 (updated in November 2019) to support the NPPF and make it more accessible. The air quality pages are summarised under the following headings:

1. What air quality considerations does planning need to address?
2. What is the role of plan-making regarding air quality?
3. Are air quality concerns relevant to neighbourhood planning?

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4. What information is available about air quality?
5. When can air quality considerations be relevant to the development management process?
6. What specific issues may need to be considered when assessing air quality impacts?
7. How detailed does an air quality assessment need to be?
8. How can an impact on air quality be mitigated?

Local Planning Policy

The BLP document includes the following policies relevant to this AQS:

"Policy QP3 Character and Design of New Development

1. New development will be expected to contribute towards achieving sustainable high quality design in the Borough. A development proposal will be considered high quality design and acceptable where it achieves the following design principles:

[...]

m. Has no unacceptable effect on the amenities enjoyed by the occupants of adjoining properties in terms of privacy, light, disturbance, vibration, pollution, dust, smell and access to sunlight and daylight;

[...]."

"Policy EP1 Environmental Protection

1. Development proposals will only be supported where it can be shown that either individually or cumulatively in combination with other schemes, they do not have an unacceptable effect on environmental quality or landscape, both during the construction phase or when completed. Development proposals should also avoid locating sensitive uses such as residential units, schools or hospitals in areas with existing or likely future nuisance, pollution or contamination.

[...]

3. Development proposals should seek to conserve, enhance and maintain existing environmental quality in the locality, including areas of ecological value (land and water based), and improve quality where possible, both during construction and upon completion. Opportunities for such improvements should be incorporated at the design stage and through operation.

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4. Residential amenity should not be harmed by reason of noise, smell or other nuisance. Accordingly, care should be taken when siting particular commercial or agricultural proposals such as livestock units, silage storage or slurry pits which should be sited well away from the curtilage of any residential property."

"Policy EP2 Air Pollution.

1. Development proposals will need to demonstrate that they do not significantly affect residents within or adjacent to an AQMA or to residents being introduced by the development itself.

2. Development proposals which may result in significant increases in air pollution must contain appropriate mitigation measures, (such as green infrastructure, sustainable travel, electric vehicle charging parking points, limited vehicle parking, awareness raising, and enabling smarter travel choices) thus reducing the likelihood of health problems for residents.

3. Development proposals should aim to contribute to conserving and enhancing the natural and local environment, by avoiding putting new or existing occupiers at risk of harm from unacceptable levels of air quality. Development proposals should show how they have had regard to the UK Air Quality Strategy or any successive strategies or guidance, ensuring that pollutant levels do not exceed or come close to exceeding national limit values.

4. Development proposals should show how they have considered air quality impacts at the earliest stage possible; where appropriate through an air quality impact assessment which should include the cumulative impacts. Where relevant, air quality and transport assessments should be linked to health impact assessments, including any transport related mitigation measures that prove necessary."

1.5 The Sustainability Supplementary Planning Document

The SPD is one of the key actions identified in the Environment and Climate Strategy 2020-2025 and is required to help shape development in the direction of net zero carbon, protect and enhance the natural environment, drive carbon reductions in the Borough and deliver wider climate change mitigation and adaptation.

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The purpose of the SPD is to provide more detailed advice and guidance on the implementation of several BLP policies. It supports the BLP by providing technical guidance on energy and carbon, climate adaptation, sustainable design and construction, biodiversity enhancement and sustainable transport.

Sustainable Transport Requirements and Best Practice include:

- Design to prioritise walking, cycling and public transport and provide coherent, direct, safe and attractive connections to existing or planned infrastructure.
- Provide attractive, accessible, safe and secure cycle parking in accordance with local standards.
- Major development and those which will have significant transport implications will be required to conduct a Transport Assessment and provide a Travel Plan to promote sustainable active travel.
- Provide development with high-speed internet (such as fibre to the premises) to facilitate future adaptation and home working.
- Provide EV charging facilities equivalent to 1 charging space per home (or 1 per parking space if lesser) and at least 20% of parking spaces for other development.

Furthermore, paragraph 13.2.1 of the BLP states that environmental protection policies are linked with BLP objectives to minimise impact of development on climate change and the environment, and requiring new development to provide environmental improvements. This makes it clear that climate change, and the minimisation of any adverse impacts on climate change, is part of the policy of EP1 and would be secured through the delivery of net zero developments in the Borough.

1.6 The Environment and Climate Strategy

The Environment and Climate Strategy, approved in 2020, sets out the council's vision and actions to achieve the Borough's net-zero carbon emissions target by 2050 and our five-year approach to working in partnership with local communities to tackle this challenge. It will drive the decisions, resources and actions we make across all our activities. The Environment and Climate Strategy focuses on four key themes:

- Circular Economy: More sustainable resource use, increasing recycling rates and supporting less resource-intensive lifestyles.

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Energy: Reducing consumptions and decarbonising our supply of energy. Natural

Environment: Supporting biodiversity, health and wellbeing.

- Transport: Reduce the need for carbon intensive travel by encouraging walking and cycling, as well as investing in digital infrastructure.

1.7 Smoke Control Areas

A smoke control area is an area where people and businesses must not:

- emit smoke from a chimney
- buy or sell unauthorised fuel for use in a smoke control area unless it's used in an '[exempt appliance](#)' (appliances which are approved for use in smoke control areas)⁹

The Royal Borough of Windsor and Maidenhead declared three [Smoke Control Areas](#) (1969 to 1974) covering part of West Windsor.

For more information on the rules in smoke control areas, please visit [Smoke Control Areas - do you know the rules? A practical guide \(defra.gov.uk\)](#)

To reduce emission of PM_{2.5} the council will explore the possibility of introducing further SCAs in the Borough.

The council will need to carefully consider the relative benefits and risks of introducing new SCAs. Though there are clear health and environmental advantages, further regulation may have some negative impacts on residents, particularly those that will need to replace appliances, or those that use solid fuel building appliances to reduce their overall energy costs. The council will consult with all relevant stakeholders prior to the introduction of any new legal requirements.

1.8 Environmental Permitting

Industrial processes which contribute to air pollution are regulated through the Environmental Permitting Regulations (EPR) (England and Wales) 2016 (as amended) which enable local authorities to control pollution from certain types of industry. These permits consist of specific conditions that the operators must adhere to, including controls to ensure the protection of local air quality. Currently there are

⁹ <https://uk-air.defra.gov.uk/sca/>

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about 40 permitted premises in the Borough including dry cleaners, service stations, 2 cement mixing plants and 2 waste transfer sites.

1.9 Public Health Context

Active travel has become a more integral part of sustainable travel and improving the public health, not only through the reduction of vehicle trips and air pollution but in encouraging daily exercise. The council has adopted a Local Cycling and Walking Infrastructure Plan (LCWIP) to help identify how to make improvements supporting cycling and walking, and where investment is needed in the short, medium and long term. The LCWIP and the AQMS are consistent with council's Health and Wellbeing Strategy.

Delivering the Strategy

The Royal Borough of Windsor and Maidenhead AQMS is to maintain compliance with the air quality objectives and is consistent with the Council Plan's strategic priorities to develop a new LTP, the adopted Sustainability SPD and supporting active travel options.

The strategy will form an integral part of the emerging new LTP and focus on those themes where the council can contribute towards reducing emissions and improve air quality.

Transport: The LTP which is currently being updated and the Borough's Cycling and Walking Infrastructure Action Plan (2022) will help to deliver the Air Quality Strategy. Environment and Climate Strategy 2020-2025, in addition to this supplementary planning document.

Planning: In addition to the Air Quality Assessment Guidance Note the AQMS will support the application process for new development proposal on the consideration of air quality impacts and the inclusion of mitigation measures at the design stage.

Strategies and Policy Guidance: To deliver shared priorities with the Environment and Climate Strategy.

Public Health: To promote changes in respect of residents' travel choices towards active travel and raise awareness on the health impacts of air pollution.

Air Quality Monitoring: Local monitoring of nitrogen dioxide and particular matter will identify any potential deterioration of the local air quality conditions enabling the council to take early preventative action.

Actions

Summary of measures to help the council to protect and improve air quality.

Table 6.1 – Air Quality Strategy Measures

Actions	Outcomes	Lead Service	Timeframe
Implementation of the EV Chargepoint Plan adopted in 2023	Enabling infrastructure to support the uptake of electric vehicles	Transport, Highways and Parking	2035
Implementation of the Local Cycling & Walking Infrastructure Plan	Prioritise investment to promote walking and cycling facilities across the Borough	Transport, Highways and Parking	ongoing
Implementation of the Borough's Bus Service Improvement Plan	More people using buses for more of the journeys that they make	Transport, Highways and Parking	ongoing
Require and monitor Travel Plans for larger development sites	New developments demonstrate, and act on, a plan for reducing avoidable motor traffic journeys generated by the development	Transport, Highways and Parking	ongoing
Trialling 'school streets' and residents consultations	Active travel and cleaner air at the school gate	Transport, Highways and Parking	ongoing
Improve accessibility and content of council's AQ website	Increase public knowledge and understanding of local air quality including alerts and health notifications	Information Technology Services & Environmental Health Service	2026

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Air quality Annual Status Report
BLP	Borough Local Plan
Defra	Department for Environment, Food and Rural Affairs
EV	Electrical Vehicle
LAQM	Local Air Quality Management
LCWIP	Local Cycling and Walking Infrastructure Plan
LTP	Local Transport Plan
NO ₂	Nitrogen Dioxide
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
SCA	Smoke Control Area
SPD	Supplementary Planning Document

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