

# Royal Borough of Windsor and Maidenhead Local Transport Plan

## LTP Progress Report



(October 2008)

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# Local Transport Plan: Progress Report 2008

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## **Executive Summary**

### **Introduction**

This document provides a report on how the Royal Borough of Windsor and Maidenhead is progressing with regard to delivery of its second Local Transport Plan and progress towards national and local transport targets.

The Borough is proud of what it has achieved with its Local Transport Plan, which was assessed as 'good' by the Department for Transport. Over the first two years of the Plan period, we have significantly increased investment in transport infrastructure and services and improved programme management procedures to delivery a greatly increased work programme. This is already having tangible results in terms of improving the quality and performance of our transport networks.

### **Programme Delivery**

We have significantly expanded our capital programme; from less than £3 million in 2006/07 to a programmed spend of circa £5 million in 2008/09. Revenue spend has also increased, particularly in areas of high priority, such as delivering improved routine maintenance and public transport provision.

With expanded capital programmes come additional challenges in terms of delivery. The Borough has ensured that sufficient resources are available to cope with the additional work, and has tightened programme management processes. Prior to LTP2, around 80% of schemes programmed at the start of the year were progressed to completion. For 2006/07, stretch targets of 100% for spend and scheme delivery were achieved. Despite increasing expenditure by a third in 2007/08, stretch targets were achieved again.

### **Delivery of LTP Strategies**

The Borough and its partners have delivered numerous initiatives, which form part of an integrated strategy for delivering LTP objectives and targets. Some of the key measures include:

- Real-Time Passenger Information was launched in Maidenhead and Windsor, with 9 stops equipped in 2006/07, serving routes 6/6A, 7A/7B and 77 and route 71 equipped in 2007/08.
- Secured a Quality Bus Partnership with First Group, BAA, and Slough Borough Council for the 75/76/77 services, resulting in more frequent and extended services, newer buses, improved journey reliability and better information.
- The Borough financially supports 9 local bus services, with patronage on these services showing significant and sustained year-on-year growth - up nearly 29% in the last 2 years, with over 4 years of continuous growth.
- Over 7,500 pupils took part in Walk to School events in 2006/07 and 2007/08, with some schools encouraging up to 98% of pupils to walk to school.
- New / upgraded signal-controlled crossings have been installed in Ascot, Cookham, Maidenhead, Sunningdale and Wraysbury.
- The Council successfully took responsibility for parking enforcement on 14 January 2008. Compliance with parking restrictions and turnover of spaces have both improved significantly.

- The Borough has increased expenditure on carriageway maintenance from £750,000 in 2006/07 to £1.25 million in 2008/09. Nearly 55km of carriageway have been treated in the last two years.
- Over 360 street lighting columns have been replaced with modern low-energy units, which has not only reduced the number of obsolete / failed columns, but has also helped us to reduce our CO<sub>2</sub> emissions.

## Major Schemes

*Windsor Parking and Transport Scheme* – Following the decision not to proceed with the Park and Ride scheme serving the Windsor and Eton Relief Road corridor, the Royal Borough has been working closely with the South East England Regional Assembly (SEERA) to develop an alternative package of measures that could be submitted as a revised Major Scheme bid to deliver the benefits of the Windsor Park and Ride in a different way. This new package includes:

- Enhancements to existing park and ride facilities;
- Creation of new park and ride facilities to the west and south of the town;
- Bus priority measures at key junctions;
- Improved access for pedestrians and cyclists;
- Expansion of / improvements to existing town centre car parks;
- Comprehensive branding for car parks;
- Changes to parking regimes;
- Real-time information on congestion and parking;
- Reconstruction of the Clarence Road roundabout..

*Windsor and Eton Relief Road Maintenance Scheme* - The Council has submitted a major scheme bid in conjunction with Slough Borough Council for a comprehensive maintenance scheme to address issues affecting the A332 / A355 Windsor and Eton Relief Road. The scheme includes the following measures

- Bridge parapet replacement;
- Safety barrier replacement;
- Bridge deck waterproofing and joint replacement;
- Street lighting replacement; and
- Carriageway resurfacing.

Major Scheme bids have been submitted to SEERA as part of the 2008 Regional Funding Allocation refresh, which is the review process for committed Major Schemes across the region. At the Regional Transport Board on 23<sup>rd</sup> October 2008, the scheme was added to the regional programme and gained approval for regional funding of £4.5m with a further 10% funding from a partnership approach between Slough Borough Council and the Royal Borough of Windsor and Maidenhead.

## Progress Towards Targets

The Borough actively monitors and manages progress towards targets. In addition to the annual monitoring and reporting process, the Council prepares monthly monitoring and exceptions reports for internal use. These provide regular snapshots of progress throughout the year and provide an early warning where progress is found to be significantly different from that which is expected. This flags up anomalies that merit further investigation and highlights areas where resources should be targeted.

The Borough has made good progress in working towards both national and local targets. Highlights include:

- Substantial additional investment in maintenance programmes has reversed the deterioration in the condition of principal roads and put the Borough on track to achieve targets for the condition of both principal and non-principal roads.
- The Borough is on track to better national targets and local stretch targets for all categories of casualty reduction.
- Bus patronage levels have exceeded all expectations, with a 29% increase in the first two years of LTP2 alone, surpassing levels required to achieve both LTP2 and Local Area Agreement targets.
- Street lighting operation has continued to deliver performance in excess of target thresholds, with over 98% of streetlights operating as planned in each of the first two years of the Plan period.
- Traffic growth is being contained within the urban areas where flows are currently below anticipated trajectories.

Where targets are not on track, a comprehensive package of mitigation measures has been identified that should help to restore progress.

### **Moving Forward**

The Council has started making better use of 'Smarter Choices' initiatives, such as travel information and advice, awareness campaigns, education programmes, travel plans and integrated ticketing solutions, which can have a significant impact on travel choices and effectively complement improvements to transport infrastructure and networks.

The Borough has been working well with schools to develop School Travel Plans and has launched its School Travel Reward Scheme (STaRS), rewarding children who walk and cycle to school with free and fun sporting activities. The Council has also worked with neighbouring authorities to launch the Berkshire School Travel Excellence Programme (STEP), which is an accreditation and awards scheme designed to encourage schools to implement their School Travel Plans and keep them updated.

The Royal Borough is working with neighbouring authorities to look at how workplace travel plans are secured and monitored through the planning process, and also at how organisations can be encouraged and supported to develop travel plans on a voluntary basis. The Council has already published a best practice guide for Workplace Travel Plans.

The Council has also started to develop a Travel Plan for its own staff and members and has taken advantage of free consultancy support from the Energy Savings trust to undertake and Fleet Management Review.

The Borough has identified a number of potential sources of external funding for transport projects and will be working with neighbouring local authorities and partners on a number of cross-boundary initiatives.

## 1. Introduction

### 1.1 Background

In 2008, the Department for Transport requires each local transport authority to review their progress in implementing their second Local Transport Plan (LTP2) and to prepare and publish a concise progress report.

The Royal Borough of Windsor a Maidenhead already has in place mechanisms for the regular review of progress and risks and publishes annual progress reports on delivery of our LTP2 as part of an on-going strategy of engagement with local residents, elected members, key delivery partners and other stakeholders.

The 2008 report provides an opportunity for a broader-based review, enabling the Council not only to assess our progress in meeting our objectives and targets during the first two years of LTP2, but also to consider any opportunities or threats to effective delivery in the remainder of the five-year plan period. In particular, the report reviews risks to delivery, and identifies mitigating actions required.

### 1.2 About the Local Transport Plan

Our second Local Transport Plan represents a 5-year strategy and implementation plan for transport in the Royal Borough of Windsor and Maidenhead, covering the period from 2006/07 to 2010/11. It sets out how we intend to work towards achieving the Borough's long-term vision for transport developed in association with local stakeholders, namely:

#### Local Transport Plan Vision

*"To ensure that residents, businesses and visitors have:*

- A safe, efficient and well-maintained transport system;
- Straightforward access to everyday services and facilities; and
- A genuine choice in how they access these services and facilities."

The LTP is set within the context of the Borough's Community Strategy (2007-2013). The Community Strategy aims to address priorities highlighted by residents and other stakeholders including:

- reduced crime levels
  - improved facilities for children and young people
  - reduced speed of traffic
  - improved road safety
  - better car parking
  - better local public transport
  - reduced traffic/congestion
  - improved access to leisure facilities
  - more say on local issues
  - better quality or more affordable housing
  - restricting night flights
-



- improved local health services
- improved schools/educational standards

The Community Partnership sets out a number of ambitions based on the above priorities, which are delivered through four ambition groups:

- Supporting Children and Young People
- Supporting Adults and Older People
- Safer and Stronger Communities
- A Thriving, Cleaner, Greener Borough

The Local Transport Plan has direct links with the Thriving Cleaner Greener Borough Ambition Group, but also feeds into the other groups as and when required.

The LTP identifies how we intend to improve local transport infrastructure and services, tackling those issues that have been identified through consultation as being important to our local communities. It also seeks to support the work of other service areas within the Council, as well as external partner agencies.

The LTP has been progressed by a project board with membership drawn from across the authority's service areas. This in turn is coordinated by a steering group comprising senior management representatives from the affected service areas. Additionally, we have sought to engage neighbouring local authorities on cross-boundary issues and other key stakeholders, including: schools and colleges; healthcare providers; the police; strategic road and rail authorities; and public transport operators.

A number of possible strategy options were identified through consultation and subsequently appraised and evaluated with reference to best practice from the UK and abroad. In assessing the effectiveness of potential solutions to the transport issues identified, the Borough sought to take account of future changes likely to affect local and strategic transport systems, as well as considering existing problems. The final strategy has been developed around the following core components:

- *Mobility Management* – Supporting measures (e.g. education programmes, information services, travel plans, etc) that enhance the effectiveness of primary investment in transport infrastructure and services.
- *Network Management* – Measures designed to improve the efficiency of transport networks, maintain them to a suitable standard, protect sensitive environments and improve road safety.
- *Sustainable Transport* – Measures designed to improve access by public transport, walking and cycling and reduce dependency on the private car for everyday travel.
- *Demand Management* – Measures that discourage unsustainable transport patterns through capacity constraints, access restrictions or charging regimes (e.g. on and off-street parking management).

The resulting strategy seeks to tackle important local issues with an emphasis on making the best possible use of existing infrastructure and services, while delivering the greatest return from any investment in new infrastructure.

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## 2. Delivery of the LTP Programmes

### 2.1 Sources of LTP Investment

One of the primary sources of funding for Local Transport Plans is the annual LTP settlement from Government. Each settlement consists of 2 parts: an integrated transport block and a maintenance block.

The LTP settlement is comprised predominantly of borrowing approvals, with a limited amount of grant funding. The Council uses the LTP settlement figures as a guideline for its transport expenditure and has sought to deliver a comprehensive programme, making effective use of its own budgets to supplement LTP grant funding, whilst maximising opportunities for third party funding, such as developer contributions.

In previous years, settlement figures were confirmed just a few months prior to the start of each financial year. Also, the amounts were indicative and liable to change according to Government Spending Reviews. However, allocations are now confirmed for the remaining 3 years of the plan period, enabling the Council to prepare future year programmes with increased levels of certainty. **Table 2.1** details the Borough's settlements for each of the 5 years of LTP2.

**Table 2.1: LTP2 Settlement Figures**

		2006/07 (£ 000s)	2007/08 (£ 000s)	2008/09 (£ 000s)	2009/10 (£ 000s)	2010/11 (£ 000s)
Integrated Transport	Borrowing Approval	1,354	1,063	908	859	807
	Grant	0	397	454	429	403
Maintenance	Borrowing Approval	1,648	1,236	1,913	2,104	2,420
	Grant	0	594	0	0	0
<b>Total</b>		<b>3,002</b>	<b>3,290</b>	<b>3,275</b>	<b>3,392</b>	<b>3,630</b>

In addition to capital expenditure on new or upgraded infrastructure, the Council also commits a considerable amount of revenue expenditure to deliver core services that support LTP objectives and targets, including:

- Routine maintenance;
- Car park operations;
- Decriminalised parking enforcement;
- Shopmobility scheme;
- Support for community transport;
- Subsidies for non-commercial bus routes;
- Road safety education; and
- School Crossing Patrols.

**Figures 2.1 and 2.2** below show that in 2006/07, revenue funding accounted for around two thirds of all LTP2 expenditure and external funding accounted for over a third of all capital expenditure. For 2007/08, capital expenditure increased significantly, with external capital accounting for over 70% of all capital expenditure. In particular, the Council has been very successful in securing developer contributions. A rigorous formula-based approach has been adopted and incorporated into a Supplementary Planning Document. A

list of schemes for which contributions may be sought has been prepared and is updated annually, providing clarity and transparency to the process.

Figure 2.1

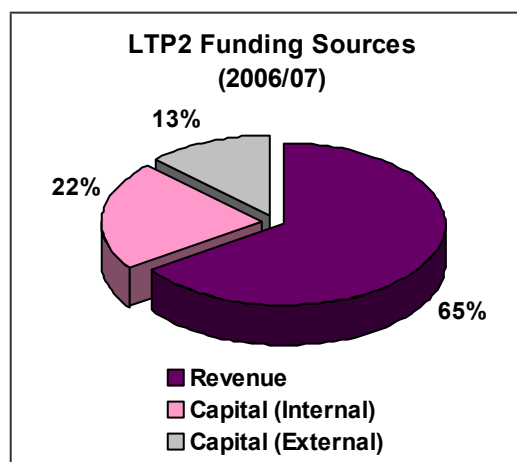
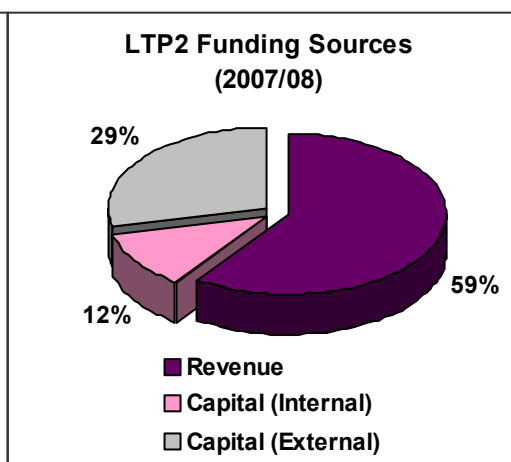


Figure 2.2



## 2.2 Capital Programme

Table 2.2 shows that expenditure on the Borough's LTP capital programme for 2006/07 amounted to 94.5% of the DfT settlement figure. Expenditure on integrated transport measures was consistent with the DfT settlement figure, while expenditure on maintenance schemes was within 10% of the DfT settlement figure.

Table 2.2: LTP Settlement vs. Expenditure (2006/07)

	Integrated Transport	Maintenance	Total
DfT Settlement	£1.354 million	£1.648 million	£3.002 million
Actual	£1.348 million	£1.488 million	£2.836 million

Table 2.3 shows that in 2007/08, LTP capital expenditure exceeded the overall DfT settlement figure by over £0.5 million or 16%. Expenditure on integrated transport was 40% above the LTP settlement figure and over £693,000 above the previous year's spend. Maintenance expenditure was approximately 95% of the LTP settlement figure and £286,000 more than in 2006/07.

Table 2.3: LTP Settlement vs. Expenditure (2007/08)

	Integrated Transport	Maintenance	Total
DfT Settlement	£1.460 million	£1.830 million	£3.290 million
Actual	£2.041 million	£1.774 million	£3.815 million

## 2.3 Revenue Programme

Table 2.4 and Figures 2.3 and 2.4 provide a breakdown of the Borough's revenue expenditure on transport in 2006/07 and 2007/08. The Borough's revenue spend is nearly £5.5 million per annum, with network maintenance accounting for around three quarters of all expenditure. These figures exclude a number of items such as Concessionary Fares and Home to School Transport (which together account for a further £3.4 million), as these are considered to be statutory requirements external to the LTP process.

Table 2.4: Revenue Expenditure

LTP Programme	2006/07 Gross Expenditure (£000s)	2007/08 Gross Expenditure (£000s)
Network Maintenance	£3,868	£3,914
Traffic Management	£541	£480
Road Safety	£130	£380
Public Transport	£830	£910
<b>Total</b>	<b>£5,369</b>	<b>£5,684</b>

Figure 2.3

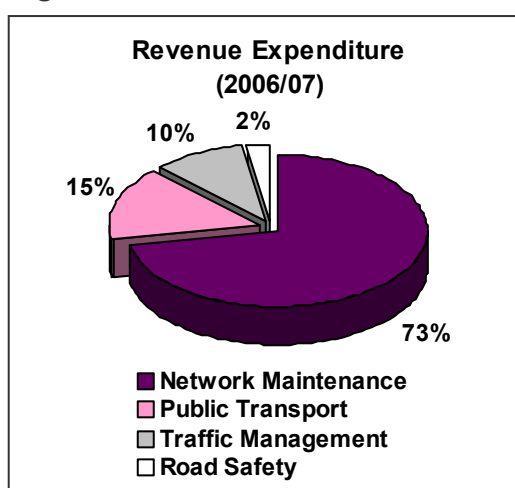
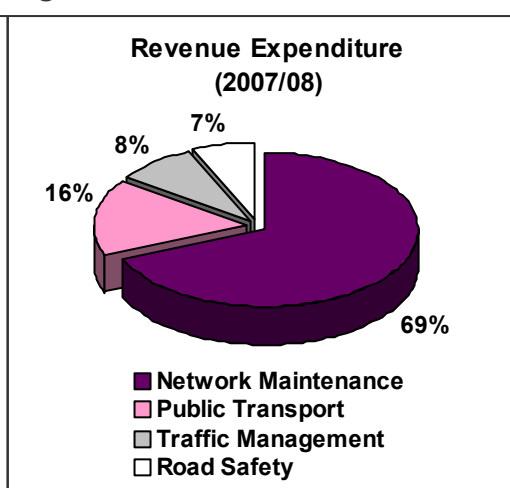


Figure 2.4



## 2.4 Use of Resources

When the LTP was produced, it included a provisional 5-year capital programme, broken down into various scheme types. **Table 2.5** shows how the Borough's actual expenditure has compared with original estimates. It can be seen that for each of the first 3 years, overall expenditure has been significantly above original estimates, showing our commitment to this key service for the travelling public.

In 2006/07, expenditure across most of the categories was broadly in line with original predictions. The main variation was in relation to Horton Road, where works were required to repair extensive damage done by the burst supply tunnel for the Queen Mother Reservoir.

For 2007/08, the main variations were as follows. Additional expenditure on highway maintenance was required to reverse deterioration in the condition of the network. The Maidenhead Bridge scheme was slipped to 2008/09, to enable better co-ordination with utility works and a more comprehensive campaign. The exceptional maintenance scheme bid for Windsor and Eton Relief Road was unsuccessful, so parapet replacement works and other bridge schemes were not progressed. Additional feasibility work was required for Windsor Park and Ride to address arising issues and to develop alternative options. Work on developing Maidenhead Station Transport was deferred pending input from other sources (i.e., Crossrail, Partnership for the Rejuvenation of Maidenhead (PRoM), Thames Valley Inter-Urban Bus Study, etc). Car park health and safety improvements were brought forward to deliver

energy saving measures (lighting and power management) identified through the Local Authority Carbon Management Programme (LACaMP) that had a 2-year payback time. The timescale for bringing in Decriminalised parking enforcement was compressed to address widespread abuse of restrictions, which was impacting on congestion and the local economy.

Known variations affecting the LTP Capital Programme in 2008/09 include the following.

- Additional expenditure has been devoted to highway and footway reconditioning programmes in order to tackle the backlog of maintenance schemes and restore progress towards targets.
- Expenditure on drainage schemes was increased as a response to the floods of July 2007, which highlighted a number of areas where urgent improvements were required.
- The street lighting replacement programme was expanded as a result of an 'invest to save' scheme, tackling the backlog of obsolete / life-expired columns while delivering significant reductions in energy usage and CO<sub>2</sub> emissions identified through LACaMP.
- Maidenhead Bridge works have been carried forward from 2007/08.
- Despite submitting a more robust Exceptional Maintenance Scheme bid for the Windsor and Eton Relief Road, this was again rejected by the Department for Transport, which meant that a number of bridge schemes could still not be progressed. The bid has since been submitted as a Major Maintenance Scheme bid and is being considered for funding by the South East England Regional Assembly.
- Safer Routes to School expenditure has been increased to recognise the growing demand for schemes as more schools complete their School Travel Plans.
- There are also schemes involving partnership working, where external funding has become available.

Generally, where schemes have slipped they can be reprogrammed for inclusion in future years' capital programmes. The exceptions are where significant sums of external funding are involved. In such cases, alternative funding sources are generally sought.

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Table 2.5: LTP Programme – Predicted vs. Actual

	LTP Expenditure (£000s)					
	2006/07 Predicted*	2006/07 Actual	2007/08 Predicted*	2007/08 Actual	2008/09 Predicted*	2008/09 Stretch Target
Highway reconditioning / surface treatment	750	776	750	1,066	800	1,250
Highway Drainage	185	93	190	148	90	374
Replacement Street Lighting	130	135	130	143	100	745
Footway reconditioning	50	49	55	62	55	143
Thames Bridge, Maidenhead	0	21	460	0	0	350
Bridge parapet safety improvements	93	48	65	59	65	122
Relief Road Parapet Replacement	0	0	185	0	0	0
Bridge health & safety improvements	80	61	105	102	105	142
Other bridge schemes	90	85	340	15	340	10
Highway improvements / road safety / traffic management	525	632	450	593	500	575
Town centre parking schemes (includes Park & Ride)	40	51	45	486	300	250
Safer Routes to School	30	13	30	37	30	112
Intelligent Transport Systems (RTPI / Signing Review)	215	140	200	101	200	200
Maidenhead Station, transport hub	50	0	75	0	75	45
Car park improvements / Health & Safety	85	89	105	271	100	0
Public rights of way improvements	61	90	55	78	60	60
Pedestrian Infrastructure Improvements	20	60	20	60	20	200
Decriminalised parking enforcement	30	8	100	408	100	50
Public transport infrastructure improvements	50	2	50	34	50	96
Cycle network improvements	75	48	75	80	75	85
Verge parking	75	57	100	71	100	129
Horton Road repairs	0	378	0	0	0	0
Other LTP Schemes	0	0	0	0	0	90
<b>TOTAL</b>	<b>2,634</b>	<b>2,836</b>	<b>3,585</b>	<b>3,815</b>	<b>3,165</b>	<b>5,028</b>

\* As per provisional 5 year capital programme set out in Chapter 8 of LTP2.

## 2.5 Programme Management

The Council has adopted a rigorous approach to programme management in order to ensure that a full programme is delivered. LTP2 is identified as a Corporate Major Project and is managed through our corporate “SPRUCE” management system and our computer project management system “Work Together”. Delivery is co-ordinated by the LTP Project Board, consisting of technical officers, with the Board reporting up to the LTP Steering Group, consisting of senior managers.

At the start of each year, basic and stretch targets for both scheme delivery and expenditure are established, together with anticipated profiles for each. Experience from the first LTP suggested that typically around 80% of schemes programmed at the start of the year were being progressed to completion within the same financial year. It is inevitable that some schemes will be delayed or will not be able to be progressed for a variety of reasons. For example, delays may be incurred in order to address issues identified through consultation or to improve coordination with utility works or other projects. Also, feasibility work may indicate that costs are higher than anticipated, or identify technical reasons for not progressing a scheme.

For 2006/07, base targets for expenditure and scheme delivery were set at 80% and ambitious stretch targets were set at 100%. Progress was monitored and reported monthly to provide early warnings of where progress is deviating from anticipated trajectories, enabling remedial action to be taken in a timely fashion.

For 2007/08, the LTP capital programme was expanded significantly from less than £3 million to more than £4 million. With such an increase in programme size, the risks of schemes slipping were also greater, so the stretch target was set to just over 90% for expenditure and scheme delivery. The profile and targets for expenditure were revised following the Cabinet decision in November not to proceed with Park and Ride along the Windsor and Eton Relief Road, which meant that approximately £500,000 of funds would not be spent.

The Council has started to look ahead beyond the immediate financial year and is developing at least two years worth of programmes. This has meant that where schemes cannot be progressed, reserve schemes can be quickly identified and brought forward in order to maintain the required level of progress, whilst continuing to deliver agreed local priorities.

This approach has proved successful and demonstrates the Borough’s commitment and ability to deliver schemes, which is now a key DfT performance measure. It has also enabled the Borough to achieve its stretch target for expenditure and scheme delivery in the first two years of LTP2, as illustrated in **Figures 2.5 to 2.8** below.

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Figure 2.5: Expenditure Profile 2006/07

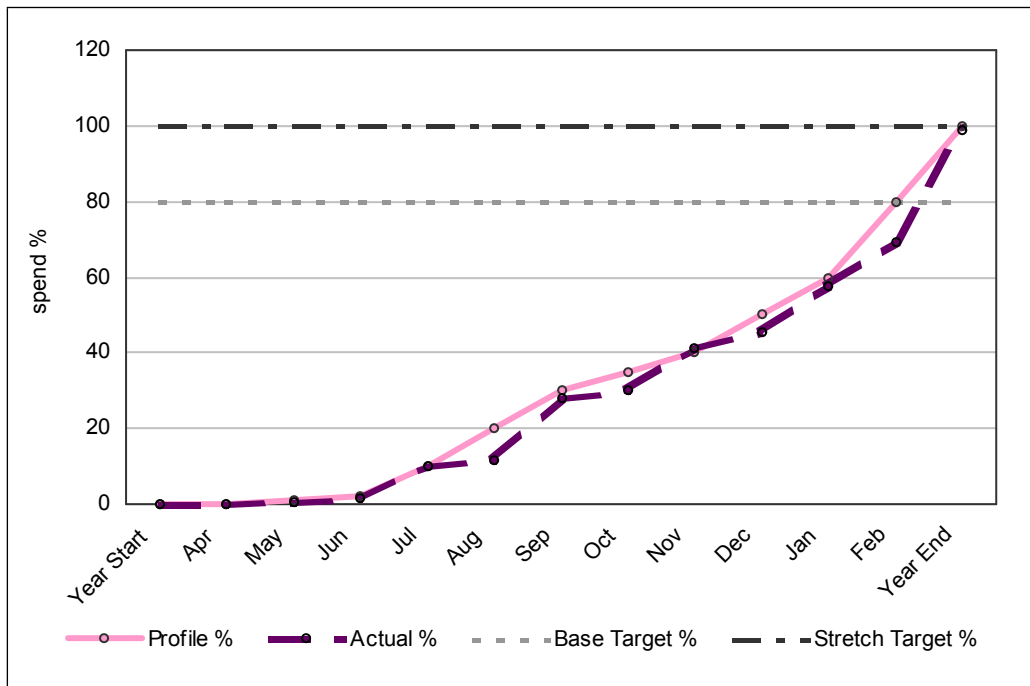


Figure 2.6: Scheme Delivery Profile 2006/07

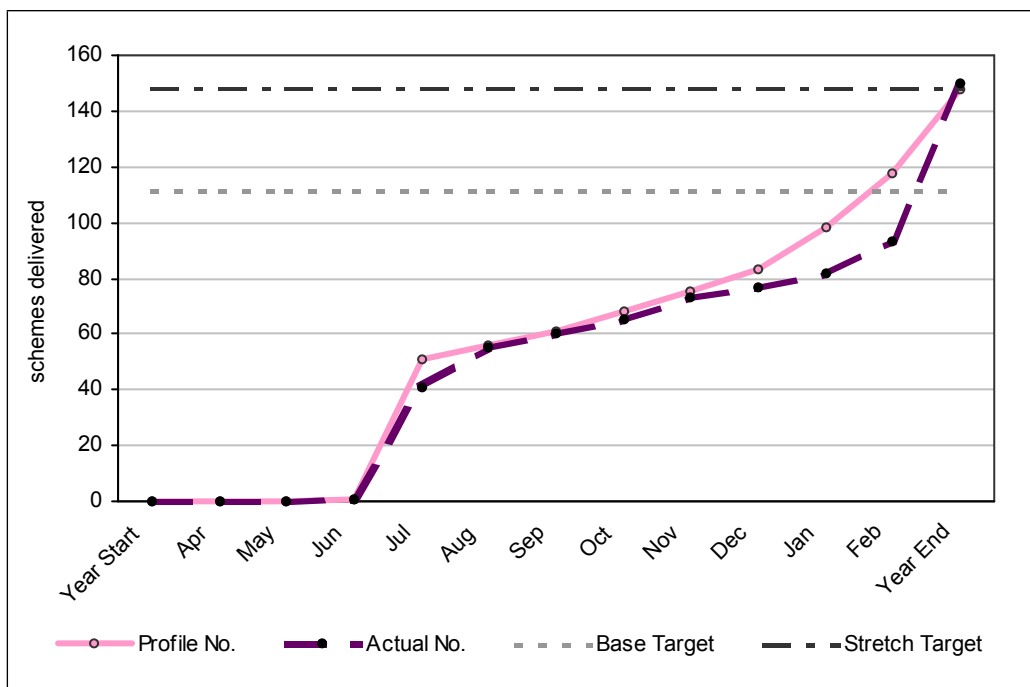
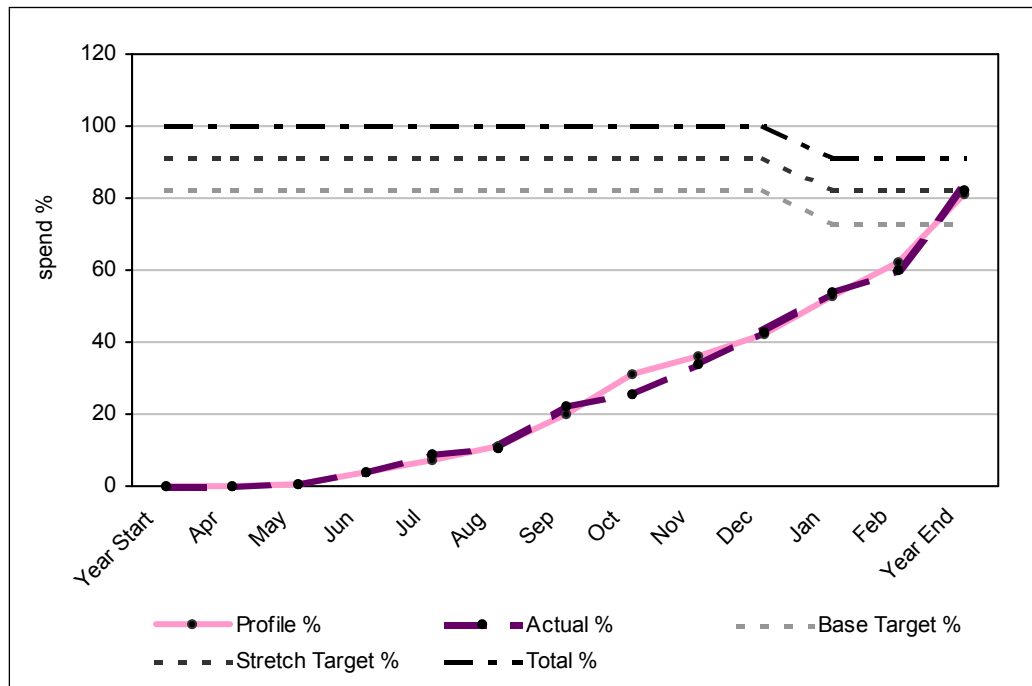


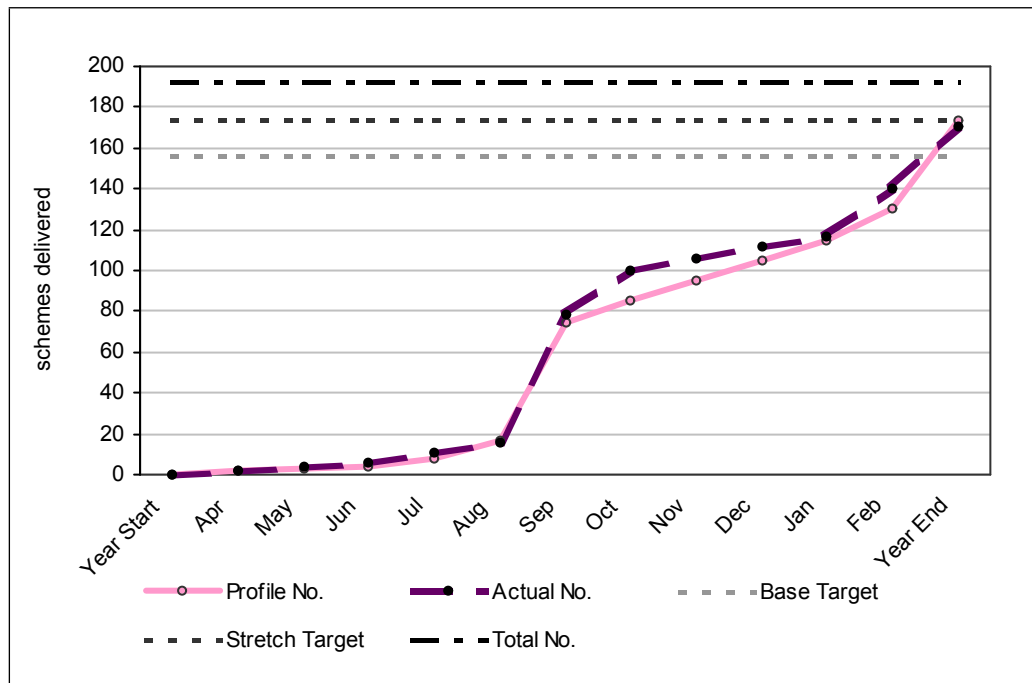


Figure 2.7: Expenditure Profile 2007/08\*



\* The target was reprofiled part-way through the year following the decision by Cabinet not to proceed with the original Windsor Park and Ride proposal.

Figure 2.8: Scheme Delivery Profile 2007/08



### 3. Implementation of the LTP Strategies

#### 3.1 Review of Transport Issues & Priorities

*Change of Political Administration* - The borough's new administration took office in May 2007. While there have been no fundamental changes to the Local Transport Plan as a result of the change in administration, there have been some important changes in emphasis, which are tied to the following key manifesto pledges:

- A commitment to increase spending on highway maintenance;
- Encourage more walking and cycling for local journeys;
- Listen to bus users and residents and seek improvements to bus routes;
- Encourage car sharing to reduce congestion;
- Remove unnecessary parking restrictions (particularly in areas of high demand, such as terraces, in order to prevent inappropriate parking / obstruction);
- Remove unnecessary / superfluous signage and street furniture.

*Community Strategy* - The Royal Borough's new Community Strategy was developed by the Community Partnership (comprising elected members and the executive directors from participating agencies, voluntary groups and community groups) and launched in Autumn 2007. This incorporated minor changes to reflect the new priorities from the Borough's pilot Local Area Agreement (LAA) with the government, which was signed in March 2007. The Community Strategy was changed to align itself with the LAA process and themes.

Under the new arrangements, two former ambition groups have merged – 'Getting About', which covered matters relating to transport and accessibility, and 'Good Place to Live, Work and Visit'. These are now addressed under the 'Thriving, Cleaner, Greener Borough' theme.

Each of the ambition groups spent a considerable time in 2006 reviewing its priorities, both strategic and local. Priorities with respect to transport were broadly consistent with those already identified in the LTP and included:

- Significantly reducing theft from vehicles and vehicle interference;
- Improving travel for people with transportation difficulties that includes accessibility of public transport, car parking and pedestrian facilities;
- Encouraging, enabling and providing a wider choice of ways of getting about;
- Improving access to the countryside through public rights of way;
- Promoting sustainable homes, lifestyles and behaviours;
- Enhancing the safety of all road users;
- Children and young people are educated, encouraged and enabled to lead healthy lifestyles including walking and cycling to school.

*Local Area Agreements* - A Local Area Agreement (LAA) is a three-year agreement that sets out the priorities for a local area. It is agreed between Central government, represented by the Government Office, and a local area, represented by local authorities and the Community Partnerships.

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From 2008, LAAs became the main mechanism by which central government, local authorities and LSPs strike a deal on a set of improvement targets for the locality to deliver improved outcomes for local people.






The Borough's new Local Area Agreement includes a number of reward targets, where challenging targets have been set across a number of local priority areas that also coincide with national performance indicators. Achievement of these targets will attract significant reward funding from Government. With respect to transport, reward targets were set for the following national indicators:

- NI 177: Local Bus and Light Rail Passenger Journeys
- NI 198: Children Travelling to School – Mode of Transport Usually Used (reducing the proportion of children travelling by car and increasing the proportion walking, cycling or using public transport)

The Borough is liaising with the Government Office for the South East (GOSE), to develop new accessibility targets as part of the 2009 Local Area Agreement refresh.

### 3.2 Contribution to LTP Objectives






The Borough's Local Transport Plan Objectives are:

-  To maintain our transport assets;
- To  improve safety for all transport users;
-  To improve journey reliability and address congestion;
-  To reduce the impact of transport on the environment;
-  To improve access to everyday facilities.

We have carried out approximately 350 various projects and activities that have contributed to a combination of our LTP Objectives ranging from travel plans, travel information & campaigns, transport initiatives and local safety schemes.

The Council and its partners have developed a strategy designed to deliver these objectives and **Table 3.1** provides a summary of the activities undertaken under each strategy heading and indicates how they contribute to the LTP objectives.

**Table 3.1: Contribution of Schemes / Initiatives to LTP Objectives**

Programmes	Outputs / Outcomes	LTP Objectives				
						
<b>Mobility Management Measures</b>						
Workplace Travel Plans	6 outline travel and 2 final travel plans were submitted and agreed for new developments			✓	✓	✓
School Travel Plans	The Borough worked with 20 schools to develop school travel plans and secure Government grant funding of £113,493 which goes directly to the schools to help them implement their Travel Plans.			✓	✓	✓

Programmes	Outputs / Outcomes	LTP Objectives				
		1	2	3	4	5
Walking Buses	6 Schools secured Government grants for walking buses or walking reward schemes		✓	✓	✓	✓
Travel Information	Real-Time Passenger Information (RTPI) launched in Maidenhead and Windsor, with 9 stops equipped in 2006/07, serving routes 6/6A, 7A/7B and 77 and route 71 equipped in 2007/08			✓	✓	✓
Travel / Road Safety Education	Over 500 pupils undertook cycle training each year 5,346 pupils received road safety awareness training 660 pupils were involved in pre-driver education Circa 600 pupils pa attended Junior Citizen events Various road safety resources loaned to schools 20 schools received Theatre in Education shows on Pedestrian Safety		✓	✓	✓	✓
Travel / Road Safety Campaigns	Over 7,500 pupils took part in Walk to School events in 2006/07 and 2007/08, with some schools encouraging up to 98% of pupils to walk to school  RBWM promoted the following road safety campaigns: <ul style="list-style-type: none"> <li>Speed - 'Slow Down, Watch Your Speed' / Speed Indicator Device (SID) / roadside checks / 20mph sign competitions</li> <li>Young Drivers - 'For My Girlfriend' / Child Road Safety - 'The Green Cross Code' / Safe Drive Stay Alive / 'Be Bright, Be Seen'</li> <li>Drink Drive (Summer and Christmas)</li> <li>Cycle Safety</li> <li>Seatbelts and Child Seats</li> <li>Mobile Phones</li> </ul>		✓	✓	✓	✓
<b>Sustainable Transport Measures</b>						
Quality Bus Partnership	Secured a Quality Bus Partnership with First Group, BAA, and Slough Borough Council for the 75/76/77 services, resulting in more frequent and extended services, newer buses, improved journey reliability and better information			✓	✓	✓
Supported Bus Network	Financially supported 9 local bus services, with patronage on these services showing significant and sustained year-on-year growth, and up nearly 29% in the last 2 years, with over 4 years of continuous growth.			✓	✓	✓
Community Transport	Provided financial support for the People to Places community transport service and for Shopmobility			✓	✓	✓
Concessionary Fares	Provided a concessionary fares service for elderly and disabled passengers that is in excess of statutory requirements, including direct payments for people who are unable to travel by bus due to infirmity			✓	✓	✓
Taxi Facilities	Completed a new taxi rank facility on Queen Street, Maidenhead			✓	✓	✓
Pedestrian Network Improvements	Installed new / upgraded signal-controlled crossings in Ascot, Cookham, Maidenhead, Sunningdale and Wraysbury		✓	✓	✓	✓
Cycle Network Improvements	Provided: advanced stop lines at 2 locations; new upgraded cycle routes at 2 locations; a new toucan crossing; and cycle parking at 9 locations		✓	✓	✓	✓
<b>Network Management Measures</b>						
Local Road Safety Schemes	Schemes including new / reduced speed limits, junction improvements, signing and lining enhancements, and anti-skid surface treatments		✓			

Programmes	Outputs / Outcomes	LTP Objectives				
		1	2	3	4	5
Safer Routes to Schools	SRTS schemes introduced at Furze Platt Senior School, Trinity St Stephen's and Wraysbury Primary School, with measures including a advanced stop lines, pedestrian crossing and 20 mph zone		✓	✓	✓	✓
Verge Parking	4 schemes constructed to improve on-street parking management, while protecting grassed areas	✓	✓	✓		
Decriminalised Parking	The Council successfully took responsibility for parking enforcement on 14 January 2008. This followed an intensive period of preparation, including: a review of all Traffic Regulation Orders in the borough; extensive liaison with statutory consultees; review of enforcement software / hardware options; and a full financial assessment to ensure that the scheme would be affordable.		✓	✓		
Carriageway Maintenance	22 km resurfaced in 2006/07 and 32.5 km in 2007/08 100% of actionable pot-holes filled within 24 hours of reporting	✓	✓	✓		
Footway Maintenance	1.5 km resurfaced	✓	✓	✓		✓
Bridge Maintenance	1 bridge strengthened 16 parapet replacement schemes	✓	✓	✓		
Street Lighting Maintenance	Over 360 columns have been replaced with modern low-energy units	✓	✓			✓
Public Rights of Way	Schemes included: footbridge refurbishment; surfacing works; access improvements; signing and way marking improvements; and clearance of vegetation. In 2007/08, a missing link on the Thames Path National Trail was completed by constructing a raised walkway beneath Cookham Bridge, thus enabling users to avoid a busy road crossing over the A4094.	✓	✓			✓

### 3.3 Use of Road Safety Grant Funding

RBWM continues to support and play an active role within the Thames Valley Safer Roads Partnership . This is a partnership between:

- the nine highways authorities in Berkshire, Buckinghamshire and Oxfordshire;
- the Highways Agency;
- the Crown Prosecution Service;
- Her Majesty's Courts Service; and
- Thames Valley Police

It is evolving from a camera partnership to a safety partnership, which looks at the issues associated with roadside enforcement and driver education in order to reduce inappropriate speeds and injuries associated with road crashes.

In addition to supporting the Partnership, RBWM has been using its Road Safety Grant funding to significantly extend its Speed Indicator Devise (SID) programme, using temporary vehicle activated Speed Indicator Devices and Speed Limit Reminder signs. Such signs enable the Council to quickly respond to concerns about inappropriate speed in a particular location. We have also linked the SID programme to increased speed monitoring in order to quantify

and evaluate such problems. This information will be fed into the review of speed limits across the Borough.

### 3.4 Contribution to Wider Objectives

In addition to delivering national and local transport objectives, many of the LTP initiatives also contribute directly to wider objectives such as those relating to:

- Health / obesity
- Sustainable development
- Economic development / regeneration

*Improving Health and Tackling Obesity* – Encouraging children to walk and cycle to school is important not only in terms of reducing traffic congestion and improving road safety, but also in terms of improving child health and fitness levels and tackling childhood obesity. Research conducted by University College London has shown that amongst some children, the number of calories burned walking to and from school is more than that burned in two hours of PE.

Targets for decreasing the proportion of children travelling to school by car, and for increasing the proportion of schools with active school travel plans, form part of the Borough's Children and Young People Plan.

School Travel Plans seek to identify issues that might affect pupil's ability or willingness to walk or cycle to school and include action plans designed to address these issues.

The Council recruited a temporary, full-time School Travel Officer in February 2008 to work with schools in order to develop School Travel Plans and promote active modes of travel to school.

The Borough succeeded in developing 20 School Travel Plans during the first two years of LTP2, increasing the proportion with active School Travel Plans to 40%. The School Travel Officer is already working with a further 18 schools in 2008/09, including a number of independent schools.

Schools with approved School Travel Plans are given priority for inclusion in the Borough's Safer Routes to Schools programme. This seeks to make infrastructure improvements to routes used by children to walk and cycle to school, and addresses key issues raised through consultation for School Travel Plans. Measures introduced include:

- 20 mph zones;
- New / improved crossing facilities;
- New / widened footways; and
- New / improved cycle routes.

The Council has also worked with neighbouring local authorities to develop the School Travel Excellence Programme (STEP), which was launched in October 2007. This accreditation and awards scheme is designed to encourage and support schools that have yet to develop travel plans, and to help schools with established plans to continually improve and implement them effectively. St Mary's Primary School in Maidenhead is one of the first schools across Berkshire to achieve the Gold standard under the STEP scheme.

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The School Travel Reward Scheme (STaRS) was also launched in October 2007. This is an area wide incentive scheme, which initially offered rewards of free swims at local leisure centres to children who regularly walk and cycle to school rather than travelling by car.

The scheme was piloted with around 10 schools and has proved popular. STaRS is being significantly expanded for 2008/09 to include a range of new rewards involving local sports clubs as well as the Borough's leisure centres. The scheme is now thought to be one of the most comprehensive of its type with rewards on offer including:

- Free swims;
- Free skate park sessions;
- Free roller disco entry and skate hire;
- Free judo lessons;
- Free karate lessons;
- Free trampolining sessions;
- Free badminton coaching;
- Free basketball coaching;
- Free tennis coaching;
- Free football coaching; and
- Free multi-sports / multi-mayhem activity days.

The School Travel Officer seeks to work closely with other officers within the Council, as well as external stakeholders to promote active travel to schools. In particular, there has been extensive joint working on initiatives concerned with Eco Schools, Sustainable Schools and Healthy Schools.

As well as local initiatives, the Borough also supports wider campaigns such as National Walk to School Week and International Walk to School Month. For May 2008, the Council purchased 7,000 resource packs for the 36 schools taking part. Schools that monitored travel patterns during the event reported significant changes in travel behaviour, with several encouraging between 80% and 90% of pupils to walk to school.

*Sustainable Development* – Transport plays an integral part in delivering sustainable development. The Borough has robust policies in place to ensure that the transport implications of any new developments are considered from the outset and any impacts are properly mitigated.

Travel plans represent one of the key mechanisms through which sustainable transport objectives can be delivered and are sought in relation to major applications for new development, including commercial premises, large housing sites, education facilities and healthcare provision. Travel plans are generally secured through Section 106 Agreements, and aim to reduce reliance on the private car, while promoting sustainable modes of travel and effective use of information and communications technology to reduce the need for travel where appropriate.

The Borough's requirements for Travel Plans are set out in the Supplementary Planning Document (SPD) on Planning Obligations and Developer Contributions. The SPD includes one primary target, which all travel plans must meet as a minimum requirement:

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*'The daily car/employee ratio should not exceed 70% at any time during the first year of occupation of the site and shall be reduced a further 5% each year for the next two years. The target will be reviewed with the Council every three years. This means that not more than 70 employees should drive cars to the site (or vicinity of the site) per day for every 100 people in the first year, and will reduce to 60 employee cars for every 100 people in the third year.'*

Developers are required to submit an Interim Travel Plan covering transport infrastructure internal and external to the site, and which may also include financial contributions to public transport services or wider schemes with access, mobility or environmental benefits. The Interim Travel Plan should also include an outline proposal for the Final Travel Plan with targets agreed by the Council.

Occupiers are required to develop the Final Travel Plan, which should be submitted to the Council for approval within three months of first occupation. The occupier must also appoint a Travel Plan Co-ordinator to manage the travel plan and provide baseline data against which progress is monitored through annual reporting.

A total of six new Interim Travel Plans and two Final Travel Plans have been submitted and approved during the last two years, covering a range of developments. The Council has also started work on preparing its own travel plan to cover commuting and business travel for its own employees.

The Borough is also working with neighbouring local authorities to share best practice and to identify opportunities for joint working for areas such as promotional activities, guidance and workshops.

### **3.5 Case Studies**

The following case studies highlight some of the projects that the Council and its partners have delivered over the last two years and show how the LTP Capital and Revenue programmes contribute to achievement of local and national targets.

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### Case Study 1: Resurfacing Programme

**Background:** The Council maintains 72.6km of A-roads, 71.6km of B-roads, 103.1km of C-roads and 434.5km of unclassified roads. Effective evaluation of condition and other data, and prudent use of available funding are of paramount importance. The current strategy is to reduce the backlog of maintenance schemes and improve performance indicators by targeting sections of road approaching intervention thresholds, as well as improving coordination between reactive and routine maintenance. Emphasis is on preventative maintenance and effective use of treatments such as surface dressings and thin surfacing.

**Condition Assessment:** The authority carries out SCANNER, CVI, DVI and SCRIM surveys as well as gathering information during safety inspections carried out by Streetcare Officers. Survey information is then processed using UKPMS software. Using this processed data, a further detailed visual inspection is carried out before arriving at the final priority list and the treatment. Other information received from members of the public, elected members and parish councils are also considered at this stage, before carrying out the final detailed visual inspection.

#### Road condition: % where structural maintenance should be considered

	2006/2007	2007/2008
Principal Roads	16.7	14.0
Classified Non-Principal Roads	19.0	9.0
Unclassified Roads	29.2	28.0

**Maintenance Programme and Funding:** Additional funding of £250,000 was provided to make up a total of approx. £1 million for the resurfacing programme in 2007/08. Approximately 33km of carriageway were resurfaced or surface treated in 2007/08 compared to 22km in the previous year. Adopting a preventative maintenance strategy, we were able to treat an increased length of 10.45 km (approx. 50% increase in treated length) at only 30% increased cost, thereby improving productivity and value for money.

#### Resurfaced / Surface Treated Road Lengths (km)

	2006/07	2007/08
Principal Roads	0.64	9.0
Classified Non-Principal Roads	11.89	16.5
Unclassified Roads	9.52	7.0

**Continuous Improvement:** As part of implementing continuous improvement, this year we have successfully reactivated the in-house UKPMS system and processed condition data for 2007/08. This will further improve the prioritisation and deterioration modelling process, as well as contribute towards the implementation of Highway Asset Management. It is also intended to look at the maintenance backlog using this system and to use 'what if' scenarios to model conditions and budgetary requirements. The two-year rolling programme developed last year will be further developed towards a five-year programme. Modelling of conditions and budgets based on whole life costing and the use of GIS will also be introduced.

## Case Study 2: Real-Time Passenger Information (RTPI)

Real Time Passenger Information (RTPI) was launched in 2006/07 in Windsor and Maidenhead. Displays were installed in the following locations:

### Windsor

- Dedworth Road (Tesco)
- High Street (Parish Church)
- Thames Street
- Lower Peascod Street

### Maidenhead

- Frascati Way
- High Street
- Woodlands Park

The RTPI system uses GPS (Global Positioning System) technology to monitor the movements of buses and therefore can accurately predict the arrival of each vehicle at individual bus stops. In addition to providing real-time travel information at bus stops, passengers can access information in the home, at work, or when on the move via the Internet\* or through SMS text messaging.



For the initial phase, RTPI was introduced on two Borough Bus branded routes operated by Courtney Coaches: 6/6A, Cranbrook Drive – Maidenhead – Windsor; and 7A/7B, Halifax Road – Maidenhead Town Centre – Woodlands Park. Route 77, Heathrow Airport – Slough – Windsor, operated by First, was also equipped.

2007/08 has seen the introduction of RTPI on Route 71, Heathrow Airport – Staines – Old Windsor – Windsor – Slough, operated by First. The majority of buses serving Heathrow from routes within the Borough are now equipped for RTPI. There are four at-stop displays being installed on Straight Road in Old Windsor in 2008/09 and the system will continue to be rolled out across the Borough over the remaining years of LTP2.

RTPI is vital in removing uncertainty associated with bus travel, providing people with the information that they need in order to plan their journey effectively. It is also hoped that RTPI will significantly increase the attractiveness of bus travel, encouraging more people to consider the bus for everyday, local journeys, thus contributing to a range of LTP targets associated with congestion, air quality and accessibility. It is also hoped that the improvements will be reflected in user satisfaction ratings.

Now that the RTPI system is fully operational, timing data from the GPS vehicle tracking system is being used to record bus punctuality data for reporting on National Indicator 177.

\*<http://rbwm.acislive.com/>

### Case Study 3: Local Safety Scheme

B3026 Pockocks Lane / Eton Road is an important local distributor road, partly in an urban area, but mainly in a rural setting. It is typical of the varied road safety problems faced by the Borough and demonstrates how the introduction of various small schemes as part of a comprehensive review of a route can bring about road safety benefits, together with improvements for local residents and other road users.

There were a number of issues affecting the road:

- The mini-roundabout junction with Slough Road had a particularly poor road safety record for cyclists,
- There were difficulties in finding a suitable location to site a new pedestrian / cyclist crossing;
- There was a section of road with a poor road safety record due to vehicles failing to negotiate a series of bends, together with excess vehicle speeds through a residential area and outside a school, resulting in a small cluster of injury crashes.

Reducing the speed of vehicles along the road was considered to be a key issue in dealing with the problems. However, due to the rural nature of the road, it was felt that reducing the existing 40mph speed limit to 30mph would not be appropriate as it would not be respected by motorists.

The package of measures successfully implemented to address these problems includes:

- Remodelling the mini-roundabout to reduce the number of approach lanes in each direction from two to one.
- Introducing double white lines through the series of bends together with edge of carriageway markings to visually narrow the road and emphasise the severity of the bends
- Re-positioning the commencement of the 30mph speed limit to improve its' conspicuity, together with enhanced gateway signing and textured road surfacing.
- Renewed and improved lining outside of the school.
- Regular use of Speed Indicator Devices and Speed Limit Signing on the route to remind drivers of the speed limit.
- Working with Eton College to implement a new toucan crossing.



Although it is too early to review the impact of the package of measures on vehicle speeds and the number of crashes in the area, feedback on the impact of the scheme has been positive.

#### Case Study 4: Decriminalised Parking Enforcement

Following a 15-month project to ascertain the feasibility and financial implications of a scheme, the Council agreed that Decriminalised Parking Enforcement (DPE) should be implemented in January 2008.

The main success indicators for the scheme were identified as:

- a reduction in non-compliance with parking restrictions;
- increased turnover in available parking spaces;
- reduced traffic congestion in town centres; and
- improved parking for residents, visitors and businesses across the Borough.



To this end, an additional ten parking attendants were employed in November 2007 and January 2008.

To date (end of August 2008), parking attendants have issued 23,540 Penalty Charge Notices (PCNs) throughout the Borough. Of these 23,540 PCNs, 25% have been challenged, with approximately 38% of these challenges being granted.

Compliance with the parking restrictions (based on a sample of streets and car parks) is currently running at approximately 90%. However, there are clearly areas where non-compliance is higher.

Recent surveys show that there has been:

- a 33% increase in the turnover of spaces and a 27% increase in the number of compliant vehicles in the Maidenhead area; and
- a 16% increase in the turnover of spaces and a 20% increase in the number of compliant vehicles in the Windsor area.

These results clearly show that two of the primary indicators of success have been met within the first 8 months of the scheme.

It is not currently possible to ascertain whether DPE has had a significant effect on traffic congestion. However recent surveys show that visitors to Windsor and Maidenhead are clearly able to park in the street or car park of their choice, on the majority of occasions, with little congestion.

It is clear from the results shown that the implementation of DPE has been highly successful on all fronts and that feedback received from Members, Residents, Visitors and Businesses has been generally favourable towards improved parking conditions. However negative feedback has been utilised in the phased changes in certain areas and users have clearly seen their suggestions put into practice. For example, where it has been practicable and safe to do so, double yellow lines have been changed to either parking bays or single yellow lines, creating approximately 200 additional parking spaces in the Central Windsor Area.

### Case Study 5: A4 / St Mark's Road / Grenfell Road toucan Crossing

The A4, Castle Hill is one of the busiest and most heavily congested stretches of road in Maidenhead and represents a significant barrier to pedestrians and cyclists. It is also on the edge of an Air Quality Management Area.

The junction with St Mark's Road and Grenfell Road lies on a key pedestrian and cycle desire line, linking the town centre with St Mark's Hospital and with schools and residential areas to the northwest of the town.



The existing crossing was an older pelican crossing, which did not cater for cycling trips at this location. Also, motorists were experiencing significant numbers of unnecessary red signals where the crossing was triggered even when pedestrians had already crossed between gaps in traffic. This contributed considerably to traffic congestion and air quality issues at this location.

A new toucan crossing was constructed in 2007/08, accessed by feeder cycle lanes on all approaches. The crossing was fitted with infra-red kerb-side and on-crossing detectors. Now, if a demand is registered through the push button unit, it is cancelled if a pedestrian or cyclist leaves the detection zone.

Pedestrian / cyclist green phases run for the minimum length of time once the user is out of the on-crossing detection zone. Conversely, when people are longer in the crossing zone, the red signal to traffic is extended to allow the users to clear the crossing.

This scheme has had a significant effect on traffic congestion in the area, reducing unnecessary traffic queues. Additional measures are planned for the A4 corridor in Maidenhead to improve traffic flow.

## 3.6 Major Schemes

For LTP purposes, Major Schemes are defined as those that cost in excess of £5 million and which are of regional or sub-regional importance. To date, the Council and its partners have sought to progress 2 major schemes.

*Windsor Parking and Transport Scheme* - The Council was originally seeking to progress a major scheme proposal for a park and ride for Windsor, which would intercept traffic approaching from the M4 and the north.

A Major Scheme bid was submitted for the scheme in September 2006. This was subsequently supported as a priority scheme by the Regional Transport Board, which recommended to Government that it be formally approved for funding as a Major Scheme. Funding was provisionally earmarked for 2011/12. Following objections from local residents, and consideration of the project's financial viability and environmental impacts, the Council decided not to progress with the proposed park and ride scheme adjacent to Eton Wick, and also ruled out all other sites along the Windsor and Eton Relief Road Corridor and commissioned a new approach to a parking strategy for Windsor

The Royal Borough has since been working closely with the South East England Regional Assembly (SEERA) to develop an alternative package of measures that could be submitted as a revised Major Scheme bid to deliver the benefits of the Windsor Park and Ride in a different way. This new package includes:

- Enhancements to existing park and ride facilities;
- Creation of new park and ride facilities at existing developments to the west and south of the town;
- Bus priority measures at key junctions;
- Improved access for pedestrians and cyclists;
- Expansion of / improvements to existing town centre car parks;
- Comprehensive branding for car parks to help motorists distinguish between sites;
- Changes to parking regimes to give priority to short-stay parking in the town centre, with long-stay parking on the fringes and in park and ride;
- Real-time information on congestion and parking to guide motorists on approach roads and direct them to the most appropriate car parks;
- Reconstruction of the Clarence Road roundabout to improve capacity, tackle congestion and improve air quality.

The revised scheme has been submitted to SEERA as a Major Scheme bid as part of the 2008 Regional Funding Allocation refresh, which is the review process for committed Major Schemes across the region. Announcements on regional priorities for Major Scheme funding is expected early in 2009.

*A332 / A355 Windsor and Eton Relief Road Maintenance Scheme* – The Windsor and Eton Relief Road is one of the Royal Borough's main transport arteries carrying around 22 million vehicles a year. As well as forming a vital link to and from the motorway network, it also serves as a local route, linking Ascot and Windsor with Slough and Taplow, straddling the border between the Royal Borough of Windsor & Maidenhead and Slough Borough.

It also forms part of the Olympic Route Network, which will be used to transport competitors and officials to Dorney Rowing Lake, which will host the rowing and flat water canoeing events for the Olympic and Paralympic Games in 2012.

Constructed in the late 1960s, the carriageway and related structures urgently require a comprehensive upgrade in order to:

- Meet current safety standards;
- Maintain the long-term integrity of the various structures;
- Replace sub-standard infrastructure; and
- Manage traffic levels that are significantly in excess of the design flows.

The Council worked in conjunction with Slough Borough Council to develop a comprehensive maintenance scheme to address these issues, including the following measures

- Bridge parapet replacement;
  - Safety barrier replacement;
  - Bridge deck waterproofing and joint replacement;
  - Street lighting replacement; and
  - Carriageway resurfacing.
-

This was submitted to DfT as a joint bid with Slough Borough Council in 2006/07 to seek funding as an 'Exceptional Maintenance Scheme'. However, it was not included in the 3 schemes in England awarded funding from what was a very limited budget.

The scheme was subsequently updated and resubmitted to SEERA as a Major Scheme bid as part of the 2008 refresh. Announcements on regional priorities for major scheme funding is expected early in 2009.

## 4. Progress Towards Targets

### 4.1 Use of Targets in Assessing LTP Performance

In developing LTP2, local authorities were required to set targets for a number of key performance indicators. These 'core targets' related to policy issues considered to be of national importance, as agreed between Government and the Local Government association. They include 9 Best Value Performance indicators, which are submitted to the Audit Commission, as well as indicators that are specific to the LTP process.

Local authorities are required to report performance against these indicators annually, although there are some indicators for which progress is reported less frequently. These are generally indicators for which data is costly to collect or where there is likely to be little change year-on-year, such as measures of satisfaction derived from the triennial Best Value Household Survey. Performance against these core indicators a primary focus for Government in assessing how effectively local authorities are delivering their Local Transport Plans.

Local authorities were encouraged to adopt additional targets, which related to issues of local importance and which demonstrated delivery of local objectives. Government guidance suggested that local indicators and targets should be objective measures of performance, and should focus on outcomes rather than processes.

For both core and local targets, local authorities were required to set performance trajectories, with regular milestones showing anticipated levels of progress towards final targets. Table 4.1 summarises the Borough's performance in working towards its targets after the first two years of LTP2, showing the overall number of indicators where the Council is 'on track' or 'not on track' to deliver its targets. Where trend data is inconclusive or data is unavailable, performance is shown as 'no clear evidence'.

Figure 4.1

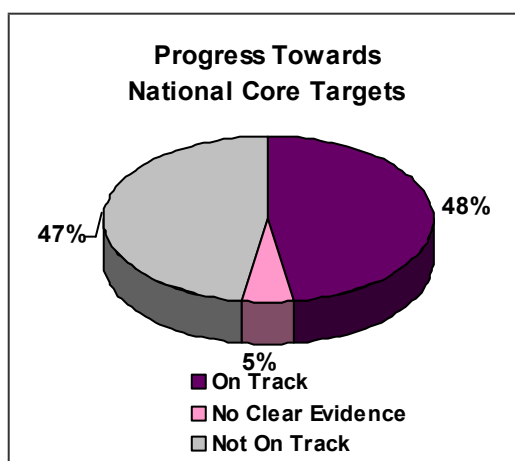


Figure 4.2

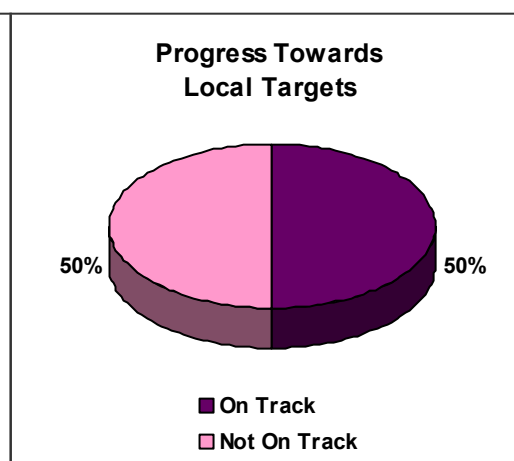


Table 4.1: Progress Towards Targets

	On Track	No Clear Evidence	Not On Track
Core Targets	9	1	9
Local Targets	5	0	5



In addition to the annual monitoring and reporting process, the Royal Borough prepares monthly LTP monitoring and exceptions reports for internal use. These provide regular snapshots of progress throughout the year and provide an early warning where progress is found to be significantly different from that which is expected. This flags up anomalies that merit further investigation and highlights areas where resources should be targeted.

## 4.2 Progress Towards Core Targets

Core Indicator	Definition		Year	Value	Actual and Trajectory Data							Status	Notes
Road Condition (% where structural maintenance should be considered)	BV223: Principal Roads [NI 168]	Base Data	2003/04	0.83	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	Highway condition data is captured using specialist equipment (SCANNER) as per BVPI methodology. The original target, set in 2003/04, was based on different survey methodology (Coarse Visual Inspections), which measured different characteristics of the road condition. Trajectories and targets were amended in 2007 to reflect the new methodology. However, SCANNER methodology continues to change affecting comparability of results.
		Target Data	2010/11	1	Actual	12.6	16.7	14.0					
		Units	%		Trajectory	1	1	16	14.5	13	12		
	BV224a: Non-Principal Roads [NI 169]	Base Data	2005/06	24.8	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	
		Target Data	2010/11	10	Actual	24.8	19.0	9.0					
		Units	%		Trajectory	20	18	16	14	12	10		
	BV224b: Unclassified Roads	Base Data	2003/04	22.5	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not On Track	
		Target Data	2010/11	13.0	Actual	24.8	29.2	28.0					
		Units	%		Trajectory	20.0	18.0	16.0	15.0	14.0	13.0		
	BV187: Footways	Base Data	2003/04	12.5	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not On Track	
		Target Data	2010/11	6	Actual	33.9	48.5	10.6					
		Units	%		Trajectory	9	8	7.5	7	6.5	6		
Number of deaths and serious injuries (all ages)	BV99(x): Number of people killed or seriously injured on roads in the authority	Base Data	1994-98	106	Year	2004	2005	2006	2007	2008	2009	On Track	Data is derived from police Stats 19 forms. The Best Value reporting system requires that results are reported a year in arrears.
		Target Data	2010	48	Actual	55	60	72	47				
		Units	Value		Trajectory	74	69	64	58	53	48		
Number of children killed or seriously injured	BV99(y): Number of children (aged less than 16) killed or seriously injured on roads in the authority	Base Data	1994-98	10	Year	2004	2005	2006	2007	2008	2009	On Track	
		Target Data	2010	2	Actual	3	5	4	3				
		Units	Value		Trajectory	6	5	5	4	3	3		

Core Indicator	Definition		Year	Value	Actual and Trajectory Data							Status	Notes
Number of slight casualties	BV99(z): Number of slight casualties on roads in the authority	Base Data	1994-98	602	Year	2004	2005	2006	2007	2008	2009	On Track	Data is derived from police Stats 19 forms. The Best Value reporting system requires that results are reported a year in arrears.
		Target Data	2010	542	Actual	440	474	521	543				
		Units	Value		Trajectory	572	567	562	557	552	547		
Change in area wide vehicle kilometres	Change in area wide vehicle kilometres as measured by the National Road Traffic Survey (millions)	Base Data	2004	1,891	Year	2005	2006	2007	2008	2009	2010	Not On Track	In common with many other local authorities, RBWM makes use of data from the National Road Traffic Survey (produced by DfT) for this indicator.
		Target Data	2010	2,054	Actual	1,903	1,898	1,956					
		Units	Value		Trajectory	1,910	1,928	1,945	2,004	2,034	2,054		
Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding car share journeys [NI 198]	Base Data	2006/07	42.4	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not On Track	RBWM set provisional targets in LTP2, with separate targets for Primary and Secondary Schools. Government now requires councils to set a single target for all schools. In line with the latest DfT guidance, the new targets use School Census data and a hands-up survey of independent schools.
		Target Data	2010/11	37.0	Actual	-	42.4	42.7					
		Units	%		Trajectory	-	42.4	41.0	39.6	38.3	37.0		
Cycling trips (annualised index)	Cycling trips (annualised index)	Base Data	2006/07	100	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not On Track	A new monitoring methodology was adopted in 2006/07 providing more comprehensive and reliable data than before. 2006/07 is taken as a new base year and new targets have been adopted in line with previous trajectories.
		Target Data	2010/11	110	Actual	-	100	97.3					
		Units	Index		Trajectory	-	100	102	105	108	110		
Number of bus passenger journeys	BV102: Number of bus passenger journeys per year (thousands) [NI 177]	Base Data	2003/04	1,203	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	Figures are derived from operator data.
		Target Data	2010/11	1,323	Actual	1,233	1,414	1,586					
		Units	Value		Trajectory	1,236	1,253	1,270	1,288	1,305	1,323		
National air quality targets related to traffic	Monitored NO <sub>2</sub> concentration (annual mean) within Windsor AQMA [NI 194]	Base Data	2005	49	Year	2005	2006	2007	2008	2009	2010	Not On Track	RBWM contains 2 Air Quality Management Areas (AQMAs) - one in Central Maidenhead and one centred on the Clarence Road Roundabout in Windsor. Separate targets for NO <sub>2</sub> have been set for each AQMA.
		Target Data	2010	40	Actual	49	47	47					
		Units	µg/m <sup>3</sup>		Trajectory	49	48	46	44	42	40		

Core Indicator	Definition		Year	Value	Actual and Trajectory Data						Status	Notes	
					Year	2005	2006	2007	2008	2009			2010
National air quality targets related to traffic	Monitored NO <sub>2</sub> concentration (annual mean) within Maidenhead AQMA [NI 194]	Base Data	2005	52	Year	2005	2006	2007	2008	2009	2010	Not On Track	RBWM contains 2 Air Quality Management Areas (AQMAs) - one in Central Maidenhead and one centred on the Clarence Road Roundabout in Windsor. Separate targets have been set for each AQMA.
		Target Data	2010	40	Actual	52	50	50					
		Units	µg/m <sup>3</sup>		Trajectory	52	50	48	45	42	40		
Bus Punctuality	% of buses starting route on time [NI 178a]	Base Data	2006/07	88	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not On Track	Data is collected through manual surveys and Geographical Positioning System (GPS) vehicle tracking data for buses equipped for Real Time Passenger Information (RTPI).  Until 2007/08, RBWM was unable to obtain good quality data from GPS equipped buses. This issue has now been resolved. New Targets set with 2007/08 baseline.
		Target Data	2010/11	90	Actual	-	88	89					
		Units	%		Trajectory	-	95	95	95	95	95		
	% of buses on time at intermediate timing points [NI 178b]	Base Data	2007/08	73	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not On Track	Targets are set by the Traffic Commissioner.
		Target Data	2010/11	76	Actual	-	n/a	73					
		Units	%		Trajectory	-	n/a	75	75	75	75		
	% of buses on time at non-timing points	Base Data	2006/07	n/a	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	No Clear Evidence	Data for non-timing points is not recorded due to the relatively low number of bus routes within the borough, and because timing and non-timing points are too close together on the majority of routes.
		Target Data	2010/11	n/a	Actual	-	n/a	n/a					
		Units	%		Trajectory	-	n/a	n/a	n/a	n/a	n/a		
Satisfaction with local bus services	BV104: % of residents satisfied with local bus services	Base Data	2003/04	28	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	Previously measured via the Best Value Household Survey. Target quoted in LTP2 was for bus users, but BV104 applies to all residents. A new target has been adopted with the same pro rata increase.
		Target Data	2009/10	56	Actual	-	35	-					
		Units	%		Trajectory	-	35	-	-	42	-		
National Accessibility Targets	% of households within 15 minutes of a local centre by public transport [NI 175]	Base Data	2005/06	73	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	RBWM measures performance against these indicators on a triennial basis. Progress will next be reported in 2008/09.
		Target Data	2011/12	80	Actual	73	-	-	92				
		Units	%		Trajectory	73	-	-	76	-	-		
	% of households without access to a car within 15 minutes of a local centre by public transport [NI 175]	Base Data	2005/06	84	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	
		Target Data	2011/12	90	Actual	84	-	-	97				
		Units	%		Trajectory	84	-	-	87	-	-		

## 4.3 Progress Towards Local Targets

Local Indicator	Definition		Year	Value	Actual and Trajectory Data						Status	Notes	
Public Rights of Way Maintenance	BV178: % of public rights of way that are easy to use	Base Data	2003/04	84.9	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	Data is derived from site surveys undertaken twice a year. The surveys cover a random sample of just 20% of the 300km network, and some year-on-year variation is therefore to be expected
		Target Data	2010/11	95	Actual	89.1	80.4	91.8					
		Units	%		Trajectory	80	85	89	92	94	95		
Street Lighting Maintenance	% of streetlamps operating as planned	Base Data	2003/04	99.2	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	Data obtained from night time inspections and customer fault reports.
		Target Data	2010/11	97	Actual	98.9	98.3	99.3					
		Units	%		Trajectory	97	97	97	97	97	97		
	% of streetlamp columns requiring replacement	Base Data	2004/05	8	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	Columns are subjected to non-destructive structural testing. Figures quoted relate to columns judged to have a life of one to two years and are therefore in need of replacement.
		Target Data	2010/11	6	Actual	9	9	8.5					
		Units	%		Trajectory	9	9.5	9	8	7	6		
Personal Safety	Number of recorded offences: vehicle crime	Base Data	2003/04	3,195	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not on Track	Figures supplied by Thames Valley Police and include: theft of a vehicle; theft from a vehicle; and vehicle interference. A new Action Plan is being developed to identify remedial action.
		Target Data	2007/08	2,237	Actual	3,222	3,302	2,833					
		Units	Value		Trajectory	2,997	2,733	2,469	-	-	-		
	Number of recorded offences: street crime	Base Data	2003/04	418	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not on Track	Figures supplied by Thames Valley Police and include: theft from the person; and robbery (personal property). A new Action Plan is being developed to identify remedial action.
		Target Data	2007/08	356	Actual	425	428	439					
		Units	Value		Trajectory	386	370	356	-	-	-		
Change in local traffic flows	Average annual daily traffic flow: Maidenhead sites	Base Data	2003/04	85,262	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	Data supplied from permanent automatic traffic counter sites located on key road links.
		Target Data	2010/11	93,869	Actual	85,533	85,947	85,117					
		Units	Value		Trajectory	87,234	88,107	88,900	91,567	92,940	93,869		

Local Indicator	Definition		Year	Value	Actual and Trajectory Data						Status	Notes		
Change in local traffic flows	Average annual daily traffic flow: Windsor sites	Base Data	2003/04	55,774	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On Track	Data supplied from permanent automatic traffic counter sites located on key road links.  Traffic flows on rural roads experienced a 1.7% increase in 2006/07, but were virtually unchanged in 2007/08. The figure is less than 1% over trajectory.	
		Target Data	2010/11	60,799	Actual	56,829	56,239	55,821						
		Units	Value		Trajectory	56,839	57,293	57,694	59,425	60,317	60,799			
	Average annual daily traffic flow: rest of Borough	Base Data	2003/04	38,340	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not on Track		
		Target Data	2010/11	42,211	Actual	39,316	40,290	40,336						
		Units	Value		Trajectory	39,277	39,619	39,976	41,175	41,793	42,211			
Walking trips (annualised index)	Walking trips (annualised index)	Base Data	2006/07	100	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not On Track	A new monitoring methodology was adopted in 2006/07 providing more comprehensive and reliable data than before. 2006/07 is taken as a new base year and new targets have been adopted in line with previous trajectories.	
		Target Data	2010/11	110	Actual	-	100	99						
		Units	Index		Trajectory	-	100	102	105	108	110			
Satisfaction with public transport information	BV103: % of residents satisfied with local provision of public transport information	Base Data	2003/04	28	Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not on Track		Measured via the Best Value Household Survey. It should be noted that the survey was conducted prior to the launch of the Borough's Real-Time Passenger Information system.
		Target Data	2010/11	45	Actual	-	32	-						
		Units	%		Trajectory	-	37	-	-	45	-			

#### 4.4 Review of Targets

In May 2007, as part of the Comprehensive Spending Review (CSR), the Government announced a new single set of National Indicators for English local authorities and local authority partnerships, which is intended to replace all previous performance monitoring mechanisms, including the Best Value Performance Indicators. This change is designed to reduce the data burdens on local authorities and the resulting 200 indicators represents a considerable reduction from the 1,200 previously reported by Government.

Performance is monitored and reported against the new National Indicators, principally through the Local Area Agreements (LAA) between Government and Local Authorities, introduced in June 2008. However, the LTP remains one of the few mechanisms outside of the LAA process where local authorities are still required to report progress separately.

Local authorities have been advised to take the opportunity to see whether there are any indicators previously included within the core targets, where monitoring is no longer considered to be a priority at a local level. Where this is the case, indicators may be dropped. However, where local authorities wish to consider retaining the indicators, they will become local indicators and performance will no longer be assessed by Government.

**Table 4.2: Review of Former Core Targets**

Former Core Target	Decision	Justification
BV224b: % of unclassified roads where maintenance should be considered	Delete	Indicator based on Coarse Visual Inspections. Does not give much information over and above that obtained from routine in-house maintenance inspection regime.
BV187: % of footways where structural maintenance should be considered	Delete	Indicator based on Detailed Visual Inspections. Limited sample size leads to significant year-on-year variations. Does not give additional information over and above that obtained from routine in-house maintenance inspection regime.
BV99(x): Number of people killed or seriously injured on roads in the authority	Retain	Although there are concerns about the impact of even small fluctuations in casualty numbers on progress towards the target, this indicator is felt to be more readily understandable for a non-technical audience than NI 47.
BV99(y): Number of children killed or seriously injured on roads in the authority	Retain	Although there are concerns about the impact of even small fluctuations in casualty numbers on progress towards the target, this indicator is felt to be more readily understandable for a non-technical audience than NI 48.
BV99(z): Number of slight casualties on roads in the authority	Retain	RBWM is committed to reducing the number as well as the severity of the casualties on the Borough's road network.
Change in area wide vehicle kilometres as measured by the National Roads Traffic Survey	Delete	Methodology is mainly designed to deliver national level estimates. Blanket growth factors for minor roads are applied to all local authorities across the country. Local data is considered to be more robust.
Cycling trips (annualised index)	Retain	Encouraging cycling for local journeys in order to tackle congestion, air quality and health issues is a key local priority and supports NI 198, which is an LAA reward target.

Former Core Target	Decision	Justification
BV104: % of residents satisfied with local bus services	Retain	A key local manifesto pledge is to listen to bus users and residents to seek improvements to bus routes. Supports NI 177, which is an LAA reward target.
Bus punctuality: % of buses on time at non-timing points	Delete	Data for non-timing points is not recorded due to the relatively low number of bus routes within the borough, and because timing and non-timing points are too close together on the majority of routes.

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## 5. Moving Forward

### 5.1 Lessons Learned

#### *What has worked well?*

**Accessibility Strategy** – The Council completed its Accessibility Strategy in 2006/07, developing Action Plans to improve access to education, employment, healthcare; and local retail centres. In developing the Strategy and Action Plans, the Borough continued its policy of partnership working, involving service units from across the Council as well as engaging external service providers, key stakeholders, local forums and other representative bodies. The result is a comprehensive package of measures that will effectively tackle key issues and target groups that experience significant problems with independent mobility.

**Access to Education** - The Council has developed its Sustainable Modes of Travel to School Strategy, which aims to improve access to primary and secondary education, and identifies how the Borough will promote walking, cycling and use of public transport for the school run. The Strategy looks at the issues affecting access to and travel between:

- Mainstream primary and secondary schools;
- Denominational schools;
- Special needs education centres;
- Pupil referral units;
- Sixth form and further education colleges;
- Vocational training centres; and
- Independent schools.

Many of the measures identified in the Strategy have already been implemented, including rollout of School Travel Plans, Safer Routes to School, School Travel Reward Scheme (STaRS), and the School Travel Excellence Programme (STEP).

**Access to Employment** – The Council has a robust policy for securing travel plans for new developments as defined in the Borough's Supplementary Planning Document on Planning Obligations and Developer Contributions. The Council has worked with local developers and occupiers to develop active travel plans for local colleges, hospitals and workplaces. The Council is also working on developing a travel plan for its own offices.

**Access to Healthcare** - The Council has been working closely with Heatherwood and Wexham Park Hospitals PCT regarding access to healthcare services and was a key stakeholder involved in helping to shape the future of healthcare provision in the area. The Trust recently undertook a public consultation exercise, the results of which should be published in 2008/09.

**Access to Local Centres / Other Services** – The Borough worked in partnership with neighbouring local authorities, the Community Council for Berkshire and the South East England Regional Development Agency to produce the East Berkshire Community Transport Travel Guide.

With regard to concessionary fares, the Borough has extended the national scheme to include peak hour travel and offers payments as an alternative to a

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concessionary pass for residents who are unable to use conventional public transport or live in areas not served by public transport.

The Council and its partners recently completed a Destination Access Audit to identify accessibility issues that need to be addressed prior to the 2012 Olympic and Paralympic Games. The audit highlighted recommendations for pedestrian infrastructure in and around Maidenhead and Windsor Town Centres, key interchange and visitor facilities. Funds will be allocated over the next few years to act on the recommendations of the Audit.

The Borough has also developed Communications Boards for use in a variety of situations, including local bus services. These boards enable people with communications difficulties to point to appropriate pictures to help them be more readily understood. When combined with driver training, this provides individuals with more confidence when travelling independently and enables them to access everyday services and facilities.

**Programme Management** – The Borough has adopted a comprehensive, clearly defined and robust project management regime to manage and monitor delivery of projects and programmes. This identifies clear responsibility, accountability and reporting practices to ensure delivery and progress towards targets.

Monthly reports are prepared, providing details of expenditure and scheme delivery, which can be readily compared against predicted profiles, highlighting where progress is deviating from expected levels. This has enabled the Council to quickly identify and bring forward replacements where it is found that schemes cannot be progressed within the current financial year. This rigorous approach has enabled achievement of stretch targets for both expenditure and scheme delivery.

**Performance Monitoring** – The Borough has adopted a new monitoring regime for LTP2, which has proved to be highly effective and has since been rolled out to other areas across the Council.

The Council is increasingly making use of modern technology to capture more comprehensive, reliable and meaningful data. For example, the use of cameras to record walking and cycling trips has enabled many new sites to be surveyed at no additional cost. GPS equipped vehicles are providing more regular and robust monitoring of bus punctuality data, identifying areas where delays are experienced and improving confidence in public bus services.

The Borough is also using data more effectively. For example, transport related information is being shared with colleagues across the Council to inform not only capital investment programmes, but also programmes and strategies relating to maintenance, education, crime reduction and land use planning.

Monthly monitoring and exceptions reports are prepared for LTP performance indicators, with proxy indicators being used where data is collected annually. This provides an early indication of where performance is deviating from expected levels, and highlights areas for further investigation and potential remedial action.

These reports are presented to a Project Board comprising technical officers from across the Council. The Project Board then reports to a Steering Group

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comprising senior managers from across the Community Services Directorate. In addition, reports are included on Lead Member briefings. This ensures that key issues can be communicated effectively throughout the organisation and that effective and timely action can be taken as and when required.

#### *Areas for Future Action?*

**Smarter Choices** – There is strong evidence to suggest that ‘smarter choices’ initiatives, such as travel information and advice, awareness campaigns, education programmes, travel plans and integrated ticketing solutions can have a significant impact on travel choices and effectively complement improvements to transport infrastructure and networks.

In particular, results from the Sustainable Towns Demonstration Projects demonstrate the significant shifts from car-based travel towards walking, cycling and public transport use as a result of the measures introduced. The Cycling Demonstration Towns have also achieved some impressive results with related initiatives. The Council hopes to learn from these pilot authorities and apply the lessons learned through local programmes and initiatives.

The Borough has made a good start in developing Smarter Choices initiatives. At the end of 2007/08, 33 schools had active School Travel Plans and following recruitment of a School Travel Officer, the Council is already working with another 20 schools. The Royal Borough launched its School Travel Reward Scheme (STaRS) in Autumn 2007 in conjunction with local leisure centres, rewarding children who walk and cycle to school with free swims. The Council has also worked with neighbouring authorities to launch the Berkshire School Travel Excellence Programme (STEP), which is an accreditation and awards scheme designed to encourage schools to implement their School Travel Plans and keep them updated. The project was launched with a conference in Maidenhead attracting schools from across the Berkshire area. The local authorities intend to use the scheme to highlight and share best practice.

The Royal Borough is looking to extend the principles of STEP to Workplace Travel Plans and is currently working with the other Berkshire authorities to look at how these are secured and monitored through the planning process, and also at how organisations can be encouraged and supported to develop travel plans on a voluntary basis. The Royal Borough has already published a best practice guide for Workplace Travel Plans, which is available to download from the Council’s website.

The Council has also started to develop a Travel Plan for its own staff and members. The Borough has taken advantage of free consultancy support from the Energy Savings trust to undertake and Fleet Management Review. This highlighted a number of areas for improvement, including the need to reduce ‘grey fleet’ mileage (staff using their own vehicles for business travel).

**External Funding Bids** – The Borough has identified a number of potential sources of external funding for transport projects. For example, the Council is working with the Olympic Delivery Authority, neighbouring local authorities and other stakeholders regarding infrastructure improvements for the Games, including facilities that will provide a lasting legacy for the local area.

The Council is working with Sustrans and neighbouring local authorities on bids for new cross-boundary walking and cycling routes, and with Train Operating

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Companies (TOCs) on bids for measures that will improve access to local rail stations.

The Borough will also be bidding for funding under the Sustrans Links to Schools scheme, in order to construct new cycle routes connecting schools to the local and national cycle networks.

## 5.2 Risk Assessment

There are a number of key and opportunities, which may affect implementation of the LTP in the remaining years of the plan period. The main ones are identified and discussed below.

There is always a risk that schemes may be deferred or even rejected in order to take account of consultation responses. The Borough seeks to minimise any risk by engaging with key stakeholders from an early stage and maintaining dialogue as projects develop.

Funding is a key risk, but also an important opportunity. While LTP settlements are confirmed for the remainder of the plan period, there are a number of other sources of funding where there are significant unknowns. The largest of these relate to the major scheme bids for the Windsor Parking and Transport Package and for the maintenance works on the Windsor and Eton Relief Road. Together, these account for around £18 million. The Borough has maintained a close working relationship with SEERA and has sought to answer any queries and satisfy requests for additional data as fully as possible. Failure to secure this funding would have a considerable impact on the authority's finances. Without the investment, it would be likely that a number of key transport programmes would have to be cut in order to deliver necessary improvements that are included in these proposals. This would inevitably impact on the Council's ability to meet LTP targets.

Another key risk is in terms of continued availability of Section 106 funding from new developments. As a 'floor authority', the Borough is unable to make full use of borrowing approvals that form the bulk of the LTP settlement, and so it relies heavily on its own resources to deliver the capital programme. The Borough has been very successful in securing Section 106 contributions for transport schemes in the past, but there are concerns that this may not be sustainable in the current economic climate.

The Council is therefore seeking opportunities to access new external sources of funding to support transport projects. An External Funding Team has recently been re-established within the Business Development Unit of the Borough's Corporate Services Directorate, which will help to identify and bid for additional funding.

The Council is also getting together with neighbouring authorities to identify opportunities for joint working and efficiency improvements in order to make better use of available funding.

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### 5.3 Mitigation Measures

#### Maintenance

**Carriageway / Footway Maintenance** - Expenditure on the Borough's highway reconditioning and surface treatment programme has been significantly increased from £776,000 in 2006/07 to £1,066,000 in 2007/08 and £1,250,000 in 2008/09. Expenditure on the Borough's footway reconditioning programme has also been significantly increased, with committed expenditure of £143,000 in 2008/09 compared with £62,000 in 2007/08.

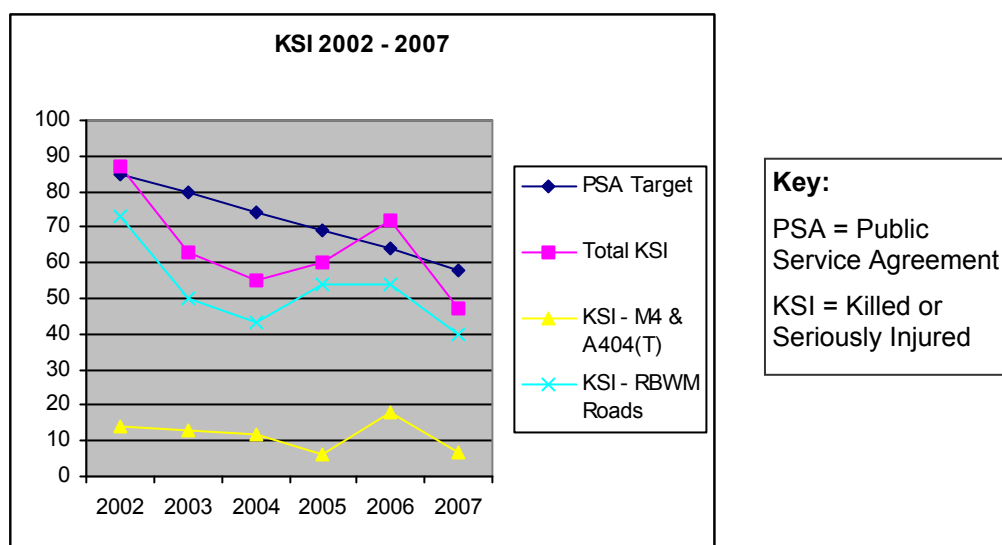
The Council is also adopting a more preventative maintenance strategy, utilising cost-effective surface treatments at an earlier stage to significantly extend the service life of carriageways.

This additional investment coupled with a more effective strategic approach is already yielding results in terms of tackling the backlog of maintenance schemes. The reactivation of in-house services for UKPMS should enable the Borough to target maintenance schemes even more effectively in future years, helping us to make better progress towards the full range of maintenance targets.

#### Safety

**Casualty Reduction** - While the Borough remains on track to meet child casualty and slight casualty reduction targets, there was a significant increase in the overall number of people killed or seriously injured in 2006. This trend was common to all the Berkshire authorities and the increase appears to have been largely confined to the motorway and trunk road network, with casualties on local roads broadly unchanged.

The Council continues to adopt a holistic approach to tackling road safety, using a combination of education, enforcement and engineering measures. We are also continuing to work with the Highways Agency to identify measures to reduce casualty rates on the strategic road network within the Borough. Data for 2007 shows that the number of people killed or seriously injured is significantly less than for 2006, putting us back on track to achieve all of our road safety targets.



**Crime Reduction** - The Community Safety Partnership Plan 2008 -2011 and associated priorities was approved by Cabinet in April 2008. At that stage it was not appropriate to assign targets to the plan as negotiations were still underway with the Government Office for the South East (GOSE) on individual targets. Cabinet subsequently approved the plan targets, together with the associated action plan, in July 2008. Targets cover the three-year period of the plan, while the actions run for just one year to enable flexibility, enabling more emphasis to be placed on a particular target if it is slipping.

The 2009/10 and 2010/11 Action Plans will be drawn up based on Strategic Assessments carried out in mid 2008/9 and 2009/10 respectively. The Action Plans will be approved by the Community Safety Strategy Group (the Borough's Crime and Disorder Reduction Partnership) at its fourth quarter meeting.

**Vehicle Crime** - The Borough has made significant improvements to its car parks aimed at reducing crime. These include improvements to CCTV, lighting and painting soffits white to reflect light into the decks. Nine of the Borough's car parks have Park Mark status. As a result of these improvements, crime levels in Council owned car parks are extremely low.

Across the whole of the Borough, last year saw an overall drop of 14% in vehicle crime, which is considered to be good performance. Performance on tackling theft from vehicles was particularly strong, with a 16% reduction. Whilst good, the Borough still remains in the bottom quartile for theft from vehicles and we did not achieve the original Thames Valley Police three-year targets identified in LTP2. In 2008/09, we set new targets in partnership with Thames Valley Police, based on improved baseline figures and challenging but realistic objectives.

So far in 2008/09, our performance has continued to improve and theft from motor vehicle is down 11%. In addition, Thames Valley Police (TVP) have introduced Forensic Testing on Theft From Vehicles from September 2008, which has not been carried out for years due to TVP resource limitations. A major cross border initiative across Slough, RBWM and South Bucks is being planned, and in the short-term the CCTV unit and the Community Wardens have been provided with 'mug shots' of prolific vehicle crime offenders so that if they are spotted in the borough this can be notified to TVP.

By contrast to the good performance on thefts from motor vehicles, there has been an increase in theft of vehicles in 2008/09, which, although not a high volume crime, is 6% up on a cumulative basis. This fall-off in performance is primarily attributed to the rise in commodity prices worldwide, as the cars stolen are relatively old and without alarm systems/immobilisers. There are therefore plans to have a joint crackdown on scrap metal merchants along with checking out best practice across the Thames Valley.

**Street Crime** - In 2007/08, violent crime fell by 2%, underlying this was a 6% reduction in wounding (serious), but a 3% increase in common assault (less serious). This is a long-term trend as due to changes in the definition/law regarding Common Assault. Whilst the target was not met, there was a marked improvement in the last quarter of 2007/08 and there has been a continued improvement in 2008/09, with serious violent crime (which includes wounding) 14% down on a cumulative basis, and less serious violent crime, 8% down.

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In the second quarter, there was a trial of taxi marshalling in Goswell Hill in Windsor, and there was a change to the road layout in Goswell Hill on Friday and Saturday evenings. There are plans to pedestrianise areas around taxi pick up points at both William Street (Windsor) and Queen Street (Maidenhead) on Friday and Saturday evenings. Overall performance management has been more focused as a result of the formation of a joint night-time economy/non-domestic violent crime group with the police.

### *Congestion*

**Vehicle Kilometres** - The national measure of vehicle kilometres showed a marked increase in trips in 2007/08, which was contrary to data from the majority of local counter sites, particularly those in the main urban areas, which suggested that traffic levels were actually declining. The Council will continue to monitor traffic levels and encourage mode shift through travel plans.

**Mode Share of Journeys to School** - With regard to reducing the proportion of children travelling to school by car, the Borough has put into place an effective strategy, which will be delivered through the School Travel Advisor, who was recruited in February 2008. School Travel Plans will be supported by: increased investment in Safer Routes to School; area-wide incentive schemes to promote walking and cycling; participation in national campaigns such as Walk to School; and an accreditation and awards scheme to encourage schools to implement their School Travel Plans.

**Cycling Trips** - The way in which cycling trips are monitored has been significantly improved for LTP2, with complete cordons around the main town centres capturing all trips in and out. However, the annual count only provides a single snapshot of cycling for each year and although efforts are made to ensure that surveys are undertaken at the same time of year and during similar weather conditions, levels of cycling are inherently variable and more frequent sampling is required to minimise the effects of day-to-day fluctuations. To this end, the Borough is currently investigating options for permanent cycle counter sites, which would give a better idea of overall trends in numbers and enable calibration of snapshot survey results.

**Bus Punctuality** - The Council has experienced initial difficulties in collecting punctuality data via the GPS vehicle tracking used for the Borough's real-time passenger information system. These difficulties have now been resolved, and help to provide baseline data and identify locations where delays are regularly experienced.

The Borough is also in the process of negotiating punctuality agreements with local operators, which should help to deliver progress towards punctuality targets.

**Walking Trips** - The Borough has significantly increased expenditure on new footways / footway improvements for 2008/09, which should encourage additional walking trips across the Borough. This will complement the work that has been done recently on implementing a number of new pedestrian crossing facilities at key locations.

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### *Environment*

**Air Quality** - Progress towards air quality targets is subject to a number of external factors such as weather. However, there are a number of actions that are being taken to minimise congestion and associated vehicle exhaust emissions, which should start to have an impact in the latter years of LTP2.

The Council has commissioned consultants to investigate options for upgrading the Borough's Urban Traffic Control (UTC) systems. Once implemented, this work should enable improved and more responsive signal phasing to improve flows and reduce congestion at junctions. It should also enable the introduction of bus priority at key junctions. Collection of data through the UTC system will also be used to inform drivers of congestion and alternative routes, via new variable message signing (VMS), which are also being installed on approach roads to the town centres. Existing VMS for local car parks will also be improved, with additional signs proposed for Maidenhead to minimise traffic circulating looking for spaces.

As part of the Windsor Parking and Transport Package major scheme bid, the Council is seeking funding for a complete redesign of the Clarence Road roundabout, which is at the heart of the Windsor Air Quality Management Area. The scheme would significantly improve traffic flows through the junction, this cutting congestion and improving air quality.

The Borough is also developing a Borough-wide traffic model, which will enable sources of congestion to be identified and various interventions modelled and assessed for their effectiveness in addressing the congestion and associated air quality issues.

### *Accessibility*

**National Accessibility Targets** – The Borough is liaising with the Government Office for the South East (GOSE), to develop new accessibility targets as part of the 2009 Local Area Agreement refresh. The existing targets were not felt to be particularly relevant or effective in measuring local accessibility improvements. Improved indicators will be developed and agreed in 2008/09 and will help to guide LTP investment in future years.

**Satisfaction With Public Transport Information** - While satisfaction with local bus services has improved significantly following the introduction of the Borough Bus network in Maidenhead, satisfaction with public transport information remains low.

Both public transport operators and the Council produce comprehensive information, which is available via the internet and printed material. However, at-stop information remains an area of weakness, particularly in Maidenhead outside the main town centre stops.

The Borough has continued to make good progress in rolling out its real-time passenger information systems, with bus stop displays, text and web-based services. The Council is also in the process of agreeing new contracts for the Borough Bus network, with new clauses incorporated to ensure that operators assume greater responsibility for provision of at-stop information.

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#### **5.4 Future Year Programmes**

The confirmation of LTP settlements for the remaining 3 years of LTP2 has enabled the Borough to plan its future expenditure with greater certainty. The Council has already developed a provisional capital programme for 2009/10 and is looking to move towards developing agreed capital programmes for 2 years ahead. This will reduce delays at the start of the financial year associated with developing and approving the programme and will enable those charged with its delivery to plan ahead and ensure that sufficient staff and technical resources are in place.

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## Annex A: Network Management Report

### Background

Under the Traffic Management Act 2004, each local traffic authority in England is required to manage its road network with a view to achieving the expeditious movement of traffic on that network and to facilitate the same on the networks of other authorities. This report summarises how the Royal Borough is performing its network management duties.

One of the requirements of the Traffic Management Act 2004 is the appointment of a "Traffic Manager". For the Royal Borough of Windsor and Maidenhead, the Head of Highways and Engineering has assumed this role and is responsible for discharging the Borough's duties under the Act.

Traffic congestion occurs in numerous locations and for a number of different reasons.

Congestion associated with commuting journeys and the school run is an everyday occurrence, and the Royal Borough has amongst the highest levels of car use for these journeys of any authority in England. Within the Thames Valley, there are significant levels of inbound and outbound commuting between local authority areas, which puts pressure on strategic as well as local road networks.

Visitor traffic is a key issue for the Royal Borough, which is home to two of the country's top 20 visitor attractions (Legoland and Windsor Castle), as well as two major racecourses (Ascot and Windsor). This means that traffic levels on some roads can actually be higher in the summer holidays than at other times of the year, while major events such as Royal Ascot attract over 300,000 visitors over a concentrated period of just a few days. There are also a number of regular and one-off events that attract significant visitor numbers, some of which require road closures, including:

- Changing of the Guard;
  - State visits;
  - Royal Windsor Wheel;
  - Royal Windsor Horse Show;
  - Windsor Triathlon;
  - London to Windsor Bike Ride;
  - Maidenhead Carnival;
  - Windsor Festival;
  - SALTEX trade show
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Roadworks can also have a significant impact on traffic congestion. Carriageway access may be required by utility companies as well as by the Council in undertaking maintenance and improvement works. Minor works can often be undertaken outside of peak hours and with minimal disruption to traffic flows. However, there are occasions where more significant interventions are required. While lane closures or even full road closures may not cause significant congestion where they take place on minor roads, impacts can be considerable when involving the principal road network, particularly in urban centres.

Tackling traffic congestion is a key priority for the Royal Borough of Windsor and Maidenhead. The Head of Highways and Engineering has been designated as the Borough's Traffic Manager and co-ordinates activities to discharge the Council's network management duties.

### **Data Collection**

The Council and its partners have sought to identify the locations and times at which congestion occurs, and to identify appropriate responses to minimise this congestion and manage traffic to best effect.

In developing the Local Transport Plan, the Council undertook a survey of local residents to determine: how people travel; how congestion affects local residents; and what measures residents feel necessary to address congestion issues. The survey identified a number of 'congestion hot spots' and a range of potential improvement measures.

The Borough has since undertaken journey time surveys of key routes across the Borough to compare journeys made in the morning and evening peak with those made in the inter-peak period and at night-time.

Journey time data is also available from buses equipped with geographical positioning system (GPS) tracking devices as part of the Borough's real-time passenger information system.

The above data has been used to identify locations that experience the most significant levels of congestion and has meant that study work can be appropriately targeted to identify suitable intervention measures.

### **Traffic Model**

The Council is working to develop a Borough-wide traffic model. Funding has been allocated for 2008/09 to commission consultants and begin the data collection work. Additional funding will be sought for 2009/10 to develop and validate the model and to undertake modelling of a variety of scenarios to determine impacts on local traffic flows and congestion on the local and strategic road networks.

The model will be used for a number of purposes and is being developed in partnership with officers from Planning and Highways. Initially, the model will guide the development of the Local Development Framework Core Strategy. In particular, the impacts of various proposed major development sites on the local and strategic highway network will be assessed.

The Borough also needs to use the traffic model to evaluate various options identified for Maidenhead Town Centre through the Partnership for the Rejuvenation of Maidenhead (PRoM). There are proposals for major new development affecting the

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area bounded by the Nicholson Centre, Queen Street and King Street, which will have a significant impact on travel to and from the town centre. The Partnership will want to take the opportunity to review how the local road network operates and consider options for dealing with through traffic as well as improving links to Maidenhead Station.

In addition, the Council intends to use the traffic model to assess the impacts of various Local Transport Plan strategies and schemes. In particular, this will help to guide the development of the third Local Transport Plan from 2011/12.

## **Tackling Congestion**

### *Mobility Management*

**Travel Information and Advice** – The Borough is seeking to make sustainable travel options more attractive by improving travel information and advice services. Real-time passenger information is being rolled out across the Borough, with additional buses and stops being equipped every year. At-stop displays are supported with internet and SMS text services. The Borough also produces various printed information leaflets covering various modes of travel, including:

- cycle route leaflets;
- bus timetable leaflets;
- at-stop printed information on local bus services;
- community and voluntary transport guide (in conjunction with neighbouring authorities and Community Council for Berkshire).

Future proposals for improving information services within the Borough include variable message signing (VMS) on approach roads to the main urban areas, providing real-time information to advise motorists of available travel options such as park and ride, and suitable routes to avoid congested areas. Car parks will also be equipped so as to be able to provide real-time information to motorists on capacity, with information included on dedicated VMS systems.

**Travel Plans** - The Council is also promoting greater take-up of school and workplace travel plans. A dedicated officer was appointed in February 2008 and is already engaged with around 20 schools. Working in conjunction with the other Berkshire authorities, the Borough launched the School Travel Excellence Programme, which includes an accreditation and awards scheme for School Travel Plans. The Borough also launched the School Travel Reward Scheme, which rewards children who regularly walk and cycle to school with free, fun sporting activities.

The Borough already capitalises on opportunities to secure travel plans through the planning system and is working jointly with neighbouring authorities to improve voluntary take-up of travel plans amongst the business community.

The main NHS and private hospitals within the Borough have now produced travel plans. This includes the Berkshire NHS Car Share scheme, which was originally conceived for staff and has since been opened up to patients and visitors.

### *Network Management*

**Co-ordination of Roadworks** - The Borough receives an average of 40,000 notices for activities on the public highway per annum. All notices are checked and

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coordination carried out to ensure that the free flow of traffic is not hindered by these activities. Regular coordination meetings are held with Partners such as the Highways Agency, blue light services and neighbouring authorities to ensure cross boundary coordination. Major works in town centres and critical routes are subject to specific coordination meetings and are formally signed off by Streetcare Services and the works promoter. This formal sign off includes additional requirements for warning and informing road users over and above the legislative requirements such as letter drops and advertising in the local papers and radio etc.

The borough publishes details of all works that are “noticed” on the web site [www.rbwm.gov.uk](http://www.rbwm.gov.uk) and directly through the ELGIN [www.elgin.gov.uk](http://www.elgin.gov.uk) service. Other high impact schemes and events are also published separately on the web site.

Regular inspections and enforcement of activities on the highway is carried out by Streetcare Services and any infringements are swiftly dealt with under the terms of NRSWA S74.

The Borough’s Streetcare Services is an active participant in HAUC and are the current hosts of the SEHAUC coordination process.

**Urban Traffic Control Systems** - The Council has commissioned a review of existing Urban Traffic Control (UTC) systems and is seeking to develop a common database that can share information between various systems controlling traffic signals, real-time passenger information, car park and roadside variable message signing. This will enable greater flow of information, enabling people who are making journeys on the Borough’s transport networks to make more informed decisions regarding the timing, route and mode of travel used for their journey, both pre and in-trip. This will help to minimise congestion and associated air quality issues.

**Reallocation of Road Space** - The Borough has sought to reallocate road space to vulnerable road users to give them priority at key locations. For example, several advanced stop lines have been introduced to enable cyclists to get to the head of traffic queues at signal-controlled junctions. This additional priority is aimed at encouraging more people to cycle and also to improve safety for cyclists at junctions where conflict is likely to occur.

**Safer Routes to Schools** - The Council has been working to address issues affecting walking and cycling journeys to and from schools as identified by pupils and parents within School Travel Plans. A number of pedestrian crossings, junction treatments, traffic calming schemes, 20 mph zones, school keep clear markings and waiting restrictions have been introduced. These discourage rat-running, reduce vehicle speeds around schools and create appropriate conditions for walking and cycling.

**Decriminalised Parking Enforcement** - The Borough increased Decriminalised Parking Enforcement in January 2008. Previously, limited enforcement by the police meant that parking restrictions were subject to significant levels of abuse. As a result, vehicles were parked in inappropriate locations and when combined with a lack of turnover of spaces, this was causing congestion, with vehicles circulating the town centre looking for spaces.

Following the introduction of DPE, compliance with the parking restrictions has improved significantly, and is currently running at approximately 90%. Recent surveys show that there has been:

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- a 33% increase in the turnover of spaces and a 27% increase in the number of compliant vehicles in the Maidenhead area; and
- a 16% increase in the turnover of spaces and a 20% increase in the number of compliant vehicles in the Windsor area.

This has helped to tackle congestion and air quality issues around the Borough's main urban centres.

### *Sustainable Travel Options*

Providing appropriate highway infrastructure for sustainable modes of transport is an integral part of the Borough's approach to encouraging mode shift and tackling congestion.

The pedestrian network is well-developed, particularly within the urban areas. Here the focus tends to be on giving pedestrians additional priority at key crossing points. The Borough has recently installed new / upgraded signal-controlled crossings in Ascot, Cookham, Maidenhead, Sunningdale and Wraysbury. The Borough makes use of infra-red detectors so that, if a demand is registered through the push button unit, it is cancelled if a pedestrian or cyclist leaves the detection zone. Similarly, crossing times are tailored to match how quickly the pedestrian clears the crossing, thus minimising traffic delay.

The Borough is increasing expenditure on new / improved footways for the second half of LTP2, reflecting a manifesto commitment of the current administration. This will largely focus on completing missing links and widening works.

The Council is also seeking to improve conditions for those with mobility and/or sensory impairments. A Destination Access Audit was completed in 2007/08, which included Maidenhead and Windsor town centres as well as key transport interchanges and other public facilities. The Borough and its partners will implement the recommendations from this report over the coming years.

Facilities for cyclists continue to improve, with cycle routes being constructed to connect residential areas with town centres and other key destinations. Cycle parking capacity has also been increased significantly to cater for growing demand in the main urban centres. The Council will seek to afford cyclists increased priority on routes identified in consultation with the Cycle Forum, Schools, Parish Councils and other parties.

The Borough currently has limited facilities for bus priority. However, as part of the review of the UTC system, opportunities will be taken to incorporate hurry call on green signals for buses approaching key signal-controlled junctions. Bus priority is also being incorporated into plans for the redesign of the Clarence Road roundabout, which forms an integral part of the Windsor Parking and Transport Package Major Schemes bid.

### **Partnership Working**

The Council works closely with regional government bodies, the Highways Agency, public transport operating companies and neighbouring local authorities to manage the strategic and local transport networks to best effect.

**Highways Agency** - The Borough is well-served by the motorway and trunk road network, with the M3, M4, M25, M40, A404(M) and A308(M) all passing through or

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close to the Borough. These are amongst the most congested stretches of road on the strategic network and the Council must work closely with the Highways Agency, so both parties may identify activities that may impact on the other's network and develop mitigation measures and management strategies.

One of the key initiatives introduced in 2007/08 was ramp metering at Junctions 6 and 8/9 of the M4. This is designed to hold traffic back on the slip-roads until there is a suitable gap in the motorway traffic, thus smoothing traffic flows and reducing congestion around the junctions. The Highways Agency is also looking at options for relieving congestion at the Bisham junction, which currently affects traffic using the A308 to and from Maidenhead.

Some of the Borough's roads are diversion routes in the event of motorway closures. Such events can result in thousands of additional vehicles being placed on local roads. Similarly, events (both planned and unplanned) affecting key routes on the local road network can have a significant impact on the motorways. This requires regular dialogue and the development of contingency strategies. The Council is keen to explore the possibility of better integrating local VMS with the Highways Agency system, since it is felt that this would bring significant benefits in managing traffic travelling to, from or through the Borough.

The Borough and the Highways Agency are also planning for the longer-term, and are working closely on the emerging Local Development Framework and particularly on modelling the impact of potential major development sites on the strategic road network.

**Train Operating Companies / Crossrail** - The rail network also experiences significant peak hour congestion. The Council is working with the Train Operating Companies to improve capacity on the network and to improve access to key rail stations within the Borough. This will help to maximise the potential of the railway network to cater for longer-distance travel to and from London, destinations within the Thames Valley and beyond, thus relieving pressure on the local and strategic road networks.

First Great Western has significantly increased peak hour capacity on its services along the Great Western Mainline through a combination of new / refurbished rolling stock and additional services. There are still issues with some trains, particularly in the evening peak, but the current situation represents a marked improvement from a year ago. First is also improving frequencies on the Windsor branch line, from two to three services per hour in the inter-peak period.

The Borough has been in discussions with South West Trains over improvements to services and stations on its network. In particular, there have been discussions about the possibility of using stations as small-scale park and ride for Windsor and for significant improvements to Ascot Station.

The Borough recently bid for funding through a national pilot scheme to develop a Station Travel Plan at Maidenhead. Joint bids for funding are also being prepared to improve facilities at a number of stations.

The Borough will also continue to liaise with Crossrail over proposals for Maidenhead as the western terminus. Proposals to enhance Maidenhead's status as a transport interchange will have to be carefully managed to mitigate the impacts of additional travel to the site, which already experiences significant congestion and which lies at the heart of the Maidenhead Air Quality Management Area.

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**Berkshire Strategic Transport Forum** - Each of the Berkshire unitary authorities, is represented on the Berkshire Strategic Transport Forum, working with the South East England Regional Assembly (SEERA), the South East England Development Agency (SEEDA), Thames Valley Economic Partnership and the Highways Agency to develop schemes that address sub-regional priorities for the strategic transport networks, including:

- M4 Capacity Building;
- Inter-Urban Bus and Coach Networks;
- Western Rail Access to Heathrow;
- North-South Links.

The Inter-Urban Bus and Coach Network is the subject of a major scheme bid, while the Highways Agency are exploring options for active traffic management along the M4 corridor.

**Olympics** - The Royal Borough, together with Buckinghamshire County Council, Slough Borough Council and South Buckinghamshire Council are working in partnership with the Olympic Delivery Agency, the Highways Agency, Thames Valley Police and other stakeholders to develop travel plans and investment programmes that will accommodate visitors to the Olympic and Paralympic Games in 2012, particularly the rowing and flat-water canoeing events at Eton Dorney. The partnership will not only have to ensure appropriate arrangements for access the site by the 'Olympic family', the workforce and spectators, but also to ensure that impacts on everyday travel are minimised, and that visitors are encouraged and enabled to visit the surrounding area when not attending Olympic events.

**Monitoring Congestion** - The Borough's Streetcare Services manages congestion through the maintenance and operation of the UTC system in conjunction with our CCTV system to ensure the free flow of traffic. In the event of emergencies such as motorway closures that result in a large increase in traffic, the UTC system can be used to assist in clearing traffic. In addition to this we have undertaken two travel time surveys, one to assess the baseline situation when traffic is flowing freely and the second during peak hours giving information on delays and congestion. We will follow these up with more detailed investigations at the junctions that have been highlighted in these surveys. This will then lead into future years traffic management programme and also the planned upgrade of UTC and Integrated Transport Systems including driver information.

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## **Annex B: Asset Management Report**

### **Implementation of Highway Asset Management**

A Steering Group was formed in late 2006 to provide strategic commitment and management of the Local Transport Plan, Highway Asset Management Plan (HAMP) and Traffic Management Act. This group is further supported by a project board and working groups with key officers. Meetings are held on a regular basis to agree objectives and monitor progress.

Progress on developing HAMP during 2007 was restricted due to limited resources in the Highway Assets Group, where unfortunately there was no resource in place between July 2006 and November 2007. Despite this fact, reasonable progress was made during this time, with the completion of a gap analysis and a number of workshops internally and with neighbouring authorities.

To further support the development of Asset Management a new Assistant Engineer (systems) post was created in January 2008 to work specifically on supporting UKPMS and inventory data, particularly the data importing and management of GIS/Confirm.

### **Gap Analysis**

A report was taken to the Steering Group in October 2006 that set out the terms of reference for a gap analysis to establish the current state of asset management against the CSS framework. The initial findings of the 'health check' interviews with a cross-section of staff within the organisation were discussed at workshops on 7 February and 27 March 2007.

### **Joint Working**

A workshop was held in May 2007, which was attended by all Berkshire Unitaries. The objective of the session was to compare individual progress on HAMPs and where possible to share information and best practice with the intention of producing a generic HAMP with local variations, thereby improving cross-boundary working and procurement. A further workshop was held on 12 June 2007 to discuss service levels. Unfortunately due to various reasons it has not been possible to produce a generic HAMP for Berkshire, however there continues to be regular communication on this subject and we are currently investigating this option with Bracknell, as well as sharing information leading to best practice and consistency in policies and standards with other Berkshire Unitaries.

The Borough is currently exploring potential opportunities for joint procurement with other Berkshire authorities. One example of this is with Bracknell Forest where economies of scale can be achieved through letting a joint contract for Highway Assessments and inventory collection. There is also scope to include bridge design and maintenance consultancy work. A meeting has been arranged in late September 08 to investigate this with our neighbours.

A further example of joint working with Bracknell Forest is in a joint review of the old Berkshire County Council Highway Maintenance Management System (HMMS) in order to bring policies and standards in line with the recommendations in the Highways Code of Practice, published by the UK Roads Liaison Group in July 2005, Structures (Sept 2005) and Lighting Codes of Practice (Nov 2004). To date policy on Highway Structures, Lighting, Winter Service, Skid resistance and Highway

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Inspections are all well progressed and it is currently planned to have a draft Highways Maintenance Management Plan by October 2008.

A joint bid of £5m with Slough Borough Council has been submitted to DfT for essential maintenance to structures, street lighting and surfacing on the A332 Windsor & Eton Relief Road. It is hoped that this will be funded in 2010/11 to enable the safety and structural improvements to be made in time for the Olympics. This will take pressure off capital budgets and enable monies to be targeted elsewhere across the network.

A new Highway Term Maintenance Contract was let in June 2007. This contract has enabled partnership working to be developed with the Contractor to optimise resources. It is still early days but an example of this is the development of a waste strategy that will track waste material and promote the use of recycled aggregate and processes.

### **Inventory**

A Gap Analysis Matrix has been developed for all key assets to determine their current/desired state. This has highlighted gaps in some key assets such as drainage, signs, footways etc. In a number of cases information exists within the authority on plans and cad drawings and this is gradually being transferred onto GIS.

An inventory of all street lighting and illuminated signs was completed during in 2007 in line with DfT requirements. This information included numbers of obsolete and failed columns. This was included in the tender documents as part of the procurement of the Street Lighting Contract in April 2008 and enabled contractors to submit more accurate prices.

We are planning to start prioritising the collection of outstanding asset data in 2008/09. Further to this we are looking at developing opportunities to collect and update data at source using hand held data capture devices. The first phase of this is likely to include highway Inspections and Street Lighting.

There is significant work to be undertaken on the drainage inventory survey and this will take a number of years before this is fully in place. Before any surveys can commence it will be necessary to identify attributes and put processes in place to ensure that the collection and management of this data on Confirm / GIS is managed in a consistent format. A policy on data management is required.

### **Condition Assessment / UKPMS**

During the last 3 years UKPMS has been used primarily for the purpose of producing BVPI results. The system has consequently been under utilised and as a direct consequence the data has remained with an external consultant. In early 2008 a target was set to import all outstanding data and run BVPIs in-house for the first time. This was achieved and this will now enable road/footway condition data to be used to show trends, backlog, predictions and will enable resources to be targeted more effectively. There is a mapping link now in place that will enable this data to be displayed on GIS. This will lead to improved forward planning and coordination.

In parallel with this, work has been undertaken to correct errors on the network and develop a footway and carriageway hierarchy in line with the guidelines in the Code of Practice, 'Well Maintained Highways'.

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A regime is in place for testing the structural strength of lighting columns and this information has been instrumental in securing additional funding which is being used to drive priorities on the capital replacement programme. At the present time, approximately 46% of lighting columns in the Borough are past their design life; during 2008/09 all steel column over 20 years old are being structurally tested identifying lighting columns at serious risk of structural failure. The results from this extensive survey will help set the capital prioritisation for the next 3-5 years, this will also allow for better planning and coordination.

### **Budgets and Performance**

The budget for resurfacing was increased in 2007/08 from £1m to £1.25m. A two-year rolling programme has been developed and this has provided more confidence to Ward Members that schemes are included on the programme. Considerably more emphasis has been placed on preventative treatments in recent years, such as surface dressing to prevent schemes progressing from the amber category to those in the red category requiring maintenance.

The BVPI results in 2007/08 indicate improvements on the classified road network, where the percentage of principal roads requiring maintenance is 14% compared to 16.7% in 2006/07. This improvement is also reflected on non-principal roads where the results have improved significantly from 19% to 9%. The unclassified roads have remained stable at 28% in need of maintenance and it is planned to target this over the remainder of LTP2.

A new Street Lighting Contract was let in April 2008.

Energy – Joint procurement with other Berkshire Unitaries in October 2008 has brought about savings in year 1. The energy market remains uncertain and efforts are being more focused on carbon reduction (street lighting capital spend resulted in 25,000kg of carbon reduction and £3k financial savings per year (dependant on energy price next year)).

The funding of £750k for street lighting has allowed for the replacement of approximately 600 new lighting columns across the borough. These columns had been identified as structurally at risk via previous structural inspections. The opportunity has also been taken to upgrade lanterns, utilising the most energy efficient light sources to help reduce carbon omissions and energy usage whilst providing all the benefits to the community of improved lighting.

Funding of £1.3m has been allocated to Thames Maidenhead Bridge over the next two years to undertake waterproofing, scour protection and arch repairs. This is a grade 2 listed structure, which was built in 1760. Without this key strengthening work it is likely that the current bridge weight restriction of 40t would need to be reduced and this would have a significant impact on traffic movement in and out of the Borough, as this is a key crossing over the River Thames.

Additional funding of £150,000 has been allocated in 2007/08 to footway refurbishment. This has enabled good progress to be made on the 'well used' footway network, although there still remains a backlog on the category 3 and 4 footway network.

### **Implementation Plan**

At this stage, preliminary discussions are underway with Bracknell to explore the potential of sharing the cost of an external consultant to produce a generic HAMP by

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April 2009. Achievement of this target will be subject to early agreement being reached between both authorities and appropriate resources being in place.

## Annex C: Air Quality Action Plan Report

### Background

The management of air quality addresses both national and local requirements. The former is associated with the Review and Assessment process for reporting on progress on monitoring of the Air Quality Management Areas (AQMAs) against the national annual mean objective for nitrogen dioxide (NO<sub>2</sub>) in accordance with DEFRA requirements. A timetable setting out this element of the programme is shown in table 1.

**Table C1: RBWM Local Air Quality Management Process**

Review & Assessment	Exceedances of AQO
Update and screening assessment 2003 (follows from full report in 2000 to screen data and assess changes since that time)	It was from this report that the Air Quality Management Areas arose.
Report 2005 (Further Assessment)	Confirmed findings of earlier detailed assessment: Approved by DEFRA
AQAP emended in LTP2 2006/11	Submitted March 2006 and approved December 2006 by DfT and DEFRA. The LTP2 and AQAP was rated as 'good', while how the LTP2 addresses road traffic congestion was rated as 'fair'.
Update and Screening Assessment 2006	Report to DEFRA approved and did not identify any significant changes.
Progress Report and AQAP update 2007	To be prepared and submitted to DEFRA by the end of July 2007.
Future Review and Assessment work	
Annual Progress Report	Annual progress reports to DEFRA until 2009. A major report will be produced in 2009.

Overall Air Quality in the Borough is good, however some of the background levels away from major roads, levels are particularly low. The problems are concentrated in the two hot spots, which have been declared AQMAs (i.e., Windsor and Maidenhead). The major reason for these two hotspots is congestion and high volume of traffic. It therefore follows that there are two main actions that would address this: improving and reducing traffic flow.

Currently we are addressing these through the Air Quality Action Plan (AQAP).

In summary the areas of poor air quality are:

**Maidenhead AQMA A308** along King Street and Frascati Way, In and around Broadway caused by the street layout of tall close buildings;

**Windsor AQMA** in and around A332 Relief Road – Clarence Road Roundabout.

### AQAP and LTP2

LTP2 includes relevant policies and strategies from all service areas. This centres on efforts to:

- reduce congestion,

- improve journey reliability
- improve public transport provision and infrastructure
- improve information to the public

Progress on the AQAP is discussed monthly at the LTP Project Board to check that we are all working towards the objectives of the LTP and the AQMP and report on progress. Many of the measures identified in the AQAP are an effective tool at tackling climate changes through reduced carbon emissions including Carbon Dioxide (CO<sub>2</sub>) and Methane (CH<sub>4</sub>).

Table 2 shows the target NO<sub>2</sub> reduction for each for each year to achieve the DEFRA Air Quality objective by 2010.

**Table C2: Air Quality Action Plan and Key Programmes**

Year	NO <sub>2</sub> Target - Annual Mean (ug/m <sup>3</sup> )	Key AQMP Strategy Themes (also in LTP2)	Impact
2005/06	Baseline 51ug/m <sup>3</sup>		
2006/07	50ug/m <sup>3</sup> Annual Mean result: <ul style="list-style-type: none"> <li>• Maidenhead 50ug/m<sup>3</sup></li> <li>• Windsor 50ug/m<sup>3</sup></li> </ul>	Mobility Management (MM) Network Management (NM) Sustainable Travel Options (STO) Demand Management (DM) Vehicle Emissions Testing (VET) New Technologies (NT) Waste Management (WM) Statutory Duties (SD) In future years the effects of the above may have increasing impact.	High to Med Med High Med Low  Low Low
2007/08	48ug/m <sup>3</sup>		
2008/09	46ug/m <sup>3</sup>		
2009/10	43ug/m <sup>3</sup>		
2010/11	40ug/m <sup>3</sup>		To be advised

The AQAP provides a list of these measures to work towards achieving the target NO<sub>2</sub> reductions. The Action Plan lists those schemes from 2006/07 to 2008/09 with an estimated degree of NO<sub>2</sub> reduction (High, Med, Low) for each activity. This plan is being updated on a monthly basis at the LTP Project Board. The AQAP is being updated with the "Progress To Date" in consultation with all Service Areas and a further report is prepared with the year-end results.

Key	
<b>NO2/CO2 Emissions</b>	
<b>High impact:</b> have a significant reduction of Nox and CO2 in the AQ management areas	
<b>Medium impact:</b> a significant number of these measures will be required to effect a significant reduction	
<b>Low impact:</b> Imparts a contributory effect on reduction	
<b>Impact cannot be quantified until detailed traffic flow information is available for modelling the effects of changes</b>	

## Air Quality Action Plan – Outcome Improvement Plan (OIP) Maidenhead Area

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
<b>LTP Air Quality Action Plan- Maidenhead Area</b>									
<b>LTP Objective 2: Improve SAFETY for all transport users</b>									
M1	Education Programmes: Road safety training and Learning for Sustainability (Lfs) programme	1. Arrange cycle training with primary schools for year 6 pupils with 500 pupils targeted 2. Deployment of Speed Indicator Device (SID) at various sites in Borough. 3. Organise public events to increase knowledge and understanding of AQ issues 4. Establish frameworks of Lfs within schools and apply to other organisations	Ongoing	Med	Med	Sustainable living and public understanding of AQ issues. Public participation on sustainability issues	Dependent on use by cyclists; benefits public health; min impact on emissions reduction overall	No.8, 9, (LAA) & 10 - KSI's etc.	1. Cycling training targets met for last 4 years. 2. Between 6 and 8 SID units deployed at sites across the Borough each day. 3. Exploring the possibility of involving pupils in AQ monitoring to raise awareness among parents. 4. Working with Lfs one seminar and joint advertising campaign.
<b>LTP Objective 3: Improve journey reliability and address CONGESTION</b>									
M2	Urban traffic control: Updating and extending the current UTC system, in conjunction with better traffic surveys.	Upgrade and expand current UTC systems, develop common database, and use traffic data to identify and benchmark hotspots		Med	High	Reduction in road congestion and improved traffic flow	Potential escalate to high category; rapidly implemented	No. 25 - Avg. Journey Time/LAA	Major project ongoing with UTC. £75k allocated re AQ fund

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M3	Junction improvements: Modifying the layout of junctions experiencing chronic congestion	Layout modifications at key roundabouts and junctions would need to be based on both traffic and AQ data.	2007/08	High	High	Reduced road traffic congestion	Major impact NOx & CO2; capital intensive, politically supported	No. 25 - Avg. Journey Time/LAA	Road widening at Market Street / High St to let vehicles pass buses calling at bus stop under construction, plus other scheme layouts including Castle Hill
M4	Quality Bus Partnerships: Develop high quality, cross boundary bus services	Establish quality bus partnership with operators	Ongoing	Med	Med	Increase in use of sustainable public transport	Major companies require buy-in; may not be readily taken up	No. 17, 17, 18 Bus's etc. (LAA) & 28	Strategic bus and coach network and Regional Transport Fund project of which £64m allocated. Report expected end of October 2008.
M5	Pedestrian/Cycling facilities: New/improved routes & crossing facilities	Identify new facilities through Access Advisory Forum, Cycle Forum, School Travel Plans, etc.	Ongoing	Low	Low	Health and environmental benefits		No. 19 Cycling	1. Toucan crossing on A4 at St Marks' Rd / Grenfell Rd junction 2. The Borough is lobbying for changes to the Traffic Management Act to permit the enforcement of parking on zig-zag marking at crossings without need for signage.



Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M6	Bus/Cycle Priority: Introducing priority measures	Promote and prioritise schemes through capital programme and LTP objectives	Ongoing	Med	Med	Reduction in road congestion	Puts priority on cycle & bus lanes; dependent on no of cyclists	No. 15 (LAA) & 19 Bus & Cycle trips	Cycling schemes delivered in 2007/08 include: - New cycle parking in Maidenhead town centre For 2008/09, schemes being developed include: - A4 cycle route: Oldfield Rd to Moorbridge Road - Forlease Road / Moorbridge Road Advanced Stop Line - Ockwell's Rd / Woodlands Park Road junction improvements - Cycle parking in Maidenhead Town Centre & Rail Station
M7	Supported Bus Services: Providing financial support to local bus services	Ongoing support for socially necessary bus services plus expanded "concessionary fares" scheme for elderly residents and supported specialist services for people with disabilities	Ongoing	Med	Med	Increase in use of sustainable public transport	Restricted to disabled & elderly; May not use public transport; may downgrade to low category	No. 16, 17 & 18 (LAA)	Process of tendering for Maidenhead network of services underway including analysis of information.
M8	Priority Bus stop routes	Investigate the possibilities to assist in the Crossrail project	Ongoing	High	High	Increase in use of sustainable public transport	Keeps traffic out of town; need to drive thro AQ area to access; capital intensive	No. 25 - Avg. Journey Time/LAA	Priority bus routes programme ongoing

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M9	Public Transport Infrastructure Improvements: Enhance accessibility and attractiveness of public transport	Provide real time information at key bus stops and develop programme of raised kerbs		High	High	Increase in use of sustainable public transport	Long term set up implications; Section 106 contributions	No. 27 - Air Quality	Prioritised programme of bus stop improvements identified as part of Maidenhead Bus Study (2008) possible new "Kickstart" funding bid.
<b>LTP Objective 4: Reduce the impact of transport on the ENVIRONMENT</b>									
M10	Parking Standards	Impose strict parking standards for new development as identified in the Council's Parking Strategy.	Ongoing	Med	Med	To mitigate traffic and air quality impacts from new development	Rapidly implemented ; potential escalate to high category	-	Each Planning Application is assessed against standards and advice given to Planning Case Officer. Use of S106 and travel plans is in place. Practice Note on Parking Standards being prepared.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M11	Travel information and advice: Providing information on available travel options	Initiation of project for real time information to support provision of printed information	Ongoing	Med	Med	Reduction in car use	May not have impact; dependent on usage		<ol style="list-style-type: none"> <li>1. Real-Time Passenger Information (RTPI) launched in Maidenhead in 2006/07, serving routes 6/6A and 7A/7B. RTPI includes web-based facility and SMS messaging service.</li> <li>2. The Council produces timetable leaflets for the Borough Bus network of services as well as at-stop displays for key locations.</li> <li>3. New contracts for Borough Bus services will place greater responsibility on operators for timetable provision.</li> <li>4. Produced E Berkshire Transport guide in association with neighbouring LAs.</li> <li>5. Updated Cycling in Windsor and Maidenhead leaflet.</li> <li>6. Produced Jubilee River and Slough Linear Park cycle route leaflet in conjunction with Sustrans and Slough Borough Council.</li> </ol>
M12	Public Parking Regimes	Stating parking charges and permitted length of stay in public car parks in town centre locations to favour short-stay parking for shoppers and visitors and encourage use of park & ride.	Ongoing	Med	Med	Health and environmental benefits	Potential short term benefits; increase in parking income		Completed

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M13	LAAPC/LAP PC and Environmental Protection Act 1990	To comply with Pollution Prevention Control Act 1999 that implements the IPPC Directive and replace the Environmental Protection Act 1990	2006/07 and ongoing	Low	Low	Wider environmental benefits		No. 27 - Air Quality	Authorisations updated to new permitting regime - for processes listed under Part B of the Act. Completed on DEFRA schedule. Ongoing (annually). Dry cleaning premises (new permits) - ongoing as per DEFRA schedule.
M14	Increase diversion of biodegradable waste from landfill	Enhanced garden waste collection service introduced in April 2006	2006/07 and ongoing	Low	Low	Reduction of waste to landfill and wider environmental benefits		-	Green waste subscribed kerbside collection scheme approved in July 2008 and implement November 2008.
M15	Home composting scheme: Reduce amount of household waste and compliance with Landfill Directive	Enhanced home composting bins in conjunction with Waste Resources Action Programme (WRAP) providing promotional literature and subsidised containers.	2006/07 and ongoing	Low	Low	Waste minimisation and diversion of organic material from landfill		-	To date 11,000 compost bins have been issue from 1997. Also 2000 people visited in schools and community groups. Free home composter scheme with 4,000 composters and caddies ordered.
M16	VOSA and other testing	Testing of vehicles for Carbon Monoxide (CO), hydrocarbons plus NOx emissions.	Ongoing	Low	Low	Increased motorist awareness		No. 27 - Air Quality	Discussion ongoing with VOSA

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M17	Hybrid vehicles and alternatively fuelled The potential use of hydrogen as a transport fuel and also for the local generation of electricity	Promote where possible, the use of less and non-polluting vehicles.	Ongoing	Med	Med	Wider environmental/health benefits		No. 27 - Air Quality	Borough Bus vehicles all running on vegetable oil. Options being discussed as part of sustainability agenda. Looking into the possibility of inviting leading researchers from Imperial College for a presentation on the topic. Also environmentally friendly vehicles for pool cars, including use of eco friendly vehicles for the street lighting contract.
M18	Schemes and trials to reduce road traffic emission	Participate in and support schemes involving the use of alternative fuels and trails of new materials that absorb, reduce or eliminate NOx emissions. Encourage the use of vehicles that use less or no fuels in light of high fuel price.	Ongoing	Med	Med	Wider environmental/health benefits		No. 27 - Air Quality	New engines for the First Great Western (FGW) High Speed Train fleet reduce fuel usage by 15%, reduces CO <sub>2</sub> emissions by 64% and particulate emissions by 42%.
M19	Investigate AQ related complaints. Control of emission from construction sites.	Look at more efficient means to retrieve information and tie in to sustainability/climate change issues.	2006/07 and ongoing	Low	Med	Wider environmental benefits		No. 27 - Air Quality	Customer demand led. Corporate & departmental targets. Advice to companies regarding Code of Practice to reduce air pollution from construction sites.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
<b>LTP Objective 5: Improve ACCESS to everyday facilities</b>									
M20	E-Services: Providing online services to reduce the need to travel	Council will continue to extend its range of services to reduce the need to visit Council offices.	Ongoing	Med	Med	Reduction in car use	Requires use of computer; may still attend in person; mistrust of online payments	No. 20, 21 & 22	From January 2007 following services include: 1. Applications library membership, school admissions, planning applications, parking permits; 2. Payments - Council invoices, Council tax, business rates, parking fines, housing benefit repayment 3. Reporting - Council complaints, highway maintenance, pollution, abandoned vehicles, rights of way, benefit fraud
M21	Safer Routes to schools: Addressing safety and security concerns identified through consultation for school travel plans	Identify priorities through School Travel Plans and prioritise through capital projects working group.	Ongoing	Med	Med	Health and environmental benefits	Links with school travel plans; ban on parking at school, gates	No. 34 Travel Plans	Currently working on 10 Safer Routes to School schemes across the Borough to address barriers to walking and cycling to school. Capital bid for doubling of expenditure in 2009/10.
M22	Ticketing solutions: Promoting public transport	Electronic payment systems for public transport and travel/entry tickets for major events and tourist attractions	Ongoing	Low	Med	Reduction in road traffic congestion		No. 29 Air Quality	Working with First Great Western and South West Trains to extend and simplify combined ticketing solutions. Scheme already in place for Legoland.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M23	Parking enforcement	Decriminalised parking enforcement	2007/08	Low	Low	Improved road safety for cyclists/motorcyclists and reduction in road congestion		-	DPE introduced January 2008. Compliance with the parking restrictions is currently running at approximately 90%. Recent surveys show a 27% increase in the number of compliant vehicles in the Maidenhead area.
M24	Rail Partnerships: Working in partnership with First Great Western (FGW) and South West Trains (SWT)	Improve interchange, enhance accessibility and facilitate integration with other travel modes	Ongoing	High	High	Increase in use of sustainable public transport	Long term implementation (post 5 yr); no short term benefits; external bodies may be non co-operative; major awareness required	-	Ongoing discussion with FGW and SWT. Meeting with councillors and Train Operating Companies held with regular future meetings proposed to address key issues.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M25	Awareness Campaigns: Travel behaviour and alternative mode of transport	Promote sustainable forms of transport through a variety of campaigns.	Ongoing	Med	Med	Increase in modal shift percentage	Take up of sustainable transport schemes dependent	No. 34, 35 & 36 - Travel Plans	1. Promotion of Walk to School events each year - 36 schools / 7000 pupils took part in May 2008, with some schools achieving 80 to 98% walking / cycling. 2. School Travel Reward Scheme (STaRS) launched Autumn 2007 - 10 schools took part in pilot. New expanded scheme launched in Autumn 2008. 3. Articles in Healthy and sustainable Schools newsletter. 4. School Travel Excellence Programme launched with conference in Oct. 2007, provides accreditation and awards scheme aimed at increasing effectiveness of School Travel Plans. 6. Use of Speed Indicator Device (SID) at sites around the Borough.
M26	Awareness Campaigns: Travel behaviour and alternative mode of transport	Promote sustainable forms of transport through a variety of campaigns.	Ongoing	Med	Med	Increase in modal shift percentage	Take up of sustainable transport schemes dependent	No. 34, 35 & 36 - Travel Plans	Increasing awareness of the Green Way as a pedestrian commuting route into Maidenhead (including replacement of Information Board at North Town Moor, and updating path signage)



Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M27	Inter-Urban Coach Services	Working with neighbouring authorities and the Highways Agency to progress a north-south route linking High Wycombe, Marlow, Maidenhead, Bracknell, Blackwater and Farnborough to reduce the number of inter-urban car trips.	Ongoing	Med	Med	Increase in use of sustainable public transport	Lengthy process bringing stakeholders on board; may lose support for scheme	-	Working with SEERA, Buckinghamshire County Council to move up South East Plan priority for spend. Scheme has SEERA/DfT approval, working jointly with authorities to progress along with seconded DfT Project Manager leading the project.
M28	Liaison with FGW	New scheme to introduce engines in high speed trains (HSTs) that offer lower emissions, including NO2, lower noise, better fuel consumption and greater reliability converting the entire fleet of 43 trains.	Ongoing	Med	Med	Increase in use of sustainable public transport		-	FGW started implementing new trains on Paddington line. New improved timetable introduced for larger trains and refurbished carriages.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
M29	Council own fleet and contractors: Ensuring compliance with emission standards	Ensure that Council and Contractor's vehicles are well maintained and routes and tasks are co-ordinated to be as efficient as possible.	Ongoing	Low	Low	Ensure all vehicles are EURO IV compliant		No. 27 & 35 - Env. & Travel Plans	Waste Contractor Route Risk Assessment completed.
M30	Travel Plans: Promoting sustainable travel to schools and business	Achieve 100% of Schools with Travel Plans by 2010. Promote and monitor all other travel plans, workplace, hospital and schools. Proactively request Travel Plans through Planning process.	Ongoing	High	High	Reduction in car use	Quick to implement; schools programme underway; short & long term benefits	No. 34, 35 & 36 - Travel Plans	1. 40% of schools (33) had School Travel Plans by end of 2007/08. 2. Travel plans are requested where appropriate as part of planning process through S106 Agreements. 3. Interim / final travel plans submitted as part of S106 Agreements include: - Badnell's Pit Construction Travel Plan - Chatsworth House - Concorde Business Park (various units) - Foundation Park (various units) - Handmade Cake Company - Sainsbury's - Waitrose

## Air Quality Action Plan – Outcome Improvement Plan (OIP) Windsor Area

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
<b>LTP Air Quality Action Plan- Windsor Area</b>									
<b>LTP Objective 2: Improve SAFETY for all transport users</b>									
W1	Education Programmes: Road safety training and Learning for Sustainability (Lfs) programme	1. Arrange cycle training with primary schools for year 6 pupils with 500 pupils pa targeted 2. Deployment of Speed Indicator Device (SID) at various sites in Borough. 3. Organise public events to increase knowledge and understanding of AQ issues 4. Establish frameworks of Lfs within schools and apply to other organisations	Ongoing	Med	Med	Sustainable living and public understanding of AQ issues. Public participation on sustainability issues		N/a	1. Cycling training targets met for last 4 years. 2. Between 6 and 8 SID units deployed at sites across the Borough each day. 3. Exploring the possibility of involving pupils in AQ monitoring to raise awareness among parents. 4. Working with Lfs one seminar and joint advertising campaign.
							8-10		

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
<b>LTP Objective 3: Improve journey reliability and address CONGESTION</b>									
W2	Urban traffic control: Updating and extending the current UTC system	Upgrade and expand current UTC systems, develop common database, and use traffic data to identify and benchmark hotspots	Ongoing	Med	High	Reduction in road traffic congestion	25	N/a	Major project ongoing with UTC. £75k allocated re AQ fund
W3	Junction improvements: Modifying the layout of junctions experiencing chronic congestion	Layout modifications at key roundabouts and junctions	Ongoing	Med	High	Reduction in road traffic congestion	25	5.1	Feasibility in progress at key roundabouts and junctions in Windsor. Speed limit in Goslar Way reduced from National to 40 mph
W4	Quality Bus Partnerships: Develop high quality, cross boundary bus services	Establish quality bus partnership with operators	Ongoing	Med	Med	Increase in use of sustainable public transport	16-18	5.4	Secured a Quality Bus Partnership with First Group, BAA, and Slough Borough Council for the 75/76/77 services, resulting in more frequent and extended services, newer buses, improved journey reliability and better information

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
W5	Pedestrian/Cycling facilities: New/improved routes & crossing facilities	Public Rights of Way network provides good opportunities for non-motorised travel, and effective path maintenance (surfacing, vegetation management, signposting, and path furniture).	Ongoing	Low	Low	Improving public health and environmental benefits	19	5.3	Improvements to the Thames Path to encourage pedestrian/cycle commuting between Eton and Windsor (including major surface upgrade to footpath/cycleway on Eton section of Thames Path, scheme in design stage) Worked with Eton College on a new toucan crossing for Pockocks Lane
W6	Bus/Cycle Priority: Introducing priority measures	Promote and prioritise schemes through capital programme and LTP objectives	Ongoing	Med	Med	Reduction in road congestion	15-19	5.3 & 5.4	Cycling schemes delivered in 2007/08 include: - New cycle parking in Windsor town centre and at Dedworth Rd / St Andrew's Ave. - New shared use footway / cycle way on St Leonard's Rd For 2008/09, schemes being developed include: - B3022 Slough to Eton Cycle Route - Cycle parking at Windsor Royal Shopping
W7	Supported Bus Services: Providing financial support to local bus services	Ongoing support for socially necessary bus services plus expanded "concessionary fares" scheme for elderly residents and supported specialist services for people with disabilities	Ongoing	Med	Med	Increase in use of sustainable public transport	16-18	5.4	The Borough provides support for several bus services serving the Windsor area including White Bus 1 and the 6/6A service.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
W8	Windsor Parking & Transport Project	Explore opportunities to cater for the growing number of visitors coming to Windsor, whilst minimising impacts on congestion and air quality.	Ongoing	High	High	Tackle air quality problems along Windsor & Eton Relief Road	25	n/a	Windsor Transport and Parking Major Scheme bid submitted to SEERA July 2008, including a 'sustainable ring' of new / expanded park and ride sites, effective use of private car parks, variable message signing and town centre car park improvements. The scheme also includes a redesign of Clarence Road roundabout to improve traffic flow, provide bus priority and improve facilities for pedestrians and cyclists.
W9	Public Transport Infrastructure Improvements: Enhance accessibility and attractiveness of public transport	Provide real time information at key bus stops and develop programme of raised kerbs using S106 developer contributions.	Ongoing	High	High	Increase in use of sustainable public transport	29	5.4	Developing programme of bus stop improvements similar to that being introduced in Maidenhead.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
<b>LTP Objective 4: Reduce the impact of transport on the ENVIRONMENT</b>									
W10	Travel information and advice: Providing information on available travel options	Initiation of project for real time information	Ongoing	Med	Med	Reduction in car use		5.4	<ol style="list-style-type: none"> <li>1. Real Time information introduced in Windsor in 2006/07 serving Route 77 and extended to Route 71 in 2007/08 .</li> <li>2. The Council produces timetable leaflets for supported bus services as well as at-stop displays for key locations.</li> <li>3. Produced E Berkshire Transport guide in association with neighbouring LAs.</li> <li>4. Updated Cycling in Windsor and Maidenhead leaflet.</li> <li>5. Produced Jubilee River and Slough Linear Park cycle route leaflet in conjunction with Sustrans and Slough Borough Council.</li> <li>6. PRoW/Leisure has produced various leaflets.</li> </ol>
W11	LAAPC/LAPP C and Environmental Protection Act 1990	To comply with Pollution Prevention Control Act 1999 that implements the IPPC Directive and replace the Environmental Protection Act 1990	2006/07 and ongoing	Low	Low	Wider environmental benefits	26	n/a	Authorisations updated to new “permitting” regime - for processes listed under Part B of the Act. Completed on DEFRA schedule. Ongoing (annually). Dry cleaning premises (new permits) - ongoing as per DEFRA schedule.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
W12	Investigate AQ related complaints. Control of emission from construction sites.	Look at more efficient means to retrieve information and tie in to sustainability/climate change issues. Provision of advice to companies regarding Code of Practice to reduce air pollution from construction sites.	2006/07 and ongoing	Low	Med	Wider environmental benefits	26	n/a	Customer demand led. Corporate & departmental targets.
W13	Home composting scheme: Reduce amount of household waste and compliance with Landfill Directive	Enhanced home composting bins in conjunction with Waste Resources Action Programme (WRAP) providing promotional literature and subsidised containers.	2006/07 and ongoing	Low	Low	Waste minimisation and diversion of organic material from landfill	26	4.4	Introduction of 5,000 free composters offer to Borough residents to further reduce waste and approval in July 2008 of kerbside green waste subscribed scheme commencing November 2008.
W14	VOSA and other testing	Testing of vehicles for Carbon Monoxide (CO), hydrocarbons plus NOx emissions.	Ongoing	Low	Low	Increased motorist awareness	26	n/a	Discussions ongoing with VOSA



Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
W15	Hybrid vehicles and alternatively fuelled The potential use of hydrogen as a transport fuel and also for the local generation of electricity	Promote where possible, the use of less and non polluting vehicles.	Ongoing	Med	Med	Wider environmental/health benefits	26	n/a	Options being discussed as part of sustainability agenda. Looking into the possibility of inviting leading researchers from Imperial College for a presentation on the topic. Investigating the use of Pool Cars for business trips for staff.
W16	Schemes and trials to reduce road traffic emissions.	Participate in and support schemes involving the use of alternative fuels and trials of new materials that absorb, reduce or eliminate NOx emissions.	Ongoing	Med	Med	Wider environmental/health benefits	26	n/a	Discussions re use of alternative fuels part of briefings to Sustainability Panel and interest groups
W17	Increase composting facilities	Enhanced garden waste collection service introduced in April 2006	2006/07 and ongoing	Low	Low	Reduction of waste to landfill and wider environmental benefits	26	4.4	Green waste subscribed kerbside collection scheme approved in July 2008 and implement November 2008.
W18	Public Parking Regimes	Street parking charges and permitted length of stay in public car parks in town centre locations to favour short-stay parking for shoppers and visitors and encourage us of park & ride.	Ongoing	Med	Med	Health and environmental benefits	None	10.1	Completed.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
W19	Parking Standards	Impose strict parking standards for new development as identified in the Council's Parking Strategy.	Ongoing	Med	Med	To mitigate traffic and air quality impacts from new development	None	10.1	Each application is assessed against standards and advice given to Planning Case Officer. New Windsor Parking Strategy approved at Cabinet August 08, parking practice note being developed.
<b>LTP Objective 5: Improve ACCESS to everyday facilities</b>									
W20	Safer Routes to schools: Addressing safety and security concerns identified through consultation for school travel plans	Identify priorities through School Travel Plans and prioritise through capital projects working group.	Ongoing	Med	Med	Improving public health and environmental benefits	34	5.6	Currently working on 10 Safer Routes to School schemes across the Borough to address barriers to walking and cycling to school. Capital bid for doubling of expenditure in 2009/10.
W21	Ticketing solutions: Promoting public transport	Electronic payment systems for public transport and travel/entry tickets for major events and tourist attractions	Ongoing	Med	Med	Reduction in road traffic congestion	29	5.4	Action is within the Ascot Racecourse Travel Plan as an initiative but yet to be progressed. Working with FGW and SWT to promote integrated ticketing.

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
W22	Awareness Campaigns: Travel behaviour and alternative mode of transport	Promote sustainable forms of transport through a variety of campaigns.	Ongoing	Med	Med	Increase in modal shift percentage	29	5.6	1. Promotion of Walk to School events each year - 36 schools / 7000 pupils took part in May 2008, with some schools achieving 80 to 98% walking / cycling. 2. School Travel Reward Scheme (STaRS) launched Autumn 2007 - 10 schools took part in pilot. New expanded scheme launched in Autumn 2008. 3. Articles in Healthy and sustainable Schools newsletter. 4. School Travel Excellence Programme launched with conference in Oct. 2007, provides accreditation and awards scheme aimed at increasing effectiveness of School Travel Plans. 6. Use of Speed Indicator Device (SID) at sites around the Borough.
W23	Lift sharing	Expansion of NHS car share scheme to allow access for patients and visitors travelling to hospital sites. Promotion of Lift Sharing Schemes through Planning process and Travel Plans	Ongoing	Med	Med	Reduction in road traffic congestion	34-36	5.6	1. Expansion of NHS car share scheme to allow access for patients and visitors travelling to hospital sites (poorly promoted currently). 2. Promoted through Travel Plans and the Planning Application Process through S106 Agreements.
W24	Council own fleet and contractors: Ensuring compliance with emission standards	Ensure that Council and Contractor's vehicles are well maintained and routes and tasks are co-ordinated to be as efficient as possible.	Ongoing	Low	Low	Ensure all vehicles are EURO IV compliant. Leading by example.	35	n/a	Waste Contractor Route Risk Assessment completed

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
W25	Travel Plans: Promoting sustainable travel to schools and business	Achieve 100% of Schools with Travel Plans by 2010. Promote and monitor all other travel plans, workplace, hospital and schools. Proactively request Travel Plans through Planning process. Produce guidance for all Travel Plans on the web.	Ongoing	High	High	Reduction in car use	34-36	5.6	1. 40% of schools (33) had School Travel Plans by end of 2007/08. 2. Travel plans are requested where appropriate as part of planning process through S106 Agreements. 3. Interim / final travel plans submitted as part of S106 Agreements include: - Ascot Racecourse - Centrica - Computer Associates - E Berkshire College - King Edward Court - Old Bank House Windsor
W26	E-Services: Providing on line services to reduce the need to travel	Council will continue to extend its range of services to reduce the need to visit Council offices.	Ongoing	Med	Med	Reduction in car use	None	n/a	From January 2007 following services include: 1. Applications library membership, school admissions, planning applications, parking permits; 2. Payments - Council invoices, Council tax, business rates, parking fines, housing benefit repayment 3. Reporting - Council complaints, highway maintenance, pollution, abandoned vehicles, rights of way, benefit fraud

Ref.	Change / Improvement	Action Required	By When	Potential NO2 Reduction	Potential CO2 Reduction	Outcome	PEST & SWOT	LTP / LAA	Progress to Date
W27	Parking enforcement	Decriminalised parking enforcement	Ongoing	Low	Low	Improved road safety for cyclists/motorcyclists and reduction in road congestion, circulation and obstructions	None	n/a	DPE introduced January 2008. Compliance with the parking restrictions is currently running at approximately 90%. Recent surveys show a 20% increase in the number of compliant vehicles in the Windsor area.
W28	Rail Partnerships: Working in partnership with First Great Western (FGW) and South West Trains (SWT)	Improve interchange, enhance accessibility and facilitate integration with other travel modes	Ongoing	High	High	Increase in use of sustainable public transport	None	n/a	Ongoing discussion with FGW and SWT
W29	Inter-Urban Coach Services	Working with neighbouring authorities and the Highways Agency to progress a north-south route linking High Wycombe, Marlow, Maidenhead, Bracknell, Blackwater and Farnborough to reduce the number of inter-urban car trips.	Ongoing	Med	Med	Increase in use of sustainable public transport	None	5.4	Working with SEERA, Buckinghamshire County Council to move up South East Plan priority for spend.

## **Annex D: Milestones Statement and Public Rights of Way Improvement Plan Review (2008-2009)**

### **FOREWORD**

I am pleased to introduce the tenth annual Milestones Statement for the Royal Borough, marking 10 years since this Council, as Highway Authority, became responsible for the management and maintenance of the public rights of way network.

I hope that residents and visitors to the borough will continue to enjoy the public rights of way network as a means of accessing the borough's beautiful countryside, and as a healthy and stress-free way of getting about.

In the coming year, the Council is particularly keen to improve and promote the Thames Path National Trail as a key part of the footpath network and a major asset to the borough

We will continue to work with all our partners, including the Local Access Forum, Parish and Town Councils, landowners, and path user groups (including the East Berks Ramblers Association, The Disabled Ramblers, the Cyclists Touring Club and Sustrans), to achieve these goals and I wish to thank all of them for their continued co-operation, support and enthusiasm.

Councillor John Stretton

Chair of Rights of Way and Highway Licensing Panel  
Royal Borough of Windsor and Maidenhead

April 2008

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## 1 INTRODUCTION

### 1.1 General

The Royal Borough as the surveying and highway authority is responsible for the management and maintenance of the public rights of way network within the borough.

There are just over 304 km of public rights of way shown on the Royal Borough's Definitive Map, making up approximately one third of the entire highway network in the borough (see table 1).

The Council recognises the importance of public rights of way in enabling residents and visitors to enjoy the countryside, and get around the borough.

This Milestones Statement sets out the Council's priorities and targets for ensuring that the network is legally defined, properly maintained and well publicised. The Milestones Statement incorporates an annual update of the Public Rights of Way Improvement Plan 2005-2015.

### 1.2 The Milestones approach

It is widely recognised amongst local highway authorities that the 'milestones approach' is an effective means of prioritising public rights of way work and measuring performance against an agreed set of targets. The milestones approach involves:

- dividing the main aspects of public rights of way work (legal definition, maintenance and promotion) into component tasks.
- setting individual, realistic targets for the completion of each task, taking into account the available resources – these are the Milestones Targets (see page 6).
- monitoring progress towards achieving the Milestones Targets.

### 1.3 Partnership working

The Council works closely with rights of way user groups, landowners, parish and town councils (through the Parish Paths Initiative), and the borough's Local Access Forum.

### 1.4 Resources

Management of the public rights of way network is carried out by an in-house team of 2 full time

and 1 part time public rights of way officers. Legal support is provided by the Council's Legal Services section.

Practical works on public rights of way are carried out by a combination of external contractors (including a term contractor for vegetation clearance works), and the Council's in-house work force.

Members of rights of way user groups and the Parish Paths Initiative carry out invaluable work, including surveys, signposting, waymarking and practical work, and are very actively involved in promoting use of the network and monitoring for path problems.

The estimated revenue budget for public rights of way work in 2008/09 is **£ 45,500**. The estimated capital budget is **£ 60,000** (of which £55,000 will be sought from external sources, including developer contributions)

The following budget allocation is proposed for 2008/09. It should be noted that some of these projects may be dependent upon securing external funding.

<u>Projects</u>	<u>Estimated cost (£)</u>
Routine vegetation management	25,000
Reactive repairs/ works	10,000
Opportunistic works (e.g. access improvements)	15,000
Bridge repairs/ replacement	20,000
Surfacing improvements	15,000
Parish Paths projects	10,000
Promotional information	3,500
Contingency	7,000
Total:	105,500



Table 1

## Lengths of Rights of Way by Parish, April 2008

Parish	Length (km)					Total	% of network
	Footpath	Bridleway	Byway	Restricted Byway			
Bisham	13.146	2.524	-	2.228	<b>17.898</b>	5.88	%
Bray	36.251	9.999	2.184	0.682	<b>49.115</b>	16.28	%
Cookham	33.716	1.980	0.405	0.469	<b>36.570</b>	11.99	%
Cox Green	8.395	1.399	-	-	<b>9.794</b>	3.2	%
Datchet	5.247	-	-	-	<b>5.247</b>	1.69	%
Eton	18.146	3.561	-	-	<b>21.708</b>	7.11	%
Horton	1.200	0.950	-	-	<b>2.150</b>	0.71	%
Hurley	31.432	6.115	-	6.909	<b>44.456</b>	14.61	%
Maidenhead	29.551	0.439	-	2.596	<b>32.585</b>	10.71	%
Old Windsor	4.574	-	-	-	<b>4.574</b>	1.5	%
Shottesbrooke	3.240	-	-	1.612	<b>4.852</b>	1.59	%
Sunningdale	3.554	1.666	0.337	-	<b>5.556</b>	1.83	%
Sunninghill	10.771	-	3.592	1.299	<b>15.662</b>	5.15	%
Waltham St Lawrence	17.708	-	-	7.209	<b>24.918</b>	8.19	%
White Waltham	9.864	0.530	0.342	4.165	<b>14.9</b>	4.90	%
Windsor	4.178	1.994	1.644	0.259	<b>8.075</b>	2.38	%
Wraysbury	6.379	-	-	-	<b>6.379</b>	2.26	%
<b>Total (km)</b>	<b>237.151</b>	<b>31.154</b>	<b>8.568</b>	<b>27.364</b>	<b>304. 440</b>	<b>100</b>	<b>%</b>

## 2 OBJECTIVES

### 2.1 *Priorities for 2008/09*

The Royal Borough, in consultation with the interested parties listed in Appendix 1, considers that its priorities in public rights of way management for 2008/09 are as follows:

- Maintenance and enforcement: bringing public rights of way up to an acceptable standard for all users.
- Equality of service: ensuring that the needs of all users, regardless of race, disability, sexuality, age and religion, are taken into account.
- Ensure that the Thames Path is consistently safe and easy to use by all members of the public.
- Parish Paths Initiative (PPI) scheme: continuing to work with parish and town councils and volunteers.
- Partnership working: working with all interested parties in the management of public rights of way, (e.g. Local Access Forum, parish councils, civic societies, users and landowners)
- Publish an updated Definitive Map and Statement in 2008.
- Claims: reduce the backlog of applications to add to or amend the Definitive Map.
- Changes to the network: seeking improvements in association with development and other proposals.
- Improvements to the network: seeking improvements for horse riders and people with restricted mobility.
- Consultation: ensuring effective early consultation with interested parties on proposed changes to the network, in accordance with government regulations, circulars and codes of practice.
- Liaise with landowners and occupiers on all public rights of way matters, including updating and advising landowners on changes in legislation.
- Maximise the use of recycled and reused materials in rights of way maintenance where practicable.

### 2.2 *Milestones Targets for 2008/09*

#### **Well Maintained**

**WM 1** To ensure that all public rights of way are easy to use by members of the public. (This is the nationally recognised Best Value Performance Indicator for public rights of way). Target for 2008/09 is 95%.

**WM 2** To carry out major surface improvements/vegetation clearance on 10 public rights of way.

**WM 3** To repair or replace 5 bridges.

#### **Legally Defined**

**LD 1** To determine a minimum of 4 applications to add public rights of way to the definitive map.

**LD 2** To resolve a minimum of 10 significant errors in the definitive map.

#### **Well Publicised**

**WP 1** To produce 1 leaflet publicising access opportunities for people with special needs.

**WP 2** To assist others to produce effective promotional material. Target for 2008/09: a minimum of 1 new publication.

#### **Improving Access and Connectivity**

**AC 1** To achieve 1 new accessible route.

**AC 2** To make physical improvements including replacement of 25 stiles with gates or gaps, to facilitate use by those with special needs, the elderly, people with pushchairs etc.

### **2.3 Equal opportunities**

The Council continues to seek improvements to public rights of way to enable them to be used by a wide range of people with sensory or physical disabilities or learning difficulties. It actively supports the establishment of a number of routes suitable for use by disabled people, in consultation with the Council's Access Officer, the Access Advisory Forum, the Windsor and Maidenhead User Network (WAMU) and the Disabled Ramblers.

The Public Rights of Way Improvement Plan includes a number of policies and proposals relating to access for people with special needs.

### **2.4 Parish Paths Initiative**

The Parish Paths Initiative (PPI) provides grants and support to member parishes and groups to enable them to carry out small-scale improvement works that they feel will benefit their networks. All parish and town councils in the borough have now joined the scheme.

The British Horse Society, East Berkshire Ramblers' Association and National Trust are also members of the Parish Paths Initiative.

Parishes and groups are currently involved in a number of projects. These include clearance works, signposting and waymarking, replacing stiles with gates, and surfacing works. In addition the PPI has supported the National Trust Commons Committee in producing a promotional leaflet, and supported one of the parishes in organising a parish walk.

The scheme also operates a rolling condition survey of all public rights of way in the borough, carried out in partnership with the East Berks Ramblers Association.

Appendix 5 of this Milestones Statement shows a summary of work completed during 2007/08.

### **2.5 Local Access Forum**

The Royal Borough's Local Access Forum was set up in 2003 to advise the Council and other bodies as to the improvement of public access to land in the Royal Borough for open-air recreation and promote and develop sustainable access for the growing benefit of the environment and all in our community.

During 2007/08 the Forum has discussed and given advice to the Council on the following topics:

- Implementation and achieving objectives of the Public Rights of Way Improvement Plan
- Issues at North Town Moor, Maidenhead
- The Maidenhead Civic Society's Millennium Walk project
- Alley gating orders
- Developer contributions list of approved schemes
- Mountain bike access
- Rights of Way and Highways Licensing Panel agendas
- Milestones Statement 2008/2009
- Review of scheduling/frequency of LAF Meetings
- LAF consultation from DEFRA
- Use of creation orders to secure path improvement schemes
- Replacement of stiles – use of appropriate gates and alternative structures to reduce costs.
- Permitted paths

The Local Access Forum publishes an Annual Report detailing its activities in May each year. This, along with a list of Forum members and downloadable meeting minutes, agendas and materials are available on the Local Access Forum website at [http://www.rbwm.gov.uk/web/prow\\_local\\_access\\_forum.htm](http://www.rbwm.gov.uk/web/prow_local_access_forum.htm)

### **2.6 Thames Path National Trail**

Natural England (formerly the Countryside Agency) promotes the Thames Path as a National Trail, managed since April 1997 by the Ridgeway and Thames Path Management Group. The Royal Borough recognises both the national and local importance of the Thames Path and is represented on the Trail's management group. The Council is also a member of the River Thames Alliance which has recently published the Thames Waterway Plan 2006-2011.

In addition, the borough works closely with the National Trails office near Oxford regarding day-to-day issues arising along the Trail within the borough. The management of the path is directed by the Thames Path Management Strategy 2006 - 2011.

The Council also contributes to the production of a Thames Path Public Transport leaflet, which gives details of transport links to the Trail.

## 2.7 *Equestrians*

Three main areas for improvement to the safety and promotion of the use of bridleways, byways and restricted byways for use by horses are being targeted as follows:

- Investigation of the possibility of converting existing footpaths for use by horses, where appropriate, by negotiating with both landowners and user groups, to improve road safety for horses and riders while taking into account the needs of other users. All negotiations must have clear resolutions, and ensure that all users are satisfied with any changes to the status of the footpath(s) before modifications take place, including adequate width and, where appropriate, segregation of users.
  - Continuing with an initiative to designate highway verges as horse margins by identifying suitable areas adjacent to the highway and progressing with the necessary procedures to achieve this, together with developing changes in the maintenance of highway verges to enable their safe use.
  - Working with the British Driving Society to develop the use of appropriate public rights of way and improve horse safety
  - Development and promotion of circular riding routes.
-

### **3. WELL MAINTAINED**

#### **3.1 Maintenance and Enforcement**

The Council uses a GIS linked computer database to record problems encountered on rights of way, legal changes, path claims, etc. The database is updated regularly by condition surveys. A survey of all rights of way carried out in the summer of 1999 is used as a benchmark against which the Council monitors and evaluates progress. 3 year “rolling” surveys are carried out, with 1/3 of the network being surveyed each year. The majority of the surveys are currently carried out by the East Berks Ramblers Association on the Council's behalf.

Table 2 includes a summary of problems reported and resolved in the period April 2007 to March 2008 and details of the overall numbers of problems that remain outstanding.

Priority criteria for dealing with maintenance and enforcement problems are listed in Appendix 3 of this Milestones Statement.

#### **3.2 Noteworthy current issues**

The main current issues include:

- River bank erosion along the Thames Path
- Condition of bridges on rights of way
- Condition of stiles on rights of way
- Condition of trees adjacent to right of way

#### **3.3 Access for people with special needs**

When dealing with the provision of stiles and gates, an assessment is made to ensure that the appropriate type of barrier is used, and that where possible gaps are used rather than barriers. The Council places high priority on the use of modern barrier systems to facilitate use by those with restricted mobility, the elderly, people with young children in pushchairs etc.

The Council and the East Berks Ramblers Association (EBRA) operate a partnership project whereby EBRA contribute to the costs of replacing selected stiles with gates or gaps on well-used public rights of way. During the year 2007/08 EBRA contributed £621.00 towards the costs of replacing 3 stiles with gates on the Green Way (Cookham footpath 49.)

**Table 2**  
**Problems on Public Rights of Way in the Borough**

	Outstanding at 31 March 2007			Reported 1 April 2007 to 31 March 2008	Resolved 1 April 2007 to 31 March 2008	Outstanding at 31 March 2008
	Problems outstanding 5 years +	Problems outstanding 2-5 years	Problems outstanding up to 2 years			
<b>ENFORCEMENT</b>						
Ploughing and lack of marking	0	0	0	3	1	2
Obstruction by crops	0	0	1	5	5	1
Fence encroachment	18	13	6	5	3	39
Fence obstruction	7	1	3	3	0	14
Building obstruction	3	1	0	0	0	4
Other obstructions	10	6	7	11	5	29
Stiles	20	18	20	14	10	62
Gates	0	3	4	5	3	9
Bulls/ other animal problems	0	0	1	2	1	2
Unauthorised use by horses	4	3	1	0	1	7
Unauthorised vehicular use	2	2	5	3	7	5
Electric fencing	0	0	1	2	0	3
Misleading notices	0	0	1	1	0	2
Intimidation	0	0	0	0	0	0
Overhanging vegetation	1	4	17	17	14	25
Other Enforcement Problems	10	11	6	16	9	34
<b>SUB TOTAL</b>	<b>75</b>	<b>62</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ENFORCEMENT:</b>	<b>➔</b>	<b>➔</b>	<b>210</b>	<b>87</b>	<b>59</b>	<b>238</b>
<b>MAINTENANCE</b>						
Vegetation	18	5	15	30	20	48
Rutting	6	1	1	2	0	10
Drainage	10	12	12	2	2	34
Fallen trees	0	0	6	27	13	20
Erosion	12	20	22	11	15	50
Tree problems	0	2	9	13	8	16
Bridges	8	9	8	7	5	27
Safety barriers	1	5	3	4	2	11
Steps	0	2	0	1	0	3
Roadside signposting	0	12	24	13	12	37
Signposting at path junctions	6	25	23	3	12	45
Waymarking	10	21	24	8	8	55
Rubbish/ waste*	0	4	1	2	1	6
Other Maintenance Problems	11	7	23	10	7	44
<b>SUB TOTAL</b>	<b>82</b>	<b>125</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MAINTENANCE:</b>	<b>➔</b>	<b>➔</b>	<b>378</b>	<b>133</b>	<b>105</b>	<b>406</b>
<b>TOTALS</b>			<b>588</b>	<b>220</b>	<b>164</b>	<b>644</b>

Routine Maintenance: work items completed 01/04/2007 – 31/03/2008: (Works that would previously have been listed in the main table as having been reported and resolved over the report period)	<b>326</b>
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Note: A data cleansing exercise was carried out during 2007, where outstanding problems were reviewed and re-categorised. This has led to a much more accurate record of outstanding issues. Variations in the figures between reported periods can be explained due to issues being added and/or resolved retrospectively. For case management purposes it is desirable that the date an issue is resolved is as accurate as possible, but as a result of this the date some issues are closed falls outside of the reporting period and are not shown in the table above. It should also be noted that the number of problems reported is partly a reflection of increased awareness of rights of way: improved reporting arrangements in recent years and increased surveying activity therefore has an impact on the figures.

\* most problems of waste/ rubbish are dealt with by the waste management section and are not recorded here

## 4 LEGALLY DEFINED

### 4.1 *General*

The Definitive Map and Statement of Public Rights of Way are legal documents that provide conclusive evidence of the existence and status of public rights of way. It is therefore important that these documents are kept up to date and accurate. Copies of the Map and Statement are available for inspection in Maidenhead and Windsor central libraries, and Borough Council offices. Copies are also held by user groups and Parish Councils. Extracts from the Map and Statement can also be supplied on request. The Map can also be viewed on the borough website.

### 4.2 *Revised Consolidated Definitive Map and Statement*

The first Definitive Map and Statement for the Royal Borough of Windsor and Maidenhead was published in April 2000, with a relevant date of 1 January 2000.

Preparations are being made for re-publication of the Definitive Map and Statement in April/May 2008. This will mean that all legal changes made since the current Map and Statement was published in year 2000 will be consolidated onto the new Map and Statement.

### 4.3 *Modification Orders*

Definitive Map Modification Orders are made to update the definitive map, to show the effect of legal changes to public rights of way. Copies of the Orders are sent to all those who hold copies of the Definitive Map and Statement, so that up to date information is available

### 4.4 *Computer based Definitive Map and database.*

The Definitive Map is shown on the Council's GIS system. The Council maintains a comprehensive public rights of way database (Countryside Access Management System CAMS), which links the digital rights of way map to the Council's rights of way records such as complaints and maintenance records, the definitive statement, legal orders, planning application records, and photographs. This enables the rights of way officers to record, analyse and prioritise problems on the network

quickly and efficiently, and also to respond to public requests for information more quickly.

### 4.5 *Applications to modify the Definitive Map (Claims)*

There are 10 outstanding claims listed in Appendix 6 of this Milestones Statement. A statement of priorities for dealing with claims is shown in Appendix 2.

### 4.6 *“Excluded” areas – areas in which no rights of way were shown on the original (1952) Definitive Map*

Claims for public rights of way in these areas are included in the number of outstanding claims referred to in 4.5 above.

### 4.7 *Reclassification of Roads Used as Public Paths (RUPPs)*

The redesignation of Roads Used as Public Paths (RUPP's) to Restricted Byways, under the Countryside and Rights of Way Act 2000, came into effect on 2<sup>nd</sup> May 2006. All former RUPP's in the borough have therefore being re-signposted with Restricted Byway finger signs where they meet metalled roads. Additionally, A4 sized laminated notices have been displayed along paths with further information about the new designation.

### 4.8 *Changes to the network*

Applications for changes to the network are received from various parties, including landowners and developers, and are also initiated by the Council where they are considered to be in the interests of the public.

Planning applications are checked by the Highways Development Control and Rights of Way teams for the effect they may have on rights of way, and officers from these teams work closely with the planning officers. Where appropriate, suggested conditions and informatives are included in the response to the development control section. Policies in the RBWM Local Plan support the retention, enhancement and maintenance of rights of way, including recreational routes.

## 5 WELL PUBLICISED

### 5.1 Leaflets produced by the Council

- Public Rights of Way information booklet (2006 edition)
- The Green Way
- Ascot and Sunninghill Circular Walk
- Knowl Hill Bridleway Circuit
- Cookham Bridleway Circuit
- Cycling in Windsor and Maidenhead – this leaflet gives information about the local cycle network in the town centres, and the sections of the National Cycle Network routes which are in the borough.
- Round Berkshire Cycle Route

*(the above leaflets are available from the Borough Council free of charge)*

### 5.2 Leaflets currently under production

The Council is in the process of producing an ‘Easy Going’ leaflet detailing a route around the Cookham area suitable for those with restricted mobility. It is anticipated that the new leaflet will be published in April 2008, and a web-based version will be published on the borough website.

### 5.3 Other books and publications

Sunningdale, Bray and Datchet Parish Councils have produced their own walks leaflets, with help from the Parish Paths Initiative:

- “Walk, discover, enjoy - your Sunningdale” (Sunningdale Parish Council)
- “Parish Millennium Rights of Way Map” (Bray Parish Council)
- Holyport health walk (Bray Parish Council)
- “Foot and Cycle Paths in and around Datchet” (Datchet Parish Council)

*(the above leaflets are available from the Parish Councils free of charge)*

The Environment Agency has published a leaflet showing the paths along the Jubilee River *(available from the EA 08708 506506)*

The Ramblers’ Association, the British Horse Society, SUSTRANS and commercial publishers have produced a number of leaflets, booklets and

books promoting routes along public rights of way locally. These are widely available in libraries and bookshops.

### 5.4 Guided walks and rides

Guided walks and rides encourage the public to enjoy the countryside. The Ramblers’ Association organises a programme of walks for its members and the general public, and the British Horse Society organises various rides and events using the boroughs public rights of way and minor roads network.

### 5.5 Borough Website

The Borough’s Public Rights of Way web pages can be accessed directly at [http://www.rbwm.gov.uk/web/prow\\_index.htm](http://www.rbwm.gov.uk/web/prow_index.htm)

The web pages contain detailed information on public rights of way, including definitions of the various types of public rights of way, landowner responsibilities, legal changes to the network, contact details, and electronic maps of all rights of way in the borough.

The web pages also include a register of applications for Definitive Map Modification Orders (DMMO’s), together with application forms and guidance notes for DMMO’s or diversion or stopping up orders, and forms for reporting problems on rights of way.

The web pages also contain information about the Public Rights of Way Improvement Plan, the Parish Paths Initiative scheme and the Milestones Statement. Public Rights of Way leaflets and publications are also available to download.

The web pages also include a section on the Local Access Forum, containing annual reports, agendas, minutes and background materials from previous meetings, and details of the membership and Terms of Reference of the Forum.

The web pages are regularly updated and all new leaflets or publications will be produced in a format that enables publication on the website. The Cookham ‘easy-going’ leaflet currently in production will be include additional materials, photographs and information on the website.



## 6. MONITORING AND REVIEW

### 6.1 *Monitoring*

The public rights of way database continues to be used to provide a regular assessment of progress towards individual targets. Monthly reports are produced on performance against key performance indicators (the performance indicators are based on the Milestones Targets listed on page 6 of this document).

Prior to 1<sup>st</sup> April 2008, the Council has been required to publish a Best Value Performance Indicator (BVPI) for public rights of way: **“The percentage of the total length of footpaths and other rights of way which were easy to use by members of the public”**.

The BVPI result for the borough in 2007/08 was **91.84%**. This indicator is calculated using an Audit Commission approved methodology devised by the County Surveyors Society, and is based on surveys of a random sample of the rights of way network, carried out in May and November each year.

The surveys for 2007/08 were carried out using a random sample of 20% of the network, which is approximately 60 km of path.

BVPI 178 is to be discontinued as a national performance indicator from 1<sup>st</sup> April 2008.

### 6.2 *Review*

The Council is committed to working with all interested parties in carrying out public rights of way work in the borough.

This Milestones Statement and Public Rights of Way Improvement Plan will continue be reviewed and published annually and the Milestones targets will be discussed with the Local Access Forum and other interested parties so that co-ordinated priorities can be adopted.

## APPENDIX 1

### Consultation on the Milestones Statement 2008/09

The following organisations were consulted on the 2008/09 Milestones Statement

- RBWM Rights of Way and Highway Licensing Panel
  - RBWM Local Access Forum
  - All Parish and Town Councils in the borough
  - Disabled Ramblers
  - East Berkshire Ramblers' Association
  - British Horse Society
  - British Driving Society
  - Cyclists' Touring Club
  - Sustrans
  - Open Spaces Society
  - Thames Path National Trails Office
  - Council for the Protection of Rural England
  - Crown Estate
  - National Trust
  - Woodland Trust
  - National Farmers' Union
  - Country Landowners and Business Association
-

## APPENDIX 2

### **Statement of priorities for dealing with applications to amend the Definitive Map**

The Council aims to process uncontested applications for Public Path Orders and Definitive Map Modification Orders (claims) within 1 year of receipt.

Applications for Orders to amend the Definitive Map and Statement (claims) will be prioritised on the basis of the following factors:

Highest Priority: Closure very likely (e.g. area subject to planning application).

Path currently blocked by planting, fencing etc. which could be removed.

Path currently blocked by permanent structure e.g. building.

Possible threat to path, and/or partial blocking likely.

Lowest Priority: No recognised threat, and route useable by the public.

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## APPENDIX 3

### **Statement of priorities for dealing with maintenance and enforcement problems**

Maintenance and enforcement problems will be prioritised on the basis of the following factors:

Safety of users

Level of usage

Extent of obstruction of definitive line (i.e. completely obstructed or partially obstructed)

Benefit to public once resolved

Cost/time effectiveness in resolving problem

Number/level of complaints

Potential for deterioration of the problem

Age of the problem

Note: for efficient working practice, lower priority problems will be dealt with alongside higher priority problems where appropriate, for example if they are in the same locality or involve the same landowner. Lower priority problems will also be tackled as required in order to meet specific targets.

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## APPENDIX 4

### 1

#### Service standards

The Royal Borough of Windsor and Maidenhead has the following key aims in relation to public rights of way:

- To ensure that the borough's public rights of way network is properly maintained and well publicised
- To ensure that public rights of way are safeguarded and enhanced
- To help landowners and users to understand their responsibilities and rights
- To consult and work with interested parties to achieve the provision of a well-maintained and signed network of public rights of way

We will liaise with and involve:

- Local Access Forum
- Parish and Town Councils
- Natural England
- Ramblers' Association
- British Horse Society
- British Driving Society
- Cyclists' Touring Club
- Sustrans
- Vehicle User Groups
- National Farmers' Union
- Country Land & Business Association
- Thames Path Management Group
- Any other interested parties

Comply with **British Standards** on all new structures and furniture, and where possible, upon replacement of existing structures or furniture. BS 5709-2006 gaps, gates and stiles; order of preference; a) gap, b) gate, c) kissing gate, d) stile.

Barbed wire, razor wire, farm type electrical fences and suchlike should not normally be used in the vicinity of structures covered by this standard, but where these wires are necessary then assessment should be made of the effect they have on the safety and convenience of people in the vicinity.

A condensed version of BS 5709-2006 produced by the Pittcroft Trust is available on request from the public rights of way team.

Carry out:

- A condition survey of each path every three years, based on a rolling programme of six-monthly surveys (in partnership with East Berks Ramblers Association).
- An inspection of rights of way in a dangerous condition within one working day of notification, make safe within one working day of inspection, and inform correspondents of the results within three working days.

Use our powers:

- To enforce and remove any obstructions to the public rights of way network within three months of inspection, and enforce compliance with the Rights of Way Act 1990 (ploughing etc) within 6 weeks of inspection, and give consideration to all available statutory powers including prosecutions where appropriate.
- To process uncontested applications for Public Path Orders and Definitive Map Modification Orders (claims) within 1 year of receipt.
- To inform the correspondents of the reasons for any delay beyond the periods stated above.

Publish:

- The definitive map and statement every five years
- Information leaflets and updates regularly

## APPENDIX 5

## Parish Paths Initiative: work completed 2007-2008

Parish/Group	Work completed 2007/2008	£
Bisham	Replacement of two stiles with gates Bisham FP 18 Clearance of Bisham BR 2 EBRA volunteer works Condition survey	1654 80  Officer time
Bray	Organise householders to cut back overhang Bray FP 77 Consider promoted walk around Bray Lake permitted paths EBRA volunteer works Condition survey	Officer time Officer time  Officer time
British Horse Society	Knowl Hill Bridleway Circuit notice board repair	95
Cookham	Contribution towards clearance costs Surfacing works Cookham FP 3 Replacement of stile with gate Cookham FP 26 EBRA volunteer works Condition survey	1000 Officer time 385  Officer time
Cox Green	Contribution towards bridge repairs Cox Green FP 11 Condition survey	150 Officer time
Datchet	Condition survey Tree works Datchet FP 9	Officer time 320
East Berkshire Ramblers' Association	Contribution towards costs of carrying out condition survey and general clearance and maintenance works Work in partnership on stile replacement project	1000 Officer time
Eton	Surface repairs FP 13 EBRA volunteer works Condition survey	350  Officer time
Horton	Condition survey	Officer time
Hurley	Contribution towards major clearance Hurley RB 53 Re-establish definitive line Hurley RB 58 EBRA volunteer works Condition survey	1000 50  Officer time

National Trust	Liaison with NT over various projects	Officer time
Old Windsor	Contribution towards clearance Liaison re resurfacing of Old Windsor FP 7 Condition survey	500 Officer time Officer time
Shottesbrooke	Condition survey	Officer time
Sunningdale	Clearance Sunningdale FP 10 Grant towards Parish Walk Condition survey	130 340 Officer time
Sunninghill	Surface improvements carried out to BW 35 Condition survey	998 Officer time
Waltham St Lawrence	Major clearance Waltham St Lawrence FP 10 Liaison with landowner over stile replacement Waltham St Lawrence FP 8 EBRA volunteer works Condition survey	390 Officer time  Officer time
White Waltham	Replacement of handrail White Waltham FP 16 Liaison with landowner over stile removal White Waltham FP 17 Contribution towards bridge repair White Waltham FP 18 EBRA volunteer works Condition survey	180 Officer time 200  Officer time
Wraysbury	Condition survey Signposting Wraysbury FP 8c Liaise with Network Rail over stile replacement Wraysbury FP 11	Officer time 49.50 Officer time
General	Grant towards National Trust Commons Committee leaflet	600
<b>Total</b>		<b>9371.50</b>

**APPENDIX 6****List of claimed paths (as at April 2008)**

Parish	Claim no	Claim date	Path description		Comment
			From	To	
Hurley	BR 502	2004	Rose Lane, Hurley	Hodgedale Lane (BR 15), Hurley	Claimed Bridleway
Maidenhead	FP 506	1977	Ray St	S end FP 4	Claimed for DRM
Maidenhead	FP 508	1977	Moorfield Terrace SW	FP 4	Claimed for DRM
Maidenhead	FP 524	1977	Fane Way, through Desborough Park	Rixman Close and FP56	Claimed for DRM
Shottesbrooke	FP 501	2007	Shottesbrooke FP 12	Waltham St Lawrence FP38	Claimed footpath
Eton	FP 502	1977	N of Somerville Rd between Nos 23 and 25	FP 8	Claimed for DRM
Eton	FP 505	1977	W end of Common Lane	Bell Lane at entrance to Bell Farm	Claimed for DRM
Eton	FP 506	1977	Bend in FP46	Common Lane	Claimed for DRM
Maidenhead	FP 523	1977	Castle Hill	The Crescent	Claimed for DRM
Wraysbury	FP 500	1977	Staines Road	River Thames	Claimed for DRM, currently 'permitted' by Ankerwycke

DRM = Draft Revised Definitive Map of Berkshire

Shaded sections indicate claims currently being investigated



## APPENDIX 7

## Achievements: Milestone targets 2007/08

Milestone Target	Achievement (as at 31 <sup>st</sup> March 2008)
<b>WELL MAINTAINED</b>	
<b>WM1</b> To ensure that all public rights of way are easy to use by members of the public (BVPI 178). Target for 2007/08: <b>95%</b>	<b>91.84%</b>
<b>WM2</b> To carry out major surface improvements or vegetation clearance on <b>4</b> public rights of way.	<b>6</b> projects completed Cookham RB 20 (Malders Lane), Cook. RB 68 (Jobs Lane), Sunninghill RB 35 (Exchange Road), surface improvements Huley FP 61, RB 53 and RB 58, major vegetation or tree clearance work.
<b>WM3</b> To make physical improvements, including replacement of <b>25</b> stiles with gates, to facilitate use by those with special needs, the elderly, people with pushchairs etc.	<b>13</b> stiles removed Bisham FP 23 (one stile replaced with kissing gate) Cookham FP 1 and 17 (two stiles replaced with kissing gates)  Cookham FP 49 (three stiles replaced with bridle gates) Wraysbury. FP 8c (two squeeze stiles replaced with swing gates)  White Waltham FP 13 (two stiles replaced with kissing gates)  White Waltham FP 14 (two stiles replaced with kissing gates) Cookham FP 26 (one stile replaced with kissing gate)  Cookham FP 60/72 (ramped boardwalk installed to avoid steps)  White Walth. FP 16 (hand rail replaced)
<b>WM4</b> To repair or replace <b>5</b> bridges.	<b>4</b> bridges repaired/replaced Cox Green FP 11 (2 bridges replaced) White Walth. FP 18 (1 bridge replaced) Windsor FP 9 (bridge parapet repaired)
<b>LEGALLY DEFINED</b>	
<b>LD1</b> To determine a minimum of <b>4</b> applications to add public rights of way to the definitive map (claims).	<b>1</b> claim determined (Eton FP 503)
<b>LD2</b> To resolve a minimum of <b>10</b> significant errors in the definitive map.	<b>18</b> errors corrected during checking process for new Definitive Map
<b>WELL PUBLICISED</b>	
<b>WP1</b> To produce <b>1</b> leaflet publicising access opportunities for people with special needs.	<b>1</b> Cookham easy-going walk leaflet (in preparation)
<b>WP2</b> To assist others to produce effective promotional material. Target for 2006/07: a minimum of <b>1</b> new publication.	<b>1</b> Promotional material for Sunningdale Parish Walk

## APPENDIX 8

### Public Rights of Way Improvement Plan: Site specific proposals

In the course of conducting research in preparing the Public Rights of Way Improvement Plan, many site-specific suggestions for network improvements were made.

The proposals **shown in bold** on the lists overleaf are currently being investigated by the public rights of way team.

The proposal *shown in italics* has been added to the list of proposals for this 2007/08 update.

The suggestions have been categorised as follows:

#### Category One

It is considered that the proposal may be achievable within the period of the Plan (i.e. 2005-2015), provided that current staffing and budgetary levels are maintained. Third party consent may also be required.

#### Category Two

Initial feasibility study recommended, and / or the proposal may only be achievable with additional internal or external funding. It may also require third party consent.

#### Category Three

No further action. Either it is considered that the project is unrealistic in the foreseeable future or the potential benefits of the proposal would not justify the likely costs that would be incurred or the proposal is outside the scope of a Public Rights of Way Improvement Plan. If there is a change in circumstances in regard to a particular proposal, then its categorisation could be reconsidered.

Following advice from the Local Access Forum, “Category Three” schemes are not listed in this annual update. However, these proposals are listed for reference purposes in the original Public Rights of Way Improvement Plan document.

Note: This is not intended to be a complete list of schemes for the Public Rights of Way Improvement Plan, and other schemes may be identified during the period of the plan that were not listed in the document approved in 2005.

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**Category One**

Ref	Proposal (not in priority order)	Parish
1.1	<b>Develop a route for cycling and horse riding under the A404 from Dungrove Hill Lane to Hurley via Hurley Lane utilising existing tunnel and track (Bisham Footpath 20) at the golf course. Seek upgrade of route through tunnel and Bisham Footpath 20 to Hurley Lane to definitive bridleway</b>	<b>Bisham</b>
1.2	Secure public rights on the crossing over the Thames at Bray utilising the Summerleaze owned bridge	Bray
1.3	Create a circular route around Eton and the Boveney area for mobility restricted users	Eton
1.4	<b>Extend Sunningdale Footpath 13 through to Sunninghill</b>	<b>Sunningdale, Sunninghill and Ascot</b>

**Category Two**

Ref	Proposal (not in priority order)	Parish
2.1	Create a pedestrian link between Bisham Bridleway 22 and the A404 tunnel at Dungrove Hill Lane	<b>Bisham Cookham</b>
2.2	Fill in missing links on the "Millennium Walk" from Hurley to Maidenhead Riverside / Cliveden Reach connecting to the Thames Path by securing a path from: (a) Nightingale Lane to the Green Way (b) <b>Prospect Hill to the entrance of Temple Golf Club</b> (c) <b>Lower Cookham Road at Widbrook Common to the Thames Path</b>	
2.3	Divert Bisham Footpath 19 (Michael's Path) to run along the disused Henley Road	
2.4	<del>Create a new bridleway connecting the end of Hurley Lane with the eastern end of Bradenham Lane using existing highway land alongside the A404 northbound carriageway. [Initial feasibility studies and consultations have indicated that the potential benefits of this project would not justify the cost]</del>	
2.5	An extension of the Green Way from Hibbert Road in Braywick to the River Thames at Summerleaze Bridge to provide a traffic free route for walkers, cyclists and disabled users	Bray
2.6	New route along the Cut from Bray Wick upstream to Westleymill on the Bracknell Forest boundary	<b>Cookham Datchet</b>
2.7	A circular route around Bray village, and also around the old Biffa pits	
2.8	Possible improvements / extension to the Green Way and upgrading of some sections to permit use by cyclists	
2.9	Improve and ensure long term accessibility (including possible bank repair / diversion) of: (a) <b>Thames Path from Boulter's Lock to Cookham</b> (b) <b>Datchet Footpath 8</b>	
2.10	<b>Make the Thames Path and associated paths accessible to mobility restricted users from Temple to Frog Mill via Hurley</b>	
2.11	Route from Mill Lane to Odney Road, Cookham – perhaps across Odney Common	
2.12	Access improvements at Cookham Lock to provide high degree of accessibility to the site.	
2.13	Creation of a path parallel to the Lower Cookham Road at Widbrook common	
2.14	<b>Upgrade Kennel Lane (Cookham Footpath 22) to a bridleway</b>	<b>Bisham Hurley</b>

2.15	Create the following paths from the 1999 Royal Borough of Windsor and Maidenhead Local Plan: <b>(a) a path from Lower Cookham Road at Widbrook Common to the Thames Path</b> <b>(b) a route from the Causeway at Braywick Park to Old Mill Lane via Bray Bridge</b> <b>(c) crossing of dry flood ditch, Town Moor, Maidenhead as part of Green Way</b> <b>(d) make the Green Way accessible to mobility restricted users</b>	Various
2.16	Create the following paths from the 1981 Horton, Datchet and Wraysbury Local Plan: <b>(a) footpath from Datchet Footpath 7 southwest around the Queen Mother Reservoir, over the Horton Road (B376) to the railway line</b> <b>(b) footpath from Datchet Footpath 5 running southeast on the northern side of the railway line to Datchet Footpath 6</b> <b>(c) footpath along northern side of the Thames from Albert Bridge linking with Datchet Footpath 6</b> <b>(d) footpath from Welley Road, Wraysbury along southern side of the railway line to Wraysbury Footpath 6</b> <b>(e) footpath along Park Avenue, Wraysbury to Old Ferry Drive</b> <b>(f) footpath from northern end of Douglas Lane (at termination of Wraysbury Footpath 6) to The Green</b> <b>(g) footpath running from High Street car park in Wraysbury, around southern part of lakes parallel to Staines Road to Staines Road near termination of Wraysbury Footpath 4</b>	Datchet, Horton, Wraysbury
	<b>(h) footpath running from Horton Footpath 3 around northern part of lakes to Stanwell Road</b> <b>(i) footpath from Stanwell Road, northeast along Mill Lane, running east along the Colne Brook to the Horton Parish Boundary</b> <b>(j) footpath from Station Road, Wraysbury, to Stanwell Road running along the western bank of the Colne Brook.</b> <b>(k) footpath from Hythe End Lane to southern end of Ferry Lane (Wraysbury Footpath 3)</b> <b>(l) bridleway from Embankment to Magna Carta Lane in Wraysbury</b> <b>(m) footpath from Horton Footpath 4 to Horton Road</b> <b>(n) bridleway from Horton Road, alongside the Queen Mother Reservoir to Majors Farm Road (B370)</b>	Datchet, Horton, Wraysbury
2.17	<b>Access around the Queen Mother reservoir, Datchet</b>	Datchet
2.18	<b>Disabled friendly routes should be investigated at Eton, Sunninghill and Ascot, Sunningdale, Knowl Hill, White Waltham and Hurley Lock</b>	Eton, etc
2.19	Upgrade Jubilee River paths to allow horse riding	
2.20	A crossing over the Thames across Hurley Lock and weirs	Hurley
2.21	<b>Secure a continuation of the Thames Path in Maidenhead beside the river bank from the landing steps opposite Thames Hotel to Bridge Gardens</b>	Maidenhead
2.22	A footbridge from Boulter's Island to east bank of the Thames, which would link the Thames Path and Jubilee River, and the walks in Taplow	
2.23	Create a link between Braywick Park and Bray Road and Maidenhead Footpath 1	
2.24	Upgrade Kinghorn Lane (Maidenhead Footpath 30) to a cycle route	
2.25	<del>Create a path from Ascot station westwards parallel to the railway line to Kings Ride. [Network Rail unwilling to consider Footpath creation]</del>	Sunninghill and Ascot
2.26	<b>Work with Wokingham DC to upgrade Waltham St. Lawrence Footpath 9 / Ruscombe Footpath 4 for horse riding use</b>	Waltham St Lawrence
2.27	Create of a path from Great Wood, White Waltham, south of the B3024 road to the track at Pond Wood Farm	White Waltham

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2.28	Establish a new path from Windmills (White Waltham Footpath 20) to Howe Lane near Howlane Bridge	
2.29	Create a route for carriage drivers from Beenhams Road in White Waltham to Mare Lane in Binfield.	
2.30	Create of a path between Sutherland Grange public open space, via the rear of the Centrica complex, and the access road to the Racecourse Marina	Windsor
2.31	<b>New route along the Colne Brook</b>	<b>Wraysbury</b>
2.32	<i>[Added 10/1/2007] Divert Hurley Footpath 47 and Hurley Footpath 49 to improve A4 Road Crossings. (Ref: E.9000/5)</i>	Hurley

**Further information on public rights of way in the Royal Borough, including maps of all the paths and ways, and an electronic version of this document, can be found on the Borough website:**

**[http://www.rbwm.gov.uk/web/prow\\_index.htm](http://www.rbwm.gov.uk/web/prow_index.htm)**

**Royal Borough of Windsor and Maidenhead  
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**If you require information in an alternative format please contact the Public Rights of Way Team on 01628-683800**

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