

AM2 ALL PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED AGAINST:

- (i) THEIR CONTRIBUTION TO TRAFFIC GENERATION AND THEIR IMPACT ON CONGESTION, PARTICULARLY ON THE PRINCIPAL ROAD NETWORK AS DEFINED IN PARAGRAPH 14.14 OF THE PLAN, AND**
- (ii) THE PRESENT AND POTENTIAL AVAILABILITY OF PUBLIC TRANSPORT, AND ITS CAPACITY TO MEET INCREASED DEMAND.**

Road Construction and Improvement

14.9 The results of the trend described in paragraph 14.3 include greater use of vehicular transport to reach (what should be) centralised local services, reduced accessibility for people experiencing travel handicaps, increased travel costs for users of these services, increased traffic volumes and congestion where long trips overlap on the road space they use as it produces more cross movement conflict leading to increased expenditure to fund extra road space and junction improvements to cater for the increased travel demand. National Road Traffic Forecasts predict that if present trends are allowed to develop, there would be at least an 85% increase in traffic levels between the years 1990 and 2025. The number of cars owned by London residents is forecast to rise by nearly a third (just under 800,000 cars) between 1991 and 2011 and while London's road traffic growth is expected to be relatively lower than the national figure, the potential damage that this growth would cause is a matter for concern because of heavy urbanisation, dense concentration of the road network and existing high levels of congestion. Central Government has recognised that it is not possible to resolve the problems of congestion and pollution through major road construction and it is now seeking to change the trends in traffic growth, through the encouragement of alternative modes. The Council's SRB programme, Economic Development Strategy and TPP (1997/98) are in accord with the Government's aim of supporting economic growth with public transport and other modes of transport with less environmental impact than the car (RPG3 (1996) para 6.20).

AM3 PROPOSALS FOR NEW ROADS OR WIDENING OF EXISTING ROADS WILL ONLY BE PERMITTED IF THE PRIMARY JUSTIFICATION IS:-

- (i) TO IMPROVE SAFETY; OR**
- (ii) TO PROMOTE PEDESTRIAN MOVEMENT, CYCLING OR PUBLIC TRANSPORT, OR OTHER IMPROVEMENT OF THE ENVIRONMENT; OR**
- (iii) TO REDUCE EXISTING LOCAL CONGESTION IN A COST EFFECTIVE WAY, CONSISTENT WITH COUNCIL OBJECTIVES FOR SAFETY, THE ENVIRONMENT, WALKING, CYCLING, PUBLIC TRANSPORT, ACCESSIBILITY AND MOBILITY; OR**

- (iv) TO PROMOTE THE ECONOMIC REGENERATION OF AN AREA BY IMPROVING ITS ACCESSIBILITY IN A COST EFFECTIVE WAY, CONSISTENT WITH COUNCIL OBJECTIVES FOR SAFETY, THE ENVIRONMENT, WALKING, CYCLING, PUBLIC TRANSPORT, ACCESSIBILITY AND MOBILITY; OR
- (v) TO ACCOMMODATE VEHICULAR TRIPS LIKELY TO BE GENERATED BY NEW DEVELOPMENT IN AREAS WHERE IMPROVEMENTS TO PUBLIC TRANSPORT CANNOT PROVIDE SUFFICIENT CAPACITY TO ACCOMMODATE THE INCREASED DEMAND AND WHERE THE WORK, ALONG WITH ANY COMPLEMENTARY TRAFFIC CALMING MEASURES AND PARKING CONTROLS IN NEARBY STREETS JUDGED TO BE NECESSARY BY THE LOCAL HIGHWAY AUTHORITY OR THE LOCAL PLANNING AUTHORITY, IS FUNDED BY THE DEVELOPMENT.

14.10 This Plan is required to safeguard land needed for new roads and for highway improvements outside the highway boundary. Safeguarded schemes have to have a reasonable chance of implementation within the next 10 years.

AM4 THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION FOR DEVELOPMENT WHICH WOULD PREJUDICE THE IMPLEMENTATION OF SAFEGUARDED ROAD PROPOSALS. THE FOLLOWING SCHEMES ARE SHOWN ON THE PROPOSALS MAP:-

- (i) HAYES BY-PASS, LINK TO FORMER GAS WORKS, SOUTHALL;
- (ii) NORTH HYDE ROAD/NORTH HYDE GARDENS JUNCTION;
- (iii) HAYES END ROAD, HAYES;
- (iv) COWLEY MILL ROAD, UXBRIDGE; AND
- (v) WEST DRAYTON ROAD/UXBRIDGE ROAD JUNCTION.

14.11 This UDP is legally bound to safeguard land required for committed Department of Transport Trunk Road and Motorway Schemes. These schemes are currently listed in the Department of Transport Press Notice No.357 dated 26 November 1996, entitled 'Government Commitment to £6bn Trunk Roads Programme' and include proposals for the M4 Junction 3 - 4B widening and the M25 Terminal 5 Spur (Heathrow). The scheme previously listed for M25 link roads between Junctions 12 and 15 has been abandoned and current proposals for widening the M25 will not involve land outside the highway boundary. Accordingly no safeguarding is required for M25 widening.