

forms an essential part of all journeys, irrespective of the main mode of transport used. The least mobile groups in the population are often those most dependent on walking or their wheelchair. People with disabilities include those who have impaired vision, arthritic conditions and who need wheelchairs to move about. For all these types of disablement, high quality footway surfaces are a vital component of spontaneous movement freedom, and the needs of people with disabilities are reflected in the Council's transport strategy through its emphasis on footway maintenance.

14.22 RPG3 (para. 6.32) states that a better quality environment for pedestrians is essential to the daily life of every resident and visitor to London and draws attention to meeting the needs of those with mobility handicaps (RPG3, para. 6.55). The Council's strategy for land use and transportation seeks to reduce demand for vehicular journeys. Policies to make journeys on foot safer, more convenient, comfortable, and pleasant and providing personal security, are a necessary complement to this strategy. In residential areas traffic calming and other environmental and traffic measures will similarly be of benefit to pedestrians. Pedestrianisation and pedestrian priority schemes form an important part of the Council's strategy for improving town centres. The Council will give priority to the needs of pedestrians in the design and implementation of highway improvement and traffic management schemes. Safe and attractive road crossings will, therefore, where possible follow desired pedestrian routes, have minimum delays if signal controlled and be at ground level. Bridges and subways are generally perceived to be unappealing, always divert pedestrians from their desired routes and increase the difficulties for people with disabilities. At junctions the dimensions of kerb radii and the siting of traffic islands should be set to encourage low speeds for left turning vehicles and to minimise the distance between footway kerbs and hence pedestrians' exposure to risk.

**AM8 THE COUNCIL WILL ACCORD PRIORITY TO THE NEEDS AND COMFORT OF PEDESTRIANS IN THE DESIGN AND IMPLEMENTATION OF ROAD CONSTRUCTION AND TRAFFIC MANAGEMENT SCHEMES EXCEPT WHERE SAFETY CONSIDERATIONS DICTATE OTHERWISE. IN PARTICULAR IT WILL SEEK TO MINIMISE THE DIVERSION OF PEDESTRIAN ROUTES FROM PEDESTRIAN DESIRE LINES AND THE DELAYS EXPERIENCED BY PEDESTRIANS AT SIGNAL CONTROLLED ROAD CROSSINGS.**

### **Cyclists**

14.23 RPG3 indicates that a large proportion of all trips in London could be made by cycle if convenient and safe conditions were to be created (para. 6.36). The 1991 Census showed that only about 2.5% of all journeys to work in the Borough were by bicycle. In parts of Yiewsley and West Drayton the figure was 5%. The Census also revealed that just under half of Hillingdon's employed residents live less than 5 kilometres from their work. European research indicates that journeys up to 5 kilometres are those which potential cyclists consider could most feasibly be

made by bicycle. It is possible, therefore, that there is a latent demand for cycling which is suppressed by the lack of safe and attractive routes. The provision of routes connecting public transport services coupled with facilities for parking cycles could help release this demand. The provision of well-designed cycle parking stands would help reduce the obstructions and hazards caused by chaining bicycles to railings, lamp posts and other items of street furniture. The Council aims, through training and the provision of proper and most direct routes and facilities for securely parking cycles, to make cycling a safer and more attractive mode of travel, particularly to work and school. Shared footways and cycleways have been a widespread practice in northern European countries for many years and, where appropriate, the Council will give consideration to the shared use of footways or pedestrianised areas between cyclists and pedestrians. Current British Waterways bye-laws prohibit cycling on the canal towpath without a permit. RPG3 states that the Government is committed to implementing the London Cycle Route Network (para 6.37), and additionally Hillingdon is putting into place the network shown in Fig 11 which includes routes forming part of the London-wide network. Figure 11 also shows Star Routes. These have been identified by the London Boroughs' Cycling Officers' Group as having priority for implementation within the 1,000 mile London-wide Strategic Network.

**AM9 THE COUNCIL WILL:-**

- (i) PROVIDE A NETWORK OF WELL SIGNPOSTED CYCLE ROUTES THROUGHOUT THE BOROUGH TO PROMOTE SAFER CYCLING AND BETTER CONDITIONS FOR CYCLISTS, USING PREDOMINANTLY EITHER QUIET ROADS OR PURPOSE BUILT CYCLEWAYS; PARTICULAR ATTENTION WILL BE PAID TO THE PROVISION OF SUITABLE ROUTES TO SCHOOLS, AND CONTRIBUTING ADDITIONS TO THE LONDON-WIDE STRATEGIC CYCLE ROUTE NETWORK;**
- (ii) TAKE ACCOUNT OF THE NEEDS OF CYCLISTS IN THE DESIGN OF HIGHWAY IMPROVEMENT SCHEMES;**
- (iii) PROMOTE SECURE, ATTRACTIVE AND ADEQUATE CYCLE PARKING FACILITIES IN THE BOROUGH'S TOWN CENTRES, PUBLIC TRANSPORT INTERCHANGES AND AT OTHER MAJOR ATTRACTIONS, AND WILL REQUIRE DEVELOPMENT PROPOSALS TO INCLUDE CLEARLY VISIBLE, WELL-DESIGNED, COVERED, SECURE AND ACCESSIBLE BICYCLE PARKING FOR USERS OF THE DEVELOPMENT AND, WHERE APPROPRIATE, FOR THE GENERAL PUBLIC.**

**AM10 WHERE PROPOSED DEVELOPMENTS CAN INCORPORATE ADDITIONS TO THE PROPOSED CYCLE NETWORK AS SHOWN ON FIGURE 11, THE LOCAL PLANNING AUTHORITY WILL, WHERE APPROPRIATE, SAFEGUARD ROUTES THROUGH DEVELOPMENT SITES AND SEEK TO ENTER INTO AGREEMENTS WITH DEVELOPERS TO PROVIDE ROUTES.**

14.24 To ensure that new development proposals cater for cyclists, the Council's revised parking standards will where appropriate require that the developer provides covered cycle parking storage lockers and showers to encourage cycle use. The Council will also require that where new junctions are built on the cycle network to accommodate a new development, that provision for cyclists are incorporated as an integral part of the design.

### **Public Transport**

14.25 The aim of minimising further growth in vehicle trips is assisted by increasing the attractiveness of making trips other than by use of motor car. A trip undertaken by bus or train allows more people to travel using less road space per head, causing less pollution per person trip, and involving fewer accidents per passenger mile, than the equivalent number of people using cars. Public transport services (especially buses) are important for women making local journeys, as they, as well as children and the elderly, are generally more dependent on public transport than the working male population. A shift from private to public transport would help reduce road congestion, accident levels, energy consumption and the environmental damage caused by road traffic in terms of noxious and greenhouse gas emissions, noise and visual intrusion. High levels of car use and consequent lack of demand for public transport result in low levels of service and capital investment. This results in an increasingly unsatisfied need for services from people without access to a car, especially for those people in Hillingdon wishing to move in an orbital direction. The Council will, accordingly, take whatever steps are in its power to encourage the use and development of public transport services, particularly in an orbital direction, including the control of land use, agreement with developers to support service provision, on-street parking control, bus priority measures, route subsidy, the design of public and private spaces and liaison with public transport operators.

14.26 The role of public transport improvements as a catalyst for urban regeneration is strongly supported by Central Government in its Transport Strategy for London (April 1996) and also in revised Strategic Guidance (May 1996). Boroughs are encouraged to work in partnership with both public transport operators and private developers in linking development sites with improved public transport infrastructure and interchange points (RPG3, para 6.9). Such an approach has been taken by the Council in developing its proposals for a Hayes Transport Hub as an essential component of its regeneration strategy for the Hayes/West Drayton Corridor (see Chapter 2) through both its SRB Programme and its TPP. In accordance with Government guidance (RPG3) the Hayes Hub emphasises the need for integrated rail and bus interchange facilities with associated road improvements and traffic management measures linked to economic regeneration objectives in the Corridor.