

AM5 THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PLANNING PERMISSION FOR DEVELOPMENT WHICH WOULD AFFECT LAND SAFEGUARDED FOR THE FOLLOWING ROAD PROPOSALS:

(A) OF THE DEPARTMENT OF TRANSPORT:-

- (i) M4 JUNCTION 3-4B WIDENING;**
- (ii) THE PROPOSED SPUR FROM THE M25 TO THE PROPOSED HEATHROW AIRPORT FIFTH TERMINAL.**

AND

(B) OF THE TRAFFIC DIRECTOR FOR LONDON:-

- (iii) PROVISION OF A CYCLE TRACK ON THE SOUTH SIDE OF THE A40 BETWEEN HERCIES ROAD JUNCTION, HILLINGDON AND PARK ROAD, UXBRIDGE.**

14.12 For the sake of clarity, any new road scheme safeguarded under previous land use plans and not included in Policies AM4 and AM5 is formally acknowledged as being abandoned. Accordingly the route of the Harmondsworth By-Pass shown on the Initial Development Plan for Greater London is no longer safeguarded.

Road Hierarchy

14.13 Strategic Guidance for London Planning Authorities (RPG3, para. 6.24) identifies a simplified three-tier road hierarchy for London covering roads of national or regional importance, roads for movement between London Boroughs and local roads. Roads of national, regional or London-wide importance include all Trunk, motorway and other Principal Roads. In this Plan all are referred to as Principal roads.

14.14 The Hillingdon road hierarchy, based on the guidance in RPG3, is:

- strategic routes) Principal roads
- London distributor roads)
- local distributor roads
- local access roads

The Proposals Map identifies the strategic routes, and London and local distributor roads. All other roads are local access roads.

14.15 The Secretary of State's 'Traffic Management and Parking Guidance for London', issued in August 1992 deals with priority routes which aim to enable both general traffic and particularly public transport to move efficiently, smoothly and safely and to improve conditions for vulnerable road users such as cyclists, pedestrians and people with disabilities. The 'Red Route' Network was designated in June 1992 by the Secretary of State for Transport. He appointed The Traffic

Director for London to coordinate the introduction of priority (Red) route measures throughout London. Details of the restrictions to apply on particular stretches of the routes will be worked out in due course. Waiting and loading restrictions on the priority (Red) route networks (and some adjacent streets) will be enforced by the police subject to criminal law, whilst on other roads they can be enforced by the boroughs. The top tier of the hierarchy includes all the Department of Transport's Priority (Red) Routes. The strategic routes in Hillingdon's road hierarchy which include all the proposed Red routes are: A40(T), A4180 Ruislip Road (south of the A40), A312 Hayes By-Pass, M4, A4(T), A30(T) and M25. These roads are intended to carry longer distance traffic, but in practice carry many shorter trips. Policies will be applied to minimise the generation of local traffic using these roads.

14.16 The London distributor roads are used by all traffic including lorries, and link with national routes. Local distributor roads generally link to London distributor roads or form local routes where no reasonable alternative exists, and give access to traffic bound for local destinations. Local access roads should perform no traffic functions other than giving access to property. In considering highway or traffic schemes, the Local Highway Authority will:

- give greater weight to the function of principal roads as traffic routes than to other material considerations;
- while recognising the function of local distributor roads as traffic routes, give greater weight to more general social, economic and environmental needs; and
- give greater weight to environmental considerations than to the function of local access roads as traffic routes.

In all cases, safety considerations will be paramount.

14.17 The Council has already asked the Department of Transport to revise the road numbering classification of some of the roads in the Borough and will ask for further revisions to reflect the Borough's road hierarchy, and for the amendment of direction signs on trunk roads and motorways to encourage traffic not to use local roads. As far as is practicable, it ensures direction signs on its own roads encourage traffic to use roads at the most appropriate level of the hierarchy. Successful implementation and promotion of the Borough Road Hierarchy are complementary to, and supportive of, the Council's road safety objectives.

14.18 Traffic generated by new development must be able to be accommodated by the principal road network. Any local roads linking the development with principal roads must also be able to accommodate the traffic generated both in operational and environmental terms. In considering proposals for development, the Local

Planning Authority will have regard to the cumulative traffic generation of a number of small developments occurring over a period of time, in relation to available road capacity. The Local Planning Authority is also unwilling to lose environmental benefits where new road space has removed traffic from sensitive areas, by allowing developments to generate new traffic in those areas. It will, therefore, control the scale and location of development and promote traffic calming schemes in such areas.

14.19 Traffic calming in local roads involves the design and redesign of streets and other public spaces to emphasise safety and environmental objectives rather than providing for motor traffic. Traffic calming can influence route choice but that is not its primary aim which is to have the effect of slowing down traffic particularly in residential areas to benefit vulnerable road users, and non-traffic activities. Speed reduction, space reallocation and environmental enhancement are the three key elements of traffic calming techniques. The Council has also implemented its first 20 mile per hour zone as part of an area-wide traffic calming scheme on Whitethorn Estate in Yiewsley. Transport Supplementary Grant can be awarded for traffic calming schemes which are designed to improve safety, but is not available for schemes whose primary justification is the improvement of the environment. The Local Planning Authority, in controlling development in accordance with the guiding principles of this Plan will seek environmental improvement through traffic calming schemes associated with appropriate development proposals. Supplementary guidance on highway design and safety criteria in Traffic Calming Schemes is published by the Local Highway Authority.

AM6 THE COUNCIL WILL TAKE APPROPRIATE MEASURES TO DISCOURAGE THE USE OF LOCAL DISTRIBUTOR AND ACCESS ROADS BY THROUGH TRAFFIC HAVING NO NEED FOR LOCAL ACCESS.

AM7 THE LOCAL PLANNING AUTHORITY WILL CONSIDER WHETHER THE TRAFFIC GENERATED BY PROPOSED DEVELOPMENTS IS ACCEPTABLE IN TERMS OF THE CAPACITY AND FUNCTIONS OF EXISTING AND COMMITTED PRINCIPAL ROADS ONLY, AND WILL WHOLLY DISCOUNT ANY POTENTIAL WHICH LOCAL DISTRIBUTOR AND ACCESS ROADS MAY HAVE FOR CARRYING THROUGH TRAFFIC.

THE LOCAL PLANNING AUTHORITY WILL NOT GRANT PERMISSION FOR DEVELOPMENTS WHOSE TRAFFIC GENERATION IS LIKELY TO:

- (i) UNACCEPTABLY INCREASE DEMAND ALONG ROADS OR THROUGH JUNCTIONS WHICH ARE ALREADY USED TO CAPACITY, ESPECIALLY WHERE SUCH ROADS OR JUNCTIONS FORM PART OF THE STRATEGIC LONDON ROAD NETWORK; OR**
- (ii) PREJUDICE THE FREE FLOW OF TRAFFIC OR CONDITIONS OF GENERAL HIGHWAY OR PEDESTRIAN SAFETY; OR**

- (iii) **DIMINISH MATERIALLY THE ENVIRONMENTAL BENEFITS BROUGHT ABOUT BY NEW OR IMPROVED ROADS; OR**
- (iv) **INFILTRATE STREETS CLASSED AS LOCAL ROADS IN THE BOROUGH ROAD HIERARCHY UNLESS SATISFACTORY TRAFFIC CALMING MEASURES CAN BE INSTALLED.**

TRAFFIC CALMING SCHEMES SHOULD, WHERE APPROPRIATE, INCLUDE ENVIRONMENTAL IMPROVEMENTS SUCH AS HARD AND SOFT LANDSCAPING, AND SHOULD BE COMPLETED BEFORE THE DEVELOPMENT IS FIRST USED OR OCCUPIED.

Road Safety

14.20 Safety is an objective which all the Accessibility and Movement policies seek to achieve. The Council's Road Safety Plan (RSP) sets out Hillingdon's strategy for achieving future casualty reductions with the main aim to reduce accident casualties by one third against the average for the period 1981-1985 by the year 2000 in line with the national target. Casualty trends in the Borough are downward and reductions of 11% on base levels have already been achieved (Road Safety Plan 1998/99). Although reduction targets are being achieved in certain categories, there is still concern over the number of casualties on Trunk roads, where the highest accident rates occur (based on accident data 1994-1996). The A4020 Uxbridge Road is a particular cause for concern, although remedial measures have been implemented recently at some of the junctions. Table 5 in the RSP 1998/99 identifies high risk sites and proposes action at each of these sites. In Hillingdon, the reduction of child casualties and youth and pedal cyclists is better than the Greater and Outer London averages. In 1996 29% of casualties were 'vulnerable road users: pedestrians (13%), pedal cyclists (9%) and two-wheeled motor vehicle users (7%), with the vulnerable age groups being 5-14 years, 10-19 years and 25-29 years respectively. The Council's road safety education includes a Children's Traffic Club (in partnership with Hillingdon Health Agency, pedestrian and cycle skills training and support for the 'Safe Walks to School' initiative. The Council recognises the risks to safety from all forms of motorised traffic and in conjunction with the TPP and RSP., the Local Planning Authority's policies to reduce the need to use cars, by siting new offices, shops and community services in areas where they are accessible by public transport or on foot, should help reduce dependence on private cars and so help reduce both the risks and the rates of these causing or being involved in accidents.

Pedestrians and Wheelchair Users

14.21 Large sections of the population depend on walking or a wheelchair for essential trips to shops, schools, health facilities and other services. Walking