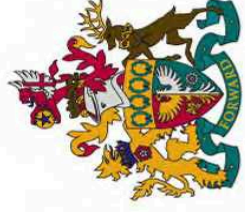


London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policies 27th September 2007



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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**