

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



HILLINGDON
LONDON



INVESTOR IN PEOPLE

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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