



HILLINGDON
LONDON



Property, Highways and Transport Select Committee

Councillors on the Committee

Councillor Keith Burrows (Chairman)
Councillor Steve Tuckwell MP (Vice-Chairman)
Councillor Alan Chapman
Councillor Darran Davies
Councillor Elizabeth Garelick
Councillor Kamal Preet Kaur
Councillor Peter Money BSc (Hons) MSc
(Res) PhD (Opposition Lead)

Date: WEDNESDAY, 18
OCTOBER 2023

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

**Meeting
Details:** Members of the Public and
Press are welcome to attend.
This meeting may also be
broadcast live.

You can view the agenda
at www.hillingdon.gov.uk

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Contact: Steve Clarke
Email: sclarke2@hillington.gov.uk

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Terms of Reference

Property, Highways and Transport Select Committee

To undertake the overview and scrutiny role in relation to the following Cabinet Member portfolio(s) and service areas:

Cabinet Member Portfolios	<ul style="list-style-type: none">• Cabinet Member for Property, Highways & Transport
Relevant service areas	<ol style="list-style-type: none">1) Property & Estates2) Capital Programme - Major Projects3) Transportation4) Highways5) Repairs & Engineering (including housing repairs)6) Building Safety / Facilities Management

Cross-cutting topics

This Committee will scrutinise and review the work of utility companies whose actions affect residents of the Borough.

This Committee will also act as lead select committee on the monitoring and review of the following cross-cutting topics:

- Civic Centre, Property and built assets

Specific portfolio responsibilities of the Cabinet Member for Property, Highways and Transport

To oversee and report to the Cabinet on the Council's responsibilities and initiatives in respect of:-

- Major construction projects
- Housing stock development and construction
- Housing maintenance and refurbishment
- Facilities management including Energy / Carbon use and consumption
- Building Safety
- The Council's land and property holdings including its industrial and business units, shops, car parks and meeting halls
- Maintenance of Heritage Assets
- Highway maintenance
- Bus routes and transportation
- Fleet and Passenger Services
- Road safety
- Traffic management and parking management schemes

The Cabinet Member for Property, Highways & Transport, in conjunction with the Leader of the Council and Chief Officers, will oversee the acquisition, development, use and disposal of land and property assets across all Cabinet portfolios.

Agenda

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SELECT COMMITTEE REVIEW INTO THE COUNCIL'S ROAD SAFETY INITIATIVES AND ACTIVITIES AROUND THE BOROUGH'S SCHOOLS SUPPORTING INFORMATION REPORT

Committee name	Property, Highways and Transport Select Committee
Officer reporting	Lisa Mayo, Place Directorate David Knowles, Place Directorate
Papers with report	None
Wards	All Wards

Who are the STaRS (School Travel and Road Safety) Team?

The School Travel and Road Safety Team provide Education, Training and Publicity to all residents in Hillingdon. The team currently totals at 41 employees including STaRS officers, practical pedestrian trainers, cycle instructors and school crossing patrol officers all of which work together to provide an exceptional and invaluable service in Hillingdon.

The School Travel and Road Safety Team (STaRS), our primary objective is to ensure the safety and well-being of students on their journeys to and from school. We work closely with schools, parents, and local communities to promote safer and more sustainable travel options for students and develop TfL (Transport for London) Accredited School Travel Plans.

We currently have nine members of the team providing Practical Pedestrian Training to all primary aged children in a various number of schools.

School Travel Plan Development

'A School Travel Plan (STP) is a document which sets out how a school will promote safer, active and sustainable travel, with the main emphasis on reducing the number of journeys made by private vehicles.'

An effective School Travel Plan should put forward a package of measures to reduce the number of vehicles on the journey to school, encourage more active and sustainable travel choices, and improve safety on the journey to and from school.'

The team provides assistance and guidance to all schools to develop their School Travel Plans through the TfL Accreditation Scheme. All schools are invited to take part in projects and campaigns the team offers throughout the year and booster packs are accessible to make it easy for schools to showcase their work. Aside from the standard offers, schools are encouraged to develop their own projects that are school specific, and the team will assist them to help educate, train and publicise their messages. Regular meetings take place with School Travel Leads and their

Junior and Youth Travel Ambassadors to keep their Travel Plan and live and working document.

Accreditation Information:

- 5 Engaged schools
- 10 Bronze schools
- 5 Silver schools
- 21 Gold schools

Practical Pedestrian Training

Every primary school in the borough is offered Practical Pedestrian Training led by a small team who deliver these life skills to a range of ages, adapting the service as needed. Year 3 pupils are prioritised, however over the past 16 years the interest has increased dramatically, and now the training can be delivered to all years from Nursery – Year 6 budget dependent.

Hillingdon's Practical Pedestrian Training is a scheme for children ranging from Nursery to year 6 which develops their awareness of the road and provides the basis for lifelong skills. They are taught the basic ability to identify safe places to cross and how to do it in an acceptable and intact manner. Children are made aware of distractions we face in the modern-day world and how it can affect their judgment. Throughout the training children will be practically learning how to put their new skills and knowledge into practice.

The team and programme continue to grow and develop, ultimately increasing numbers of children trained. The London Borough of Hillingdon has been providing Practical Pedestrian Training free of charge for over 15 years and in this time the service has been widely recognised and desired by not only schools, but also nurseries, scouts, brownies and children's centres.

In 2013/14, Hillingdon trained 5310 children in both KS1&2. In 2022/2023, the borough has trained 13,484 pupils ranging from 3 to 11 years old. This identifies a 154% increase in 9 years.

Annually, the team visits over 80% of infant, junior and primary schools in the borough up from 30% in 2013/14.

Cycle Training/ Bikeability

We currently have 16 in house cycle instructors who deliver several different services borough wide. The London Borough of Hillingdon has been providing Cycle Training free of charge for over 15 years and in this time the service has been widely recognised and desired by not only schools, but to adults and families alike.

Bikeability - Levels 1, 2 and 3 Bikeability Training is delivered in primary and secondary schools' borough wide. Each level is designed to improve cycling skills,

no matter what is known already. Levels take trainees from the basics of balance and control, all the way to planning and making an independent journey on busier roads. Hillingdon adopted Bikeability in 2006 replacing the well-known 'Cycling Proficiency Test'. Six qualified Cycle Instructors were to deliver sessions to as many 10/11-year-olds as they could. In 2010 a new booking system and course set up was introduced. This change saw a rise in interest from the schools. By the end of 2010 the team had increased to 12 instructors and bikeability courses were running almost weekly. To date the team has now risen to 16 with more posts currently to recruit. Bikeability has at least one course if not two running every week of the school term, school holidays and weekends.

In 2007, 353 children were trained in Level 1 and 2 compared with 1132 children trained in 2022.

Hillingdon Council has offered free Adult Cycle Training to all residents in Hillingdon 16+ in the past, unfortunately since Covid and loss of experienced instructors we have not seen this return – however we are introducing new free training designed to teach all ages from learning to balance right through to route planning and riding on roads. This will take place at Pield Heath School on their dedicated cycle track between the months of April – October.

The team regularly provides pop up Dr Bike maintenance in different locations across the borough. Residents can bring along their bikes to these locations for a free service, minor repairs and basic replacements. Advice is given on how to keep your bike 'healthy.'

School Crossing Patrol Officers (SCPO)

Over the past three years, the Council has lost 15 SCPOs, dropping from 27 to 12 due to reasons including retirement, resignation, poor health, and death. Three of the SCPOs still in post suffer from long-term health issues, causing the crossings to be unattended for prolonged periods throughout the year. As the colder months set in, we see more sickness absences from several of the remaining SCPOs, age, health and the nature of the role could contribute to these absences.

Recruitment of these posts is difficult, several applications that make it through to the interview stage do not attend the interview at all and we have only recruited three new SCPOs since 2019. This is a common challenge for many other local authorities; funding may be a challenge but irrespective of that, recruitment is even more so.

In 2019 the Council commissioned Project Centre to review all sites in the borough and complete an in-depth safety audit of each crossing point and its SCPO. Out of the 27 sites it was found that four sites did not meet the latest SCPO guidelines and requirements, three quarters of the sites no longer have SCPOs operating, however they were not dismissed but have resigned from the post and have not been recruited back into.

Many of our SCPOs have described the abuse they receive - sometimes daily - from motorists and sometimes even parents/ carers. Cars do not always stop, despite it being illegal to do so, and this puts not only the SCPO at risk but the children crossing too.

The plan for the future of the School Crossing Patrol Service is, overtime and especially as and when SCPOs leave their post, to assess the site against the recommendations made by Project Centre and improve the safety of the crossing. This could range from more signage, road markings, traffic calming or the implementation of an alternative crossing such as, where appropriate, a zebra crossing or similar measure. Dialogue with the schools concerned is clearly a vital part of this process.

The Council's School Travel and Road Safety Team already works with a number of schools in the Borough to develop a School Travel Plan and educate, train and publicise aspects of road safety and sustainable travel. The interest in 'School Streets' by schools is increasing (subject to consultation and funding) although it is appreciated that there may be a range of views on the merits of such enforcement. The primary objective of the team is to see safer roads outside of schools for both pupils and the wider school community.

Moving On

Moving On is an initiative delivered to Year 6 pupils assisting them with their new journeys to secondary school. Walking is a heavily discussed subject as pupils walking to school increases as they move on to secondary education. Behaviour on public transport and being a respectable car passenger is also touched upon. The initiative encourages good and acceptable behaviours, which bad habits to break and new habits they may develop as they get older. The project involves route planning and focuses on safe places to cross during their journey. Route planning is encouraged to continue with the parents at home, so the safety message continues through different routes.

Previous projects

- Highfield School Street
- 20mph zones outside schools & 20mph signage competitions
- Banner competitions
- Story books – Grace & Snugglefluff, Captain Safety
- Walking Zone maps & workshops
- Theatre in Education – Abbey Ayre, Riot Act, Wizard Theatre
- Events – Virtual Dragons Dens for YTA (Youth Travel Ambassador) and JTA, Junior Citizenship
- Previous active travel & road safety competitions – art comps, be bright be seen
- Road Safety online quizzes and assembly presentations
- Safe Drive Stay Alive until 2019

- Travel Smart (online version of SDSA)
- Pan London Road Safety Campaigns

2023/24 Plan of Events

- Active Travel Movement
- Walk To School Month – Road Safety Invention Competition and Active Travel Drawing Competition
- Be Bright Be Seen – Are You The Brightest School
- Dragons Den for JTA/YTA
- Walk To School Month – Walk The World
- The Big Walk

School Related Engineering Measures

In order to support schools, the Transport & Projects team have a programme of engineering works to ensure road safety near a school or to create routes to make travelling by more sustainable modes a more viable option. Works completed to date include but are not limited to the following:

Harlyn Primary School: creation of a 20mph zone and traffic calming on Harlyn Drive.

Coteford Junior School: extension of the 20mph zone on Fore Street and installation of dropped kerbs and tactile paving.

Bishops Winnington Ingram Primary School: footpath improvements to connect school to more residential properties.

Meadow High SEN School: provision of a zebra crossing outside the school.

An ongoing programme has also been developed, in conjunction with the School Travel and Road Safety team and is currently proposed as follows (delivery of the 2024/25 & 2025/26 programme subject to funding):

2023/24

- Cherry Lane Primary School
- Wood End Park Academy
- Hermitage Primary School
- Minet Infant & Junior School
- St Catherine's Primary School
- Grange Park Infants & Junior School
- St Bernadette's Primary School
- Hewens Primary School

2024/25

- Holy Trinity Primary School
- Hayes Park Primary
- Dr Triplett's Primary School
- Hillside Junior School
- Oak Farm Primary School
- Charville Primary School

2025/26

- Colham Manor Primary School
- Harefield Junior School
- Yeading Infant and Junior School
- Botwell House Primary School
- Cranford Park Primary School
- Field End Junior School

DRAFT HILLINGDON CYCLING STRATEGY 2023 - 2028

Committee name	Property, Highways and Transport Select Committee
Officer reporting	Sophie Wilmot, Place Directorate
Papers with report	Draft Hillingdon Cycling Strategy 2023 - 2028
Ward	All Wards

HEADLINES

The Select Committee requested sight of the draft Hillingdon Cycling Strategy 2023 – 2028, the first of its kind for the Borough, ahead of its approval by the Cabinet Member for Property, Highways & Transport, and publication in late 2023.

RECOMMENDATION:

That the Property, Highways and Transport Select Committee comment on the draft Hillingdon Cycling Strategy 2023 - 2028.

SUPPORTING INFORMATION

At the Select Committee's previous meeting, there was appetite from Members to be consulted on the new Hillingdon Cycling Strategy 2023 – 2028, the first of its kind in the Borough. A draft of the Strategy is complete and ready for the Select Committee to view and is appended to this report.

As demand for cycling continues to grow, our strategy for 2023-28 aims to build on and enhance cycling infrastructure and training across Hillingdon to encourage more people to take up this important and healthy mode of transport.

Implications on related Council policies

A role of the Select Committees is to make recommendations on service changes and improvements to the decision-making Cabinet, who are responsible for the Council's policy and direction.

How this report benefits Hillingdon residents

The Council's Select Committees directly engage the Council's teams, residents and external partners in the work they do.

Financial Implications

None at this stage.

Legal Implications

None at this stage.

BACKGROUND PAPERS

NIL.

Hillingdon Cycling Strategy 2023-28



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→ Executive summary

The benefits of cycling are manifold; not only to individuals – by improving physical and mental health and leading to a healthier, more active lifestyle. But to our borough as a whole; by also helping reduce polluting car journeys on our roads, air pollution, traffic congestion and pressure on our public transport and local health services.

However, uptake of cycling in the borough needs both improvement and encouragement. While the council has overseen the installation of many kilometres of dedicated cycle network, and helped thousands of young people get cycle training there remain obstacles to getting residents out pedalling.

Hillingdon is the second largest borough in London, with a total length from north to south of approximately 20km and some areas of semi-rural countryside where roads may be unlit, winding, hilly and narrower, than those in more central London boroughs. In such boroughs commuting by bike between town centres will often be on wider, well-lit, flatter roads and most likely to be over shorter distances. The complexity and higher congestion levels on those road networks often



mean cycling is also a faster, more efficient mode of transport and so a more appealing, and viable alternative for short journeys.

In January 2020, we declared a climate emergency with the ambition for the borough to be carbon neutral by 2030. Shifting reliance of residents away from private car journeys – most of which in London are short journeys in vehicles with single occupants – is integral to us achieving this goal.

Our new Cycling Strategy sets out not only what we've accomplished to date, but also how we'll work with partner organisations to deliver better cycling connections across the borough, including the potential delivery of six entirely new dedicated cycle routes.

The strategy also outlines the innovative ideas we're exploring – such as creating dedicated cycling routes using our green spaces or alongside our many waterways – which will help us overcome the stigmas preventing people from riding and will ultimately encourage and enable more and more residents to get cycling in Hillingdon.

Cllr Jonathan Bianco,
Deputy Leader of the
Council and Cabinet
Member for Properties,
Highways and Transport



→ Ambition statement

As demand for cycling continues to grow, our strategy for 2023-28 aims to build on and enhance cycling infrastructure and training across Hillingdon to encourage more people to take up this important and healthy mode of transport.



→ Background

The London Borough of Hillingdon covers 115.7 square kilometres and is the second largest borough in London.

It covers a wide range of neighbourhoods, from rural to intense residential and commercial, and of course is home to Heathrow Airport in the south.

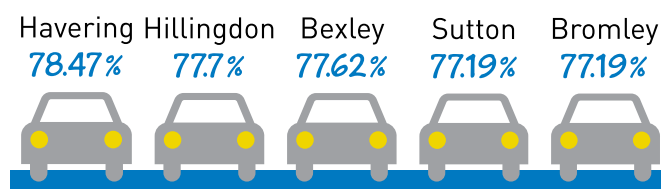
Neighbouring authorities include the London boroughs of Harrow, Ealing, and Hounslow, and the shire counties of Hertfordshire, Buckinghamshire, and Surrey (with Berkshire nearby).

Hillingdon has experienced the largest population growth of any London borough since 1939, and under current projections this is set to continue to increase rapidly, more than doubling the 1939 total population of 159,000 by 2041.

The borough has the second-highest level of car ownership in London (after Havering) and ranks fourth in terms of the overall length of highway (after Bromley, Croydon and Barnet).

Unlike central London where public transport options are plentiful and the network

Car ownership data: Proportion of households with at least one car



Source: Centre for London | Understanding car ownership in London

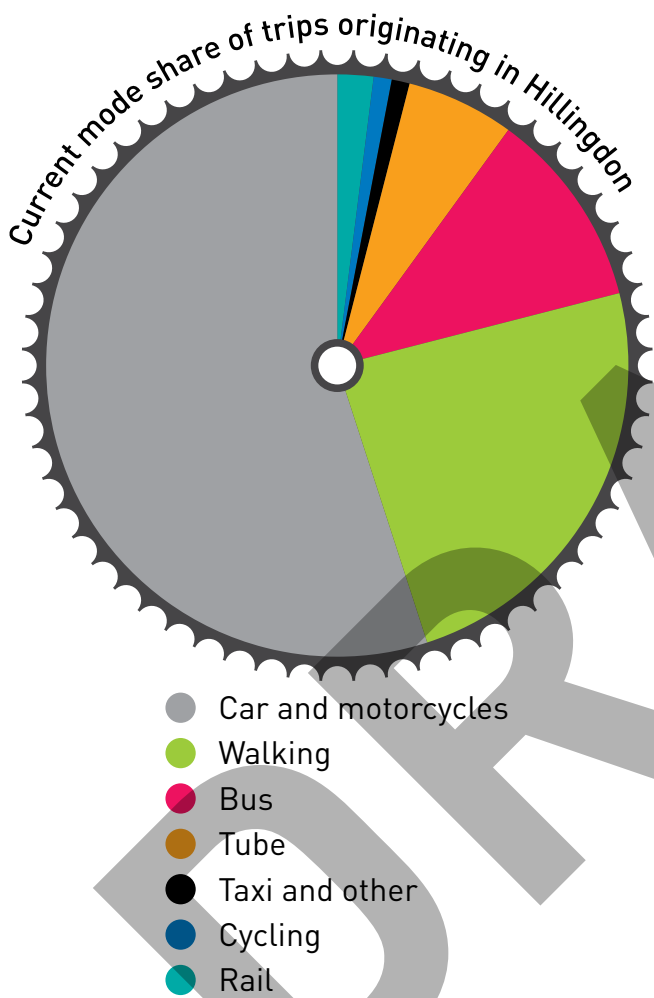


comprehensive, in outer London boroughs the quantity and frequency of bus, train and tube services is much reduced, with larger gaps in services and larger distances covered.

As result, for many residents and visitors to Hillingdon private cars are likely to remain the preferred form of transport for the majority of journeys.

In recognition of this, the council has developed this strategy to increase and enhance the borough's cycling opportunities and encourage more people to take up this mode of travel.

In recent years, the council has made a range of improvements to its cycling provision via development-related opportunities and grants and its ambition now is to invest further in delivery of an even more comprehensive cycling offer.



→ What we've been doing so far

Existing cycle routes in Hillingdon

The council has undertaken an exercise to map all existing cycling infrastructure currently in the borough.

The map opposite shows both on and off-road routes owned by the council and by Transport for London.

It also shows cycle tracks in open spaces where less confident or younger cyclists can go to practice. The map also shows the location of our Santander cycle docking stations.

Canal towpath improvements

The Grand Union Canal's branches in Hillingdon have the greatest lengths of towpath in the whole of London.

Since 2018, three kilometres of towpath have been upgraded, mainly between Yiewsley and Hayes.

Works are continuing to provide a further 500 metres between Rockingham Road and Oxford Road, Uxbridge.

The aim is to create a full link of 21km through the borough for cycling and walking.



Santander cycle hire scheme

A cycle hire scheme was introduced in 2019, which connects Brunel University with Uxbridge town centre and West Drayton station and enables students, who may not have their own transport, to travel quickly and cheaply between the campus and town centre.

Since it started there have been 139,031 individual rentals using the scheme.

Cycle parking

Cycle parking has been introduced at a number of key locations across the borough, including increased parking in Uxbridge town centre to reflect the increasing demand.

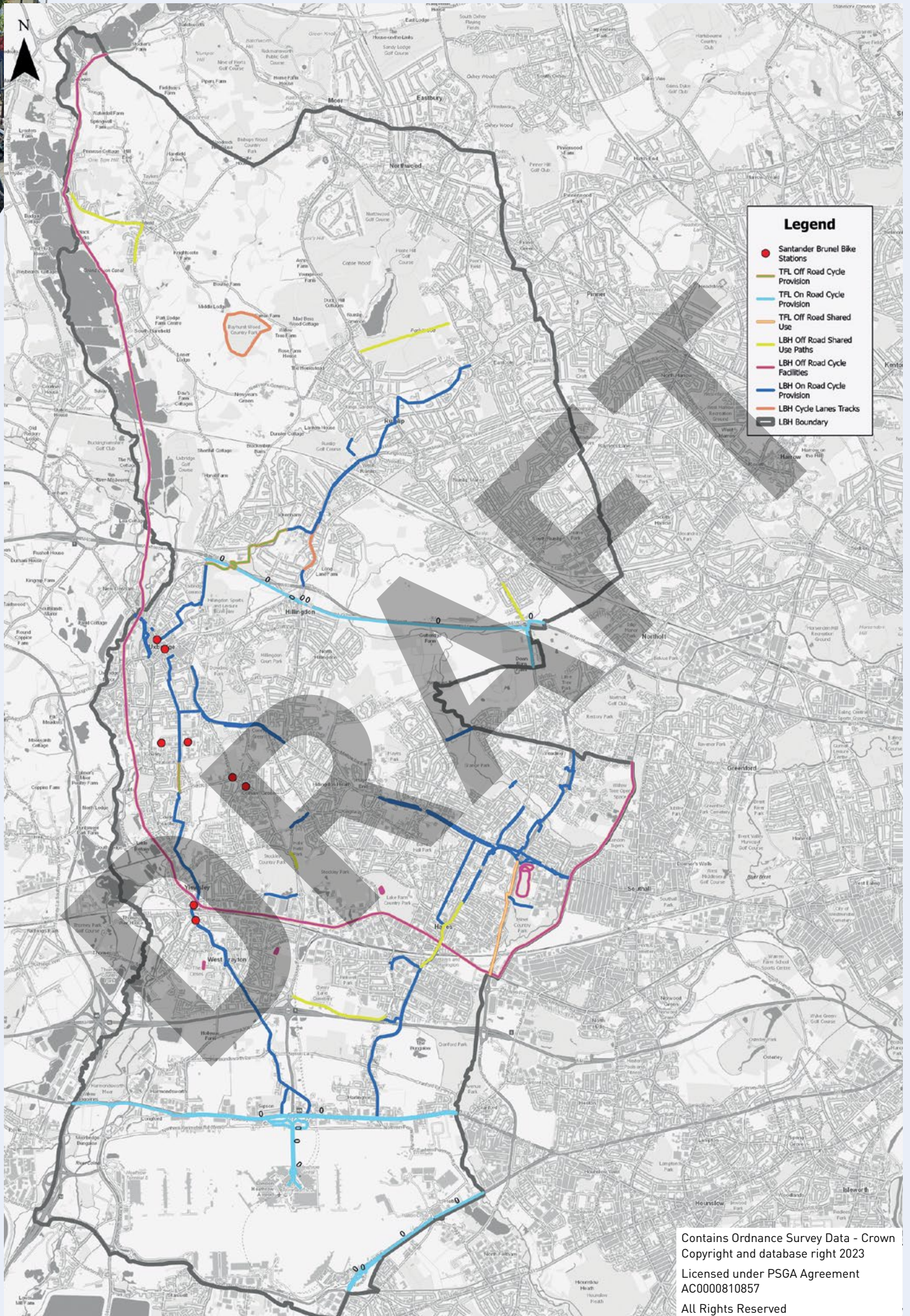


Before



After





Training

The council offers free cycling training annually to residents of all ages to help them develop their skills and confidence.

This includes:

- training for children aged 10+ through the Bikeability scheme
- skills training for beginners, people who want to refresh and brush up on their skills, and those wanting to cycle to commute.

In 2022/23, **1,133** children in Hillingdon were trained to



Annually, on average **130** adults take part in the skills training

Cycle training success stories

Thank you to your instructors and the organisers for such a worthy scheme. I had never really ridden a bike my whole life as I was petrified I would fall off. However, my instructor was absolutely superb and would you believe I was 'riding' within the hour? I'm still buzzing from it. Initiatives like this give people independence, it maintains health and wellbeing, and even increases social interactions as people are more likely to be outdoors more.

I had my cycle training and the trainer worked really hard with me, endlessly trying different techniques to see why I was falling off my bike.

He nailed down several issues including too much arm pressure on the handles and bad back posture. I never thought I'd be able to learn how to ride a bike so late in life but thanks to your wonderful programme I am getting there. Thank you so very much, you are really changing lives out there.

"This is an awesome opportunity. I can now go out and about around Hillingdon on my bike and feel not only confident about being on the road but also that I can do so much more than I thought. It's been more than 20 years since I did my cycling proficiency and I've never cycled in such busy traffic before. The instructor showed me how to do it safely and helped me to build my confidence to a point where I love to go out cycling for fun and have been enjoying finding out what my local area has to offer."

"I was very impressed with both of my instructors. I felt very safe and reassured that they knew what they were doing. They helped me gain confidence to be cycling on the road within an hour of our lesson. I am extremely grateful for the opportunity to have lessons for free and will recommend them to anyone who is interested. I have since been out on my bike with my children – which was my ultimate goal."





Guided cycle rides

Since 2014, the borough has had a programme of guided cycle rides for beginners, families and those more advanced. Fifty-four rides have been held in total with 270 participants, taking in a variety of routes through the borough and beyond.

Cycling awareness events

In 2013, the council held its first 'Bikespiration' event on the forecourt of the Civic Centre in Uxbridge as a borough celebration of cycling.

The annual event allows people to try out bikes, enjoy cycling-related games, have their bikes checked and repaired using the Dr Bike service, get their bike securely marked and to chat with council officers about cycling in the borough.

Due to the continued success of the event, in 2019 the 'Bikespiration on Tour' initiative was launched where residents could find out more about cycling at The Closes, Dowding Park, Barra Hall Park and Kings College Playing Fields.

Bikespiration feedback

Very interesting, exciting event, enjoyed it a lot

“It's great fun for all the family.”

It was bigger and better than last year



Bikespiration in numbers:

More than 1,000
people have enjoyed
Bikespiration
since it started

65 bikes securely
marked in 2019

117 bikes
checked through the
Dr Bike service in 2019

More than 200 people
went to

**Bikespiration
on Tour**

Dr Bike sessions

The council has offered free Dr Bike sessions across the borough annually since 2017. The scheme offers maintenance tips and repairs and has visited a range of locations, including Botwell Green Leisure Centre; The Closes Park; Hillingdon Sports and Leisure Complex; Highgrove Pool and South Ruislip Library.

Helping schools fund cycle and scooter parking

In 2022/23, the council awarded six grants to schools within the borough to enable them to purchase and install cycle and scooter parking to help make it easier to choose more sustainable ways to commute to school.

Securing funds through developer contributions

As part of the planning process, council officers regularly secure funds from local developments to create or improve cycle infrastructure around a new site, as well as to and from key locations. This ensures the impact of new cars from a development can be partly offset by an enhanced cycling offer.



→ Challenges and opportunities

National supporting policies

- Gear Change: A bold vision for cycling
- Local Transport Note 1/20: cycle infrastructure design

Regional supporting policies

- The London Plan
- The Mayor of London's Transport Strategy 2018

Local supporting policies

- Council Strategy 2022-26
- Hillingdon's Local Implementation Plan 2019-2041, which sets out how the council proposes to implement the Mayor's Transport Strategy

Opportunities

New routes

Transport for London has produced a map (see right) which looks at the potential cycling trips in an area.

The analysis highlights an opportunity to encourage cycling along a variety of routes around our town centres and along key commuter corridors that are close to town centres and Underground stations. These may not already be regularly undertaken by bicycle but could be as they are a reasonable cycling distance for more riders (considered to be five to 10 km).



Journeys to work

Data from the 2011 Census shows where people travel from and by what method to get to their place of work.

The data for Hillingdon (see overleaf) shows significant commuting both within London and to neighbouring counties.

There are opportunities to work with neighbouring organisations to help encourage journeys to work by cycling.

Public Rights of Way

Hillingdon has a comprehensive network of public footpaths and walking routes.

There are opportunities to consider whether some of these can be converted to shared use paths or cycleways.

Providing more off-road cycle routes may encourage more people who may not be confident riding on roads to consider cycling.

These will be balanced with the need to check:

- it's not to the detriment of other users and appropriate to the setting
- residents and wider stakeholders are consulted with
- conservation areas and Sites of Special Scientific Interest are protected
- appropriate materials/construction methods are used.



Journey to work origins/destinations and mode share

Top 10 origins of commuters to Hillingdon

Rank	Local Authority	Percentage of commuters	Tube, light rail or tram	Train	Bus, minibus or coach	Powered two-wheeler	Car or van driving or passenger	Bicycle	On foot
1	Hillingdon	32.3%	3.0%	1.3%	17.8%	0.6%	58.8%	2.6%	15.5%
2	Hounslow	8.4%	11.5%	2.4%	26.1%	0.8%	55.8%	1.6%	1.5%
3	Ealing	8.2%	8.9%	5.4%	23.2%	0.7%	58.1%	1.4%	1.8%
4	Harrow	4.4%	13.8%	4.2%	12.0%	0.4%	65.5%	0.9%	3.1%
5	Slough	3.8%	0.3%	3.2%	11.1%	0.9%	81.5%	1.0%	1.6%
6	Spelthorne	3.0%	0.2%	0.9%	8.8%	1.6%	83.8%	3.1%	1.3%
7	South Bucks	2.4%	0.2%	1.0%	3.5%	1.0%	90.1%	1.6%	2.0%
8	Windsor & Maidenhead	2.0%	0.1%	2.9%	1.4%	1.2%	92.8%	1.0%	0.4%
9	Wycombe	1.8%	0.1%	1.2%	2.3%	1.2%	94.0%	0.3%	0.6%
10	Brent	1.7%	26.7%	10.0%	8.3%	0.8%	52.8%	0.5%	0.9%

Top 10 destinations of commuters from Hillingdon

Rank	Local Authority	Percentage of commuters	Tube, light rail or tram	Train	Bus, minibus or coach	Powered two-wheeler	Car or van driving or passenger	Bicycle	On foot
1	Hillingdon	43.0%	3.0%	1.3%	17.8%	0.6%	58.8%	2.6%	15.5%
2	Ealing	8.9%	6.7%	4.6%	16.7%	1.0%	67.5%	1.6%	1.4%
3	Westminster	7.3%	66.1%	15.9%	3.3%	1.2%	12.0%	0.5%	0.8%
4	Hounslow	5.8%	3.9%	1.9%	20.8%	1.3%	69.3%	1.3%	1.2%
5	Harrow	4.1%	12.7%	3.5%	10.4%	0.6%	68.4%	1.6%	2.6%
6	Brent	2.9%	17.2%	5.8%	8.1%	0.8%	66.2%	1.0%	0.7%
7	Slough	2.8%	1.2%	4.8%	8.7%	0.7%	81.9%	1.4%	1.1%
8	Hammersmith & Fulham	2.3%	45.2%	9.8%	8.5%	1.4%	33.5%	0.8%	0.6%
9	Camden	2.1%	66.2%	13.0%	3.4%	0.9%	15.1%	0.4%	0.5%
10	South Bucks	1.9%	2.1%	2.2%	9.7%	1.1%	80.2%	1.3%	2.9%



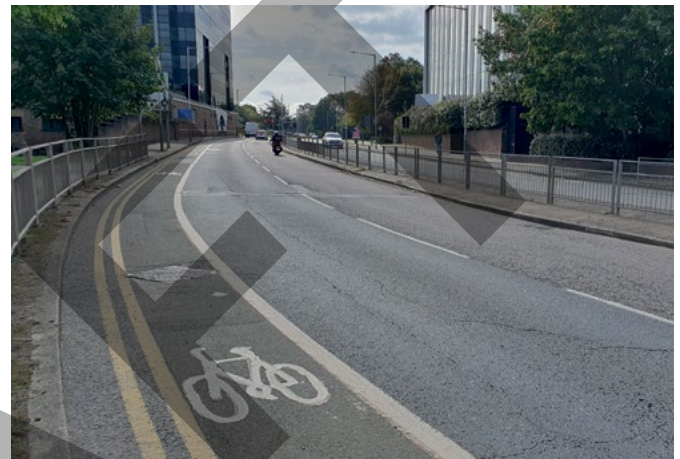
Working in partnership

The council's transport team will look to work more collaboratively with other council services, including the green spaces, sports and physical activity, air quality and climate change teams to deliver opportunities.

And externally with Transport for London, Canal & Rivers Trust, Sustrans, Stockley Park, Brunel University London and Hillingdon Hospital.

Key challenges

- Prominent car use and low levels of cycling.
- Many borough roads perceived to be hostile to vulnerable road users.
- Large size of the borough leads to longer average journeys.
- Public perception of cycling is often negative due to media reporting.
- Successful modal shift requires safe infrastructure to be in place beforehand.
- Limited public transport opportunities for many parts of the borough, making it beneficial to enhance walking and cycling opportunities.
- Hillingdon's varied road network means that some types of cycling provision are not feasible in some locations due to space.
- Additional financial contributions may be required.
- Collaboration with other authorities and organisations, including drawing upon expert advice and resource.
- Statutory consultations will be required.



→ Delivering more

As part of the council's commitment to encouraging further uptake of cycling, several key improvements and major new schemes will be delivered along with the continuation of existing workstreams that have proved to deliver positive results.

Continued work

- Bikeability
- Adult cycle skills training
- Dr Bike services
- Guided cycle rides
- Secure bike marking
- Promotional events
- Learn to ride
- Cycling for people with dementia
- Family cycle sessions

Local improvements

Grand Union Canal towpaths and others

Continuing our work with the Canal & Rivers Trust to upgrade the canal towpath to a wider, safer surface and improving its access points.

More Santander bike sites

We will continue to expand the Santander cycle hire scheme across the borough, initially with new docking stations across the Stockley Park estate and then further sites around Hayes & Harlington Station.

Developer-funded cycle measures

We will continue to work with developers to ensure cycling facilities, such as parking, are integral to any proposed developments. We will also secure more developer funding to help continue delivering new or improved cycling provision in the vicinity of any





development sites, to help offset the local traffic impact.

Improved route signage

New signs will help wayfinding for cyclists travelling across the borough. This will start with wayfinding to promote and encourage use of the Grand Union Canal towpath.

Use of green spaces

There are a large number of open spaces across the borough that could be used to help connect journeys where roads are not suitable for cycle provision, or they don't link the preferred routes. Travel through these green spaces can often better reflect local desire lines, so we will review the potential to create 'quietways' that link key amenities and destinations in a safer, traffic-free environment that is more welcoming to cyclists of all abilities.

Ideas from residents

Residents and local community groups or cycling clubs can continue to make suggestions for how we can improve cycling in the borough. We'll encourage feedback via www.hillingdon.gov.uk/cycle-programme-suggestion and assess

those suggestions, with the ambition to take forward those which are viable.

Audit of existing infrastructure

Some of the council's existing cycling infrastructure is quite old. We will continue to review the quality and efficacy of existing infrastructure and identify a programme of upgrades to the network to ensure it remains fit for purpose.

Missing link analysis

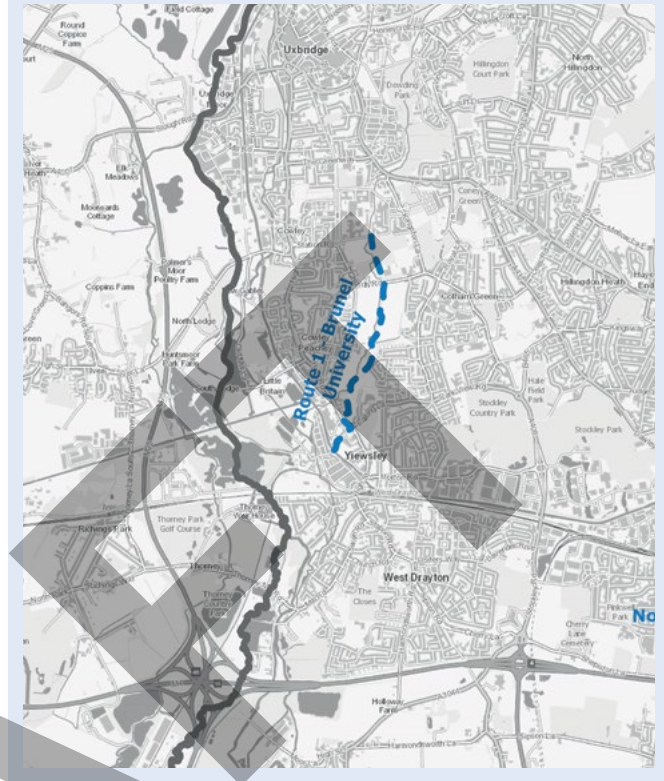
Not all of the existing cycling routes join together in an efficient manner, leaving cyclists often 'stranded' when a route ends. For riders to move across the borough in a more fluid manner, we will identify any key missing links in our existing routes and look at ways to bridge the gaps.

→ New cycle routes

Six new cycle routes have been identified that provide great opportunities to build significant new cycling infrastructure that reflect current needs and will facilitate sustainable travel through the borough. The council aims to work towards substantial delivery of these six routes by 2028.

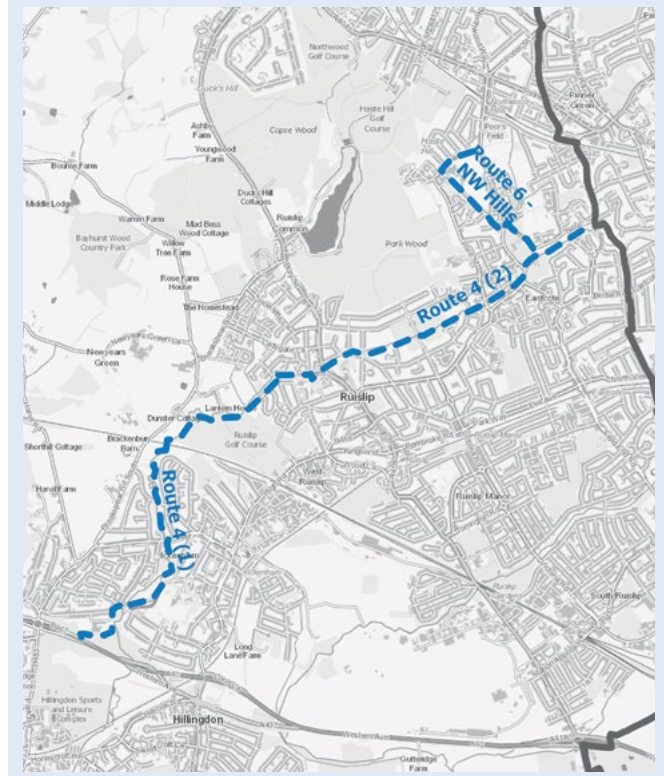
Route one: Brunel Cycleway

Connecting West Drayton Station and Brunel University via a mostly off-road route.



Route four: Celandine Route

A longer route linking Eastcote to Uxbridge with potential for further expansion to other key destinations along the route.



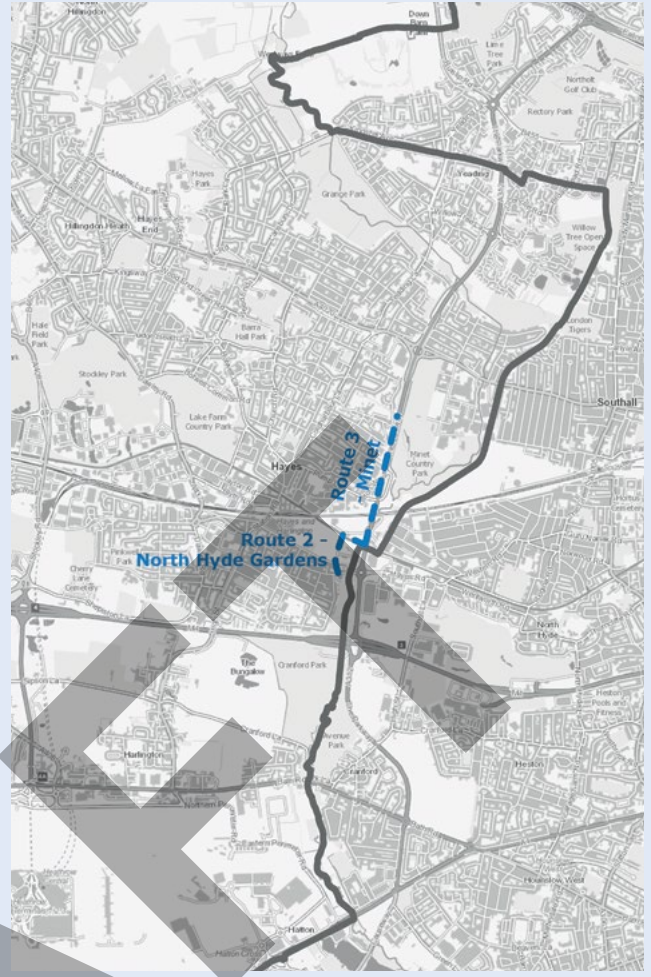
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Route two: North Hyde Gardens

Allows cyclists from around the Nestles Avenue development to access the Grand Union Canal.

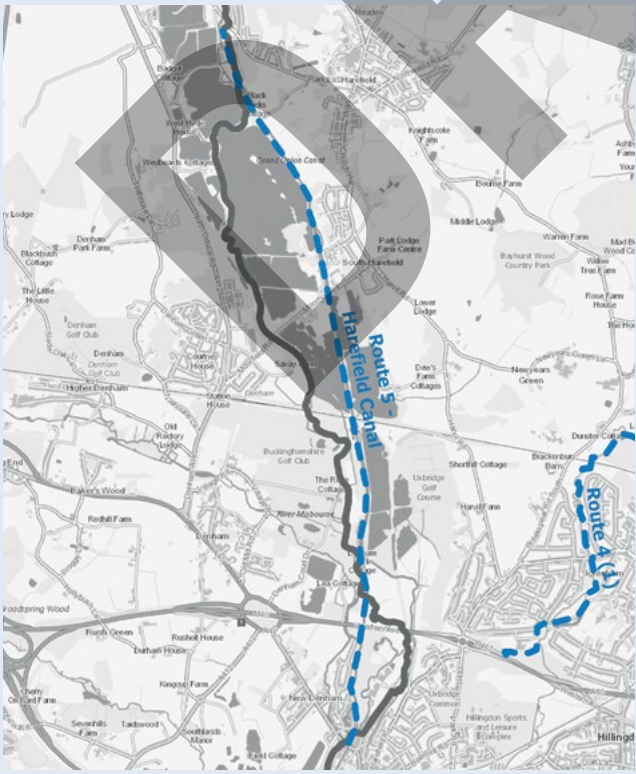
Route three: Minet Cycle Circuit Link

Residents from the redevelopment of the former Nestles factory will be able to access the park via an off-road route.



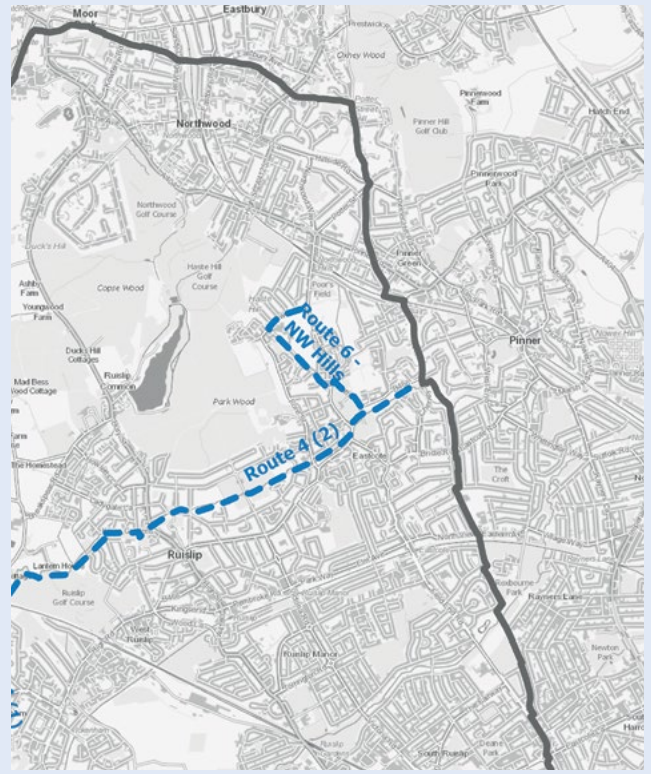
Route five: Harefield Grand Union Canal

Full upgrade of the canal towpath between Harefield and Uxbridge.



Route six: Eastcote to Northwood Hills

A new route off the Celandine Route that connects Eastcote with Northwood Hills using quieter, largely residential roads.



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