

PROGRESS ON THE DELIVERY OF THE HILLINGDON CYCLE STRATEGY

Committee name	Corporate Resources and Infrastructure Select Committee
Officer reporting	Sophie Wilmot, Place Directorate
Papers with report	Appendix A – visuals of work done to date
Ward	All

HEADLINES

The report looks at what has been achieved to date since the launch of the Hillingdon Cycle Strategy in September 2024 and demonstrates that the Council is already collectively witnessing progress after such a short period of time. The works will continue in the 2025/26 financial year with funding secured from grant funding for both cycle training and infrastructure works. Officers are putting together a communication plan to ensure good coverage throughout the year to ensure cycling is always high in people's thoughts. Due to the positive response to the Cycle Strategy, officers are beginning to develop an accompanying Walking and Wheeling Strategy.

RECOMMENDATIONS

That the Committee:

- 1. Notes the progress on the delivery of the Hillingdon Cycle Strategy, since it was launched in September 2024;**
- 2. Supports the proposed next steps in delivery for the 2025/26 financial year;**
- 3. Endorses the ongoing promotion of cycling as a mode of transport for Hillingdon residents and users of the Hillingdon transport network;**
- 4. Notes that an accompanying 'Walking & Wheeling' Strategy is being developed by Officers.**

SUPPORTING INFORMATION

Introduction

The Hillingdon Cycle Strategy was launched in September 2024 and is a ten-year plan, setting out how the Council proposes to improve the cycle infrastructure, boroughwide and increase the number of people cycling in the borough. The core aim of the strategy is as follows:

'As demand for cycling continues to grow, our strategy for 2024-34 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.'

The final version of the strategy was developed following a consultation period where the Council received a number of responses from stakeholders such as the Canal & River Trust; London

Cycle Campaign; the London Assembly Member, Heathrow Airport, and residents' associations. There were also, almost two hundred individual responses received from residents and users of the borough; the general response was that the cycle strategy is welcomed as a positive move forward for the Council.

As part of the consultation, consultees were asked if they supported the ambition statement set out; 88% supported this. They were also asked whether they felt that the implementation of the cycle strategy would make them consider cycling in Hillingdon more; encouragingly, a total of 71% of the respondents said it would.

Progress on the delivery of the Hillingdon Cycle Strategy

This section of the report provides information on what has been achieved since the launch of the Cycle Strategy:

- Hillingdon Officers were asked by Transport for London (TfL) to present at an event which brought together cycle officers from all boroughs and within TfL. They were keen to demonstrate to other boroughs what could be achieved by outer London boroughs, whose needs are in many ways different to locations nearer Central London.
- Will Norman, the London Walking and Cycling Commissioner has visited Hillingdon to meet with Officers and the Cabinet Member for Planning, Housing and Growth, both to listen and to share how he can support our ambitions.
- Bikeability training in Hillingdon continues to be delivered and is well-received.
- A new adult cycle training programme was launched at Pield Heath Cycle Track which allows more adults to access training in a safe environment.
- Dr Bike services have been provided at Hillingdon libraries and leisure centres as well as to support the 'Re-Use/Re-Cycle' and 'Mayor's Picnic in the Park' events.
- A parallel 'Tiger Crossing' has been provided across Pield Heath Road to support a future cycling link through Brunel University.
- Designs have been undertaken for junctions along the Celandine Route and consultation on these proposals will begin shortly.
- Working in partnership with the Council, TfL have developed two crossing improvement schemes along the A312, and consultation has been completed on these, they are at Bilton Way, Hayes and Willow Tree Lane, Yeading.
- The upgrade of the Grand Union Canal Towpath between Rockingham Road and Oxford Road has been completed.
- A new cycle wheeling channel has been provided at the access onto the canal at Packet Boat Lane – a positive but simple facility to help bridge an access gap.
- A total of five schools have been given cycle parking grants to enhance and expand their scooter and cycle parking offerings.
- New on-street cycle parking has been provided in Ruislip Town Centre.
- Following on from a resident's suggestion, an 'advanced cycle stop line' and related cycle lane has been provided at signals on Park Lane, Harefield.
- Phase 2 of works on North Hyde Road to provide shared space has been completed.
- Feasibility works have been undertaken for a major redevelopment of St Andrew's roundabout to provide better facilities for walking and cycling in the area.

Appendix A of this report provides visuals for some of the work completed to date.

Proposed next steps

The work on the cycle strategy continues in the 2025/26 financial year, with around £400k worth of funding specifically for cycling. As part of this, the following is being proposed for 2025/26:

- Adult and child cycle training.
- Dr Bike events.
- Active travel promotion.
- Upgrade of the canal towpath between Printing House Lane and Station Road, Hayes.
- Further work on the proposed route through Brunel University Campus.
- Further work on junctions along the celandine route.
- Provision of protected cycle lane along Long Lane.
- Cycle parking provision at Northwood, Northwood Hills, and Ruislip Gardens stations.
- Cycle parking in town centres and residential areas.
- Cycle parking grants for schools in the borough.

Communication

A key component of the strategy is ensuring good communication about cycling, whether that be the successful implementation of schemes, training, or cycle safety information. In order to ensure good communication, Officers are currently putting together a communication programme, to evenly space promotion and ensure the Council capitalises on national events such as clean air day. The plan will be shared and agreed with the Council communication team and the Cabinet Member for Planning, Housing and Growth.

Walking & Wheeling Strategy

Due to the positive response to the launch of the Cycle Strategy and the success which it has already had in planning cycle infrastructure and encouraging investment, the Council is looking to develop a 'Walking and Wheeling' strategy to compliment and sit alongside the Cycle Strategy. On Thursday 19th June 2025, the Council's Principal Accessibility Officer hosted a mobility forum, where those with mobility difficulties were invited to the Winston Churchill Hall, to discuss issues they face travelling around the borough. The feedback from this event, will underpin the creation of the document.

PERFORMANCE DATA

A large portion of the funding for cycling is from the yearly, Transport for London Local Implementation plan monies, as a condition of the grant, the Council must report back on a number of criteria each year for what has been delivered during the financial year, via the completion of 'FORM C'. This form covers not only cycling but other criteria related to transport in Hillingdon, however cycle data can easily be extracted from this and is summarised for 2023/24 and 2024/25 below. This record shows, year on year what is being delivered for cycling.

Table 1: showing summary of cycling data from 'FORM C'			
Description	Unit of data	2023/24	2024/25
Increase in the number of cycle parking spaces	No. of new publicly accessible cycle parking spaces	0	0
	No. of new secure residential cycle parking for existing housing stock	8	0
	No. of new school cycle/scooter parking spaces	0	25
Increase in number of rental e-bike and/or e-scooter parking spaces provided through new dockless bays	No. of new rental e-bike and / or e-scooter parking spaces	Not recorded in 2023/24	0
Cycle Training	No. of adults trained	1	58
	No. of children trained	1059	1103
Increase the London-wide strategic cycle network with high-quality, safe routes	Km of new permanent cycle routes that meet the TfL Quality Criteria	0	0
	Km of permanently upgraded cycle routes that meet the TfL Quality Criteria	0	0
	Km of new temporary segregated cycle routes	0	0

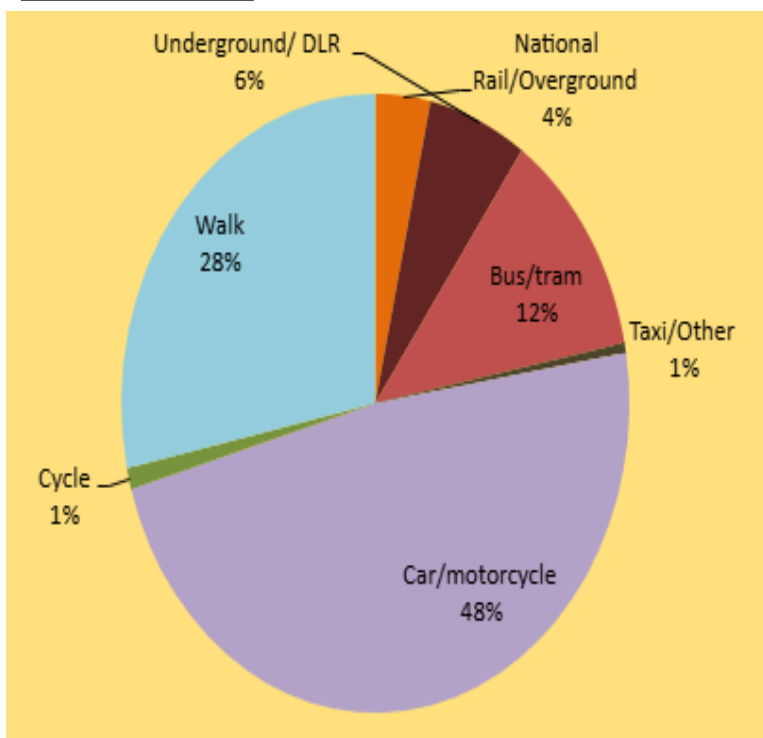
The table below contains analysis of the data, outlined in Table 1.

Table 2: analysis of performance data	
Description	Analysis
Increase in the number of cycle parking spaces	There was no demand for on street cycle parking during the 2024/25 financial year. A focus on providing new spaces at schools being made, with schools engaged in the travel plan process, offered the opportunity to apply for a grant to deliver cycle or scooter parking at their school, which will go towards their travel plan accreditation.
Increase in number of rental e-bike and/or e-scooter parking spaces provided through new dockless	Currently, there is no support for 'dockless' bikes across Hillingdon due to issues such as 'fly-parked' bikes which are currently being experienced across other areas of London. The Council is looking at tendering for a docked scheme to expand on

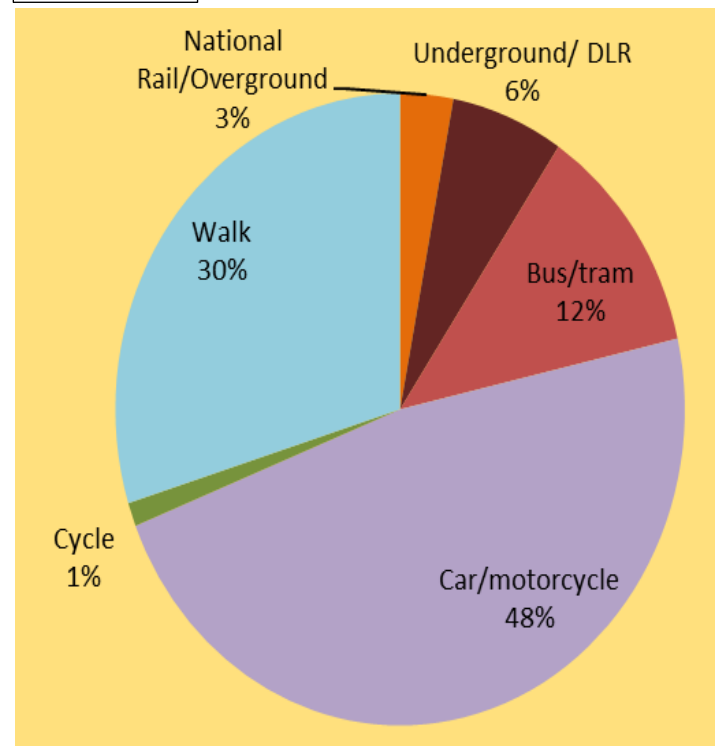
bays	current provision. The current cycle hire scheme is due an upgrade of bikes, which will be e-bikes.
Cycle Training	The number of adults trained was able to increase significantly due to the creation of a new adult cycle training programme which operates at the off-road track at Field Heath School on weekends.
Increase the London-wide strategic cycle network with high-quality, safe routes	Although, significant km's of cycle routes have not been delivered, the Council has implemented some tiger crossings to increase safety for cyclists to cross the road. Officers have also been working on the design and consultation of a range of other junction and crossing improvements to link together cycle routes.

Another, data source which can be used to track progress is the yearly TfL data pack' which provides borough specific data on how the Mayor of London's Transport targets are being met. The most significant data provided is that for mode share for the borough, this can provide a year on year look at the percentage of people in Hillingdon travelling by cycle. The charts below, show the mode share data for the most recent two-year periods for which data is available.

2022/23



2023/24



This data shows that there has been a small increase in use of sustainable modes, with slightly more people walking. The cycle mode share has remained at 1%, however these datasets are before the Hillingdon Cycle Strategy was launched.

RESIDENT BENEFIT

The various cycle infrastructure improvement; cycle training and cycle awareness projects seek to promote and encourage more people to use cycling as their mode of travel around Hillingdon, in particular instead of the private car. This will have personal health benefits, as well as help towards improving the environment and climate change.

FINANCIAL IMPLICATIONS

Currently, for the 2025/26 financial year, TfL have awarded the Council approximately £451k, specifically for cycle measures (28% of the total TfL grant) with further schemes offering cycling elements as part of larger packages of work. A further £185k, is 'in principle' approved for cycle schemes, subject to the outcome of feasibility works and consultation results. Further funds for cycling, are available through the funds secured through developments across the borough. These sources of funding, allow for significant cycle improvements to be made for the benefit of residents, without the use of limited Council capital.

LEGAL IMPLICATIONS

No direct legal implications associated with this report.

BACKGROUND PAPERS

[Hillingdon Cycling Strategy 2024-25](#)

APPENDICES

Appendix A – visuals of some of the works completed to date.

APPENDIX A – Works completed to date.

Grand Union Canal Towpath Works



Hillingdon Cycle Training by 'in-house' cycle trainers



Cycle Strategy Launch event with local schools.



Dr Bikes & Cycle Education

23 July 2023



Pararell crossing on Field Heath Road
Supporting the proposed Brunel Route