

3 June 2024

## **London Cycling Campaign response to Hillingdon's Cycling Strategy**

<https://www.hillingdon.gov.uk/article/12781/Cycle-Strategy>

### **About LCC**

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 12,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

### **Response**

London Cycling Campaign commends Hillingdon Council for drafting a cycling strategy with the goal of getting more people in the borough cycling. We completely agree that “successful modal shift requires safe infrastructure to be in place beforehand” and have provided feedback below that would further improve on the strategy. Our main concern here remains the lack of concrete actions thus far by the council to deliver safe cycling routes, that the strategy highlights are needed.

- References to Transport for London's Strategic Cycling Analysis are positive as routes along these corridors are ones TfL will fund (though the map is not shown as stated in the document). Not all the routes proposed in the strategy align with the Strategic Cycling Analysis. While the highest potential route is on the TLRN (along the northern boundary of Heathrow), the council should advocate for TfL to produce a high-quality cycle track along this corridor.
- We'd like to see proposals that focus on linking town centres and transport hubs. A high proportion of Hillingdon commuting journeys start and end inside the borough, yet the strategy has little on how to enable such journeys to move from motor vehicles to other modes.
- Proposed routes must meet TfL's Cycling Quality Design Standards. We note the reference to the Government's LTN 1/20 guidance. It would be great for the strategy to state that all routes will meet this guidance.



Your voice for a cycling city

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- While canal and other off-road routes can be nice for a leisurely cycle, they are not accessible and useable for people of all ages and abilities. Canal routes in particular include many restrictions to accessibility, particularly for disabled people that cycle. Earlier this year, LCC released a report by our Women's Network that found many women find off-road routes isolating and don't feel safe particularly at night. Therefore, these shouldn't be part of a core transport cycle network.
- The council's 3<sup>rd</sup> LIP commits to action on kids' safety, local neighbourhoods and Vision Zero. The Cycling Strategy should include how safe cycling provisions can meet these goals. It specifically says the council "aims to engage all schools within the borough to determine requirements for protected cycle routes, crossings, modal filters and traffic-free routes to enable children to walk and cycle to school and for other activities". The strategy should therefore reflect such evidence and opinions gathered, with clear routes to schools using such schemes as listed.
- There is little sign in this strategy of concrete plans to act on delivering safe cycling routes within this current council – most routes appear to be set for delivery three or more years away. Given the council has declared a climate emergency, this hardly seems like the pace of action such an issue demands.