



HILLINGDON CYCLING CAMPAIGN: CLIMATE SAFE STREETS

We're calling on the next leader of Hillingdon Council to make an urgent commitment to deliver #ClimateSafeStreets.

The 2022 council elections are a fundamental point on London's zero-carbon journey. Road transport emissions are the largest and most stubborn source of London's emissions and borough councils control 95% of the city's roads. We need a strong commitment from all our borough councils now – that's why we're calling on Hillingdon Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

HILLINGDON AND THE CLIMATE

Hillingdon has committed to becoming a carbon neutral council by 2030. In its [Climate Action Plan](#), it noted that 'residents were keenly aware of the need for safe cycle routes and facilities to encourage a reduction in vehicle usage, which in turn would improve air quality by reducing other harmful emissions', yet like many other boroughs, their plan lacks detailed objectives to outline how they plan to address residents' concerns. One of their climate objectives is to produce a sustainable transportation strategy, so perhaps this will provide much-needed detail.

In light of Hillingdon Council's current approach towards addressing the climate crisis, we're requesting the following asks of the council's next leader to ensure that their roads are decarbonised by 2030.

HILLINGDON CYCLING CAMPAIGN'S ASKS

- 1. Connected! Complete the cycle network on the highest priority routes to the highest standards**, especially linking Brunel University with Uxbridge, and creating high quality links to Heathrow and around secondary schools.
 - All "in flight", "highest", "high" and "medium" priority cycle routes in TfL's current Strategic Cycling Analysis (e.g. as [mapped here](#)) built to the DfT's funding criteria for [LTN 1/20](#) (p6 1.1.2; "a minimum score of 70% under the Cycling Level of Service (CLoS), no critical fails and under the Junction Assessment Tool (JAT) no red-scored turning movements") completed by 2026.

2. Inclusive! Deliver low traffic neighbourhoods 75% of residential areas in the borough, and a 20mph speed limit and school streets, borough-wide.

- Reducing traffic speeds and eliminating rat-running from residential streets drastically improves safety and inclusion
- All possible residential areas (e.g. those identified in TfL's Strategic Neighbourhood Analysis (SNA), as [mapped here](#)) should be covered by area-wide and high-quality low traffic neighbourhoods substantially removing cut through motor traffic, and prioritising those with greatest need (e.g. darker green areas in the SNA).
- Install ten school streets and 4 local traffic zones per year from 2023.

3. Safe! Improve at least five of the most dangerous junctions in the borough to high standards and provide pedestrian signals at all signalised junctions

- Junctions are the most dangerous parts of the cycling and walking network. Improved junctions must have "no [CLOs] critical fails and under the JAT no red-scored turning movements" as per [DfT's LTN 1/20 guidance](#).
- There should be no signalised junctions without signalised pedestrian crossing arms. The borough should work with TfL to ensure pedestrian crossing lights are installed on all arms of all suitable crossings. Cycle crossing lights and markings should also be considered for junctions being improved at the same time.
- Complete the first three by 2026 and have the rest well into planning stages by then.

4. Efficient! Rapidly roll out shared mobility points and cut freight motor vehicle movements by at least 10%.

- All homes and workplaces should be less than 600m from the nearest shared cycle/e-scooter access point and less than 600m from an electric car club bay.
- Most privately owned cars spend around 95% of their time parked, and this impacts on boroughs' capacity to use kerbsides for improving flood resilience, inclusion and safety.
- Freight consolidation centres, last-mile distribution centres, cargo bike loan schemes and other measures should be rolled out to ensure deliveries, servicing and other freight motor vehicle movements are reduced by at least 10%.

5. Convenient! Make it easier and cheaper to park a cycle than it is to park a car everywhere in the borough.

- Rapidly roll out secure and inclusive cycle parking for people who live in, work in and visit the borough at transport interchanges, town centres, amenities, on residential streets and in council estates.
- Reduce car parking availability & amenity – including introducing emissions-based pricing, etc. in residential areas and high streets and set motor vehicle parking reduction targets, then use space freed up to deliver amenity to other modes – on carriageway electric charging points, cargo e-bike hire pods, shared mobility points, consolidation space, cycle tracks, bus lanes, wider pavements etc.

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