

West Ruislip Station Bridge: An Opportunity

Cycling Hillingdon

Executive Summary

Our Council, the London Borough of Hillingdon, as the local Highways Authority, can make an application to the HS2 Communities and Environment scheme for delivering a permanent, kerb-separated cycle way along the principal route between the north and south of our Borough.

March 2026 Issues

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Existing provision for cyclists

The following photos were taken in early March 2026. They show the inadequately maintained road markings as the only indicator to vehicle users that there is a cycle way along this main, and principal connecting road between the north and south of our Borough.



Above: traffic direction towards Ickenham.

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Above: Traffic direction towards Ruislip

As can be easily seen the width of this road is generous, far in excess of the width of any HGV. This allowed the existing road marked bicycle lanes first installed in 2002. There is no debate that the metre from the kerb could be permanently allocated for cyclists. Note also the need for double yellow lines to indicate to drivers of vehicles that no parking is allowed along these kerbs, as the space has already been allocated for cyclists.

Funding applications to HS2 C&E

It is clear from these [web pages](#) that it is not possible for any organised resident's group, (residents' associations, or cycling groups), to make an application for HS2 C&E funding, as the roads in our Borough are owned, managed and maintained by the Highways department of our Council. Cycling Hillingdon would be willing in partnership with Councillors and the relevant Council Officers to devise a credible and qualifying funding application.

Currently, our Council has not made any funding applications from HS2 C&E for improving cycling infrastructure anywhere in our Borough.

Which communities qualify?

Two excerpts from the introductory HS2 C&E web page;

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The Community and Environment Fund (CEF) has been created to add benefit to communities along the route that are demonstrably disrupted by the construction of HS2 from London to West Midlands.

There are two types of CEF funding:

CEF Local will focus on quality of life and environment in individual communities.

CEF Strategic will focus on large projects across several communities and address broader rather than purely local concerns. Wherever possible, the CEF fund aims to leave a sustainable legacy.

Note: We want to assure potential applicants that we undertake rigorous management and regular reviews of the funding available to ensure that funds are available throughout the construction period and there will be no advantages of submitting applications early or disadvantages of submitting applications later during the construction period.

There can be no doubt that the immediate neighbouring communities of Ruislip and Ickenham have been 'demonstrably disrupted' by the activities of HS2:

- 1) frequent road closures
- 2) inconsiderate parking by HS2 workers
- 3) an earlier inability for HS2 to ensure HGVs leaving the West Ruislip Portal site did not routinely leave a layer of clay and aggregates on this very road.

Note: A permanent, kerb-separated cycle way connecting the communities either side of the Chiltern Line would qualify as 'CEF Strategic'.

A permanent kerb separating cyclists from vehicle drivers would clearly be more sustainable than the ongoing maintenance demand upon our Council's Highways budget to maintain the continuous double yellow lines and the white line indicating the cycle lane on each side of the road.

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Which projects are suitable?

Examples of CEF projects

The below examples are purely illustrative and we welcome applications for any projects that will enhance the quality of life and the environment of communities disrupted by the construction of HS2.

- Improved pedestrian, equestrian, or cycle access not provided under statutory services;
- Landscape and nature conservation enhancement projects which increase biodiversity (including pop up interventions such as skip gardens);
- Enhancement or replacement of sports and recreational facilities;
- Improved access and enhancements to public open space;
- Provision of enhanced or new community facilities; and
- Refurbishment/re-use of historic buildings and monuments.

Note the first line of examples explicitly suggests 'cycle access not provided under statutory services'. Our Council does have a Cycling Strategy, but in the 18 months since it was adopted, any improvements along this main connecting route are absent.

Asking for a kerb separated cycle way past West Ruislip station will not require our Council to start an arduous research project to determine what is possible. Helpfully, the Department of Transport have a complete design manual, [LTN 1/20](#), that is used by Transport for London, (TfL).

On page 47 of LTN 1/20 there is an illustrative diagram, giving options for fully kerbed cycle tracks:

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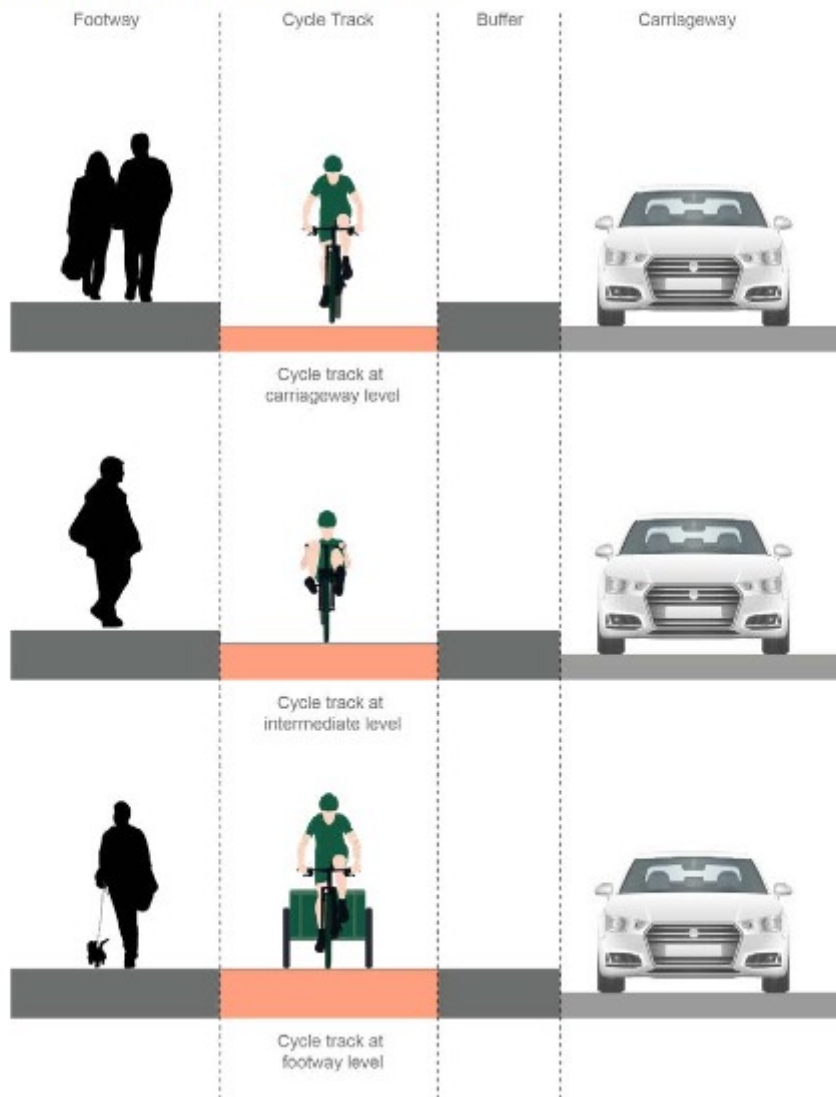
Fully kerbed cycle tracks

6.2.3 Fully kerbed cycle tracks may be set at carriageway level, at footway level or at an intermediate height between the two – see Figure 6.3.

6.2.4 The choice of cycle track level should reflect the functional and aesthetic context in which it is being provided, as discussed in Sections 4.2 and 4.4 in Chapter 4.

6.2.5 Carriageway-level cycle tracks in existing streets are usually created by taking space from the carriageway by building a continuous kerbed buffer strip to provide protection from motor vehicles. See Figure 6.4.

Figure 6.3: Cycle tracks with full kerb separation from carriageway



The existing carriageway profile suggests the uppermost option, except at the crest of the road where the pedestrian crossings mean all road users are on the same level.

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We know our Council's Highways department are aware of LTN 1/20, as they used the design principles within it, when the West Ruislip USAF base was developed for housing. A separated cycle way was installed along the south side of the Ickenham Road, (type 3 as in Figure 6.3 above). One of the junctions, at Heacham Avenue and Ickenham Road is even featured in LTN 1/20 on page 103:

Figure 10.16: Partial set back, marked priority crossing, Hillingdon



Design Priority, full and partial setback

10.5.26 Priority for cyclists and pedestrians across minor side-road junctions can also be achieved through design priority, where the mouth of the junction is redesigned to emphasise the continuity of the footway and cycle track. The technique has not yet been widely applied in the UK, but could be considered for two-way and preferably one-way cycle tracks across minor accesses.

10.5.27 The use of markings to diagram 1055.3 at unsignalled junctions is not permitted in TSRGD. Alternative markings may be used, such as broken lines to diagram 1010 and cycle symbols to diagram 1057.

No Set Back, Marked Priority Crossing

10.5.28 Give way markings can be applied close to the edge of the carriageway between narrow kerbed islands to indicate that cyclists passing the junction have legal priority over traffic turning in and out of the side road.

Note the cyclepath is at the same level as the pedestrian footpath, a kerb height vertically separated from the road.

Additional items for Cycling at West Ruislip Station

Double decker weather protected bike racks

A recent cycle ride to West Drayton Station showed a double decker bike rack has been installed in the concourse outside the station entrance.

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There are two separate zones for bike parking at West Ruislip station, both adjacent to the station entrance, this on the Ruislip side:



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and this inadequate shorter stretch on the Ickenham side;



Why inadequate? It is clear that no one who rides a bike in London and seeks to leave it securely locked was involved in the siting of these steel loops:



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The rear vertical section of the steel loop is too close to the fencing. I need to be able rest my bike with its downtube adjacent to the vertical section to ensure that my (London grade) D-lock can loop around the steel loop and through my bike frame.

There is clearly sufficient space for several double decker bike stands to be installed at our local station.

Cycling maintenance station.

These were suggested by the Ruislip Residents' Association in a submission to our Council in the public consultation to the Revitalisation of Ruislip High Street in 2019. Other outer London Boroughs have been installing these for a decade.



The combination offers a pump for cyclist to top up their tyre pressures, or to inflate an inner tube after suffering a puncture, and some basic tools for mid-ride simple maintenance.

Drinking water fountain

Provision of free drinking water to discourage the purchased of single use bottled water fits within all of our Council's recycling, low carbon and Climate Emergency goals.

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Next steps

Cycling Hillingdon need to gain the support of the two adjacent residents' association, Ruislip & Ickenham, and those next closest, Eastcote & Northwood Hills and Oak Farm &?

Cycling Hillingdon need to gain the support of the councillors for the two wards that include West Ruislip station bridge, (Riley, Smallwood, Corthorne for Ruislip), (Lavery, Banerjee, Goddard for Ickenham & South Harefield), and any others from adjacent wards.

We can also elicit the support of the LBH Cabinet member with responsibility for delivering the LBHillingdon Cycling Strategy, Cllr. Steve Tuckwell.

MPs?

Other Hillingdon based cycling groups

London Cycling Campaign

Transport for London