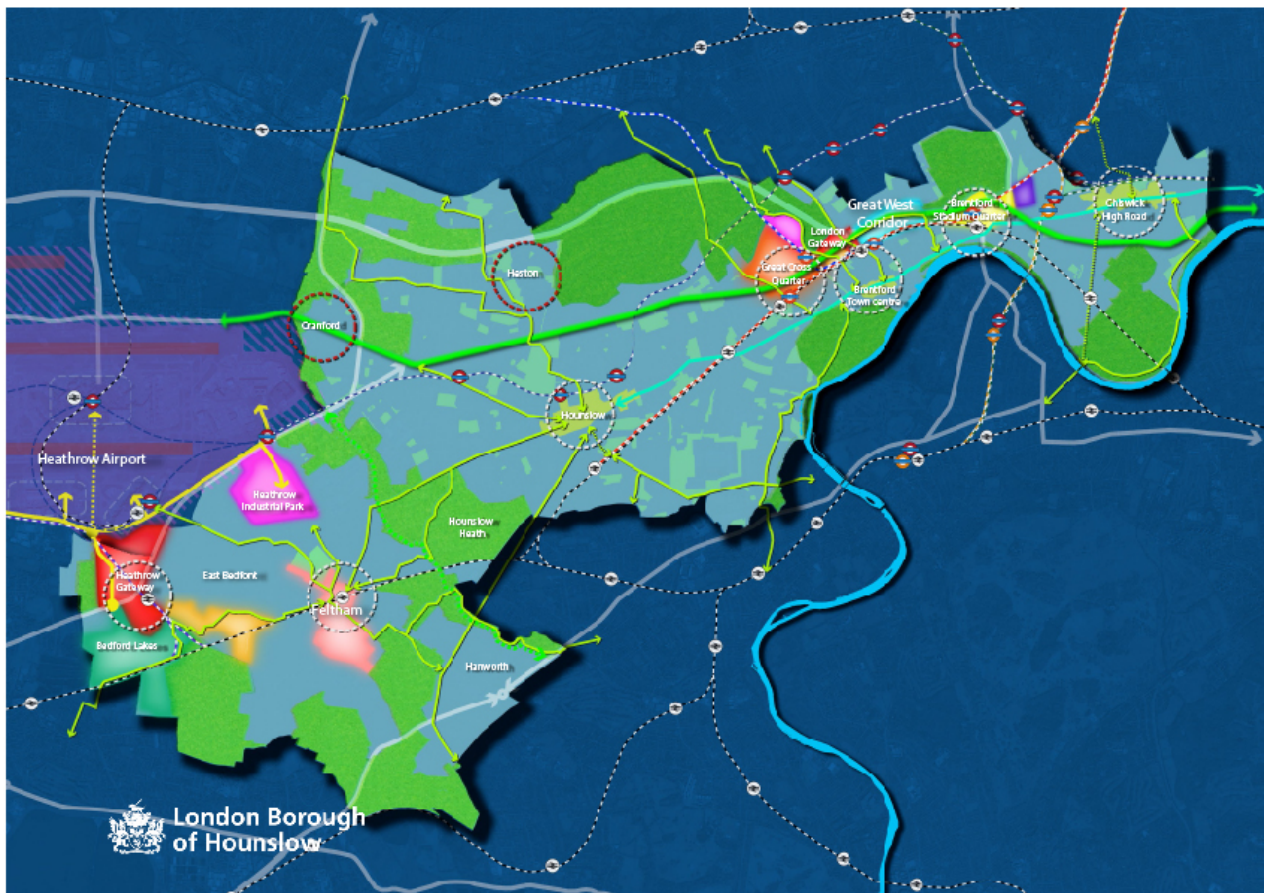




**London Borough  
of Hounslow**

# **HOUNSLOW INFRASTRUCTURE DELIVERY PLAN**



**OCTOBER 2020**

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# Table of Abbreviations

CCG	–	Clinical Commissioning Group
CEZ	–	Central Enterprise Zone
CRT	–	Canals and Rivers Trust
CIL	–	Community Infrastructure Levy
DfE	–	Department for Education
ECM	–	Energy Conservation Measure
EPC	–	Energy Performance Certificate
FA	–	Football Association
FF	–	Football Foundation
FORCE	–	Friends of River Crane Environment
GLA	–	Greater London Authority
GWC	–	Great West Corridor
HAR	–	Heritage At Risk
HE	–	Historic England
HEDF	-	Highways England Designated Funds
HRA	–	Housing Revenue Account
LIP	–	Local Implementation Plan
LLFA	–	Local Lead Flood Authority
MPS	–	Metropolitan Police Service
MTFS	–	Medium-Term Financial Strategy
NPPF	–	National Planning Policy Framework
PFI	–	Private Finance Investment
PTAL	–	Public Transport Accessibility Level
SEMH	–	Social, Emotional and Mental Health Needs
SEND	–	Special Educational Needs & Disabilities
SHLAA	–	Strategic Housing Land Availability Assessment
SINC	–	Site of Importance for Nature Conservation
SSSI	–	Site of Special Scientific Interest
SPD	–	Supplementary Planning Document
SPG	–	Supplementary Planning Guidance
TfL	–	Transport for London
TLRN	–	Transport for London Road Network
WLA	–	West London Alliance
WLWA	–	West London Waste Authority
WoB	–	West of Borough

# 1.0 Purpose

The London Borough of Hounslow (hereafter referred to as Hounslow or the Borough) Infrastructure Delivery Plan (IDP or the Plan) is produced to support the provision of key infrastructure set out in the Local Plan and Local Plan reviews. The IDP is used by the Council, along with its partners and stakeholders, to guide development and ensure that appropriate infrastructure and funding is secured to support growth in a sustainable manner. Sectors included within the IDP include social infrastructure, physical infrastructure, and green and blue infrastructure.

The goal of the IDP is to outline the infrastructure that is necessary to support the growth of the Borough, deliverable within the Plan period, and complementary to the vision set out by the Local Plan and the West of Borough (WoB) and Great West Corridor (GWC) Local Plan Reviews.

The IDP seeks to:

- Provide a baseline capacity measurement of current physical, social, and green and blue infrastructure throughout the Borough;
- Analyse the future predicted capacity needed to support growth throughout the Borough;
- Estimate funding requirements needed to provide future infrastructure;
- Prioritise infrastructure delivery; and
- Ensure the feasibility of development sites within the Local Plan based on infrastructure projections.

Funding details for infrastructure discussed in the IDP will be provided (in the context that they are known) and potential funding gaps will be outlined where applicable. An IDP schedule is provided in Appendix A. The schedule outlines further detail anticipated infrastructure, funding sources, total predicted costs, and potential funding gaps where the information is available.

## 1.1 Structure of this report

The Infrastructure Delivery Plan is structured as follows:

- Section 2.0 summarises the methodology used to complete the Infrastructure Delivery Plan.
- Section 3.0 outlines the national, sub-regional and local policy context for the delivery of infrastructure.
- Sections **Error! Reference source not found.** and 5.0 provide a social and economic portrait of the Borough, and highlight the growth projected to occur in Hounslow over the plan period.
- Section 6.0 covers current and future social infrastructure provision, this includes infrastructure that is needed to support the social services required for population growth in Hounslow.
- Section 7.0 and 8.0 describes the Green and Blue as well as the physical infrastructure that is planned to ensure that the Borough grows in an environmentally sustainable and efficient manner.
- Appendix A summarises the priorities for infrastructure delivery over the Plan period, in the form of an Infrastructure Delivery Schedule.

## 2.0 Methodology

This report has been carried out in an iterative format, allowing the Council, stakeholders and community members to provide valuable input at key stages to inform completion. This process will allow for a thorough understanding of current and future infrastructure needs throughout the Borough. The IDP is a “living document”, meaning that it will be continuously updated as relevant information becomes available.

Methodologies used include a combination of research methods. Resources from Central Government, London, and Hounslow were used to inform research, along with specialized quantitative information provided by key stakeholders.

Discussions were carried out with relevant infrastructure providers including, but not limited to: Transport Planning, Environmental Strategy, Hounslow NHS Clinical Commissioning Group (CCG), Preventative Health and Leisure, Emergency Service providers, National Utilities providers, and Education Services.

The demand forecast set out in this IDP is based on current and future projections, as well as the quantum of development identified in the Draft WoB and GWC Local Plan reviews which have been subject to Regulation 19 consultation in summer 2019.

The stages involved with creating this document include:

### ***Stage One: Desk Assessment***

A desk-based review of the Borough’s current infrastructure provision was carried out. This was completed in order to gather an accurate view of infrastructure pressures in Hounslow, and to identify areas that are under or over capacity. This information then fed into stage two of the IDP - Needs Assessment.

### ***Stage Two: Needs Assessment***

Utilising the information gathered in stage one, internal and external infrastructure providers were consulted to establish the current and future infrastructure requirements to support growth in the Borough. These requirements can be found throughout this document under the relevant infrastructure sub-headings, which forecast the infrastructure needed to support future housing and economic growth across the Borough. Using this information along with potential funding data, an Infrastructure Delivery Schedule was produced for the entire Borough (Appendix A). The draft IDP was brought into consultation along with Regulation 18 of the Town and Country Planning Act (2012), Local Plan Review consultations in Autumn 2017.

### ***Stage Three: Revise and Finalise***

Following completion of stages one and two, a final draft IDP has been completed for review alongside the Regulation 19 consultation. Following the consultation, the final version of IDP will then be submitted with the Local Plan Reviews for examination and subsequently adopted.

## **2.1 Public Consultation and Duty to Cooperate**

The Localism Act 2011 introduced a legal duty on Local Planning Authorities in England to engage constructively, actively and on an on-going basis with neighbours and other prescribed bodies to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. Paragraph 26 of the National Planning Policy Framework (NPPF) 2018 states that effective and on-going joint working between Local Planning Authorities and other relevant bodies, is integral to the production of a positively prepared and justified strategy. Such joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a specific plan area could be met elsewhere.

As the provision of infrastructure is a Council priority, the IDP was discussed at all Local Plan duty to cooperate meetings with external stakeholders, including neighbouring Boroughs:

- London Borough of Richmond
- London Borough of Hillingdon
- Spelthorne Borough Council
- London Borough of Ealing
- Runnymede Borough Council
- London Borough of Hammersmith and Fulham

Infrastructure matters have also been discussed with members of the West London Alliance (WLA) and Heathrow Strategic Planning Group (HSPG) at various meetings.

As stated above, the draft IDP was presented at Regulation 18 public consultations as an evidence base document for the WoB and GWC Local Plan Reviews. Following this, a revised draft IDP has been presented along with the Local Plan Reviews at Regulation 19 consultations.

## **2.2 Limitations**

This document was written in 2019/2020 and information within this document is therefore accurate at the time of writing. There is an understanding that views on type of infrastructure, cost and delivery schedule may shift over time and will need to be updated. It is also important to note that infrastructure requirements detailed within this document are based upon projected growth and funding. Due to this, there is an element of uncertainty that must be taken into account when considering projects outlined in this document.

Regarding infrastructure, timing and costing, estimates of delivery have been provided based upon infrastructure service providers and key stakeholders projected timelines and estimated funding needed. These elements are dependent on economic cycles, funding availability and growth-related need.

This report is only intended to guide policy and development at a high level. It is not intended to be read as a policy document and information provided does not override agreed upon policies, strategies, and commitments that the Council has previously set out.

The following categories are outside of the Borough’s delivery and are therefore excluded from this report:

- Nationally procured infrastructure – courts, prisons, national rail
- Care homes- these are part of a quasi-private funding model and are often privately procured.
- Privately owned infrastructure – post offices, petrol stations, private car parks
- Health care: Some adult social care, dental, acute care, optometrists, pharmacies

## 2.3 Timeline

The timeline of the delivery of the IDP follows the delivery timeline for the Local Plan Reviews, as shown in Table 1.

Local Plan - review activity	Date
First consultation on the draft Local Plan Reviews (Issues consultation)	Closed
Second Consultation on the draft Local Plan reviews (Preferred Options) on policies options and draft site allocations (Regs 18)	Closed
Third consultation on the draft Local Plan reviews and Site Allocations (Publication) that the Council intends to submit to Secretary of State (Regs 19)	Closed
Submission of the draft Local Plan to the Secretary of State	December 2020
Independent Examination in Public	Spring 2021
Adoption	Late 2021

*Table 1: IDP delivery*

## 3.0 Key Legislative and Policy Context

### 3.1 Evidence Base for IDP

This report has utilised a wide range of sources to provide an overview of the current infrastructure provision and the projected future need. Sources were taken from online national planning documents such as the NPPF planning guidance documents, regional planning documents such as the London Plan (2016) and the Mayor's Transport Study, as well as Borough specific planning and strategy documents and reports. At the time of creation, the Draft New London Plan is under examination and has been considered in this document. In addition, internal and external infrastructure providers were consulted and provided input into the IDP. All sources of information used within this document have been referenced in the footnotes.

### 3.2 National Planning Policy Framework (NPPF)

In 2018 the National Government released a revised NPPF<sup>1</sup> document for adoption. The IDP has been reviewed to ensure conformity with the revised NPPF.

The NPPF requires local authorities to develop strategic policies that enable the provision of infrastructure, as outlined in Strategic Policies (paragraph 20) including:

- Transport;
- Telecommunications;
- Security;
- Water and waste water;
- Energy;
- Flood risk and coastal change management; and
- The provision of minerals and energy, including heat.

In addition to strategic policies for physical infrastructure, local authorities are required to develop strategic policies to ensure the delivery of community facilities, including:

- Education;
- Health; and
- Cultural infrastructure.

Strategic policies should also plan for broader infrastructure challenges, as stated in paragraph 20:

*d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.*

The provision of infrastructure is a key theme running throughout the NPPF that emphasises the importance of integrating infrastructure planning within the development planning process and long-term borough level and regional planning. The Council is striving to meet this objective by producing the IDP in conjunction with the Local Plan reviews, implementing and allocating a Community Infrastructure Levy.

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<sup>1</sup> [NPPF 2018](#)

### **3.3 London Plan**

The 2016 London Plan<sup>2</sup> highlights the importance of infrastructure provision to support growth throughout London. Securing infrastructure to enable growth is a key theme that is embedded within many of the London Plan policies, with comprehensive infrastructure planning underwriting all aspects of growth within the Greater London area.

In early 2018 the Draft London Plan<sup>3</sup> was released for consultation, and between December 2018 and March 2019 was subject to Examination in Public. In December 2019 the Intend to Publish version was released, however in March 2020 the Secretary of State wrote to the Mayor setting out his consideration of the Mayor's Intend to Publish London Plan. Policies that are not subject to a direction by the Secretary of State carry significant weight.

The new London Plan should be adopted in 2021. The provision of infrastructure accounts for a substantial portion of the policies in the Draft New London Plan, with a focus on social infrastructure, green, blue and sustainable infrastructure as well as transport infrastructure.

### **3.4 Hounslow Local Plan Review**

The Council published the Local Plan in 2015<sup>4</sup> and is in the process of carrying out a Local Plan review of two Opportunity Areas in the Borough. The National Planning Practice Guidance (PPG) explains the function of a Local plan in delivering infrastructure, stating that while a Local Plan is an opportunity for an authority to set out a positive vision for the area, it needs to be realistic when outlining what future growth can be supported by the current and proposed infrastructure (PPG paragraph 002)<sup>5</sup>. The Local Plan must make clear what infrastructure is needed to support plans for growth over a five-year period, and what funding is available to deliver it. The IDP is a supporting document to the Local Plan providing further detail on the infrastructure that will be delivered, and what will be needed for future growth.

#### **3.4.1 Aims and Objectives of the Local Plan Review**

The Local Plan reviews allow the Council to focus on two Opportunity Areas that have been identified for regeneration and growth within the Borough, these are the Great West Corridor (GWC) and the West of Borough (WoB), which is part of Heathrow Opportunity Area. The reviews are in-depth studies of both areas and assess the varied needs in greater detail. To align with the Local Plan reviews, the Infrastructure Delivery Schedule found in Appendix A of this document, has assessed future infrastructure needs within the same geographic parameters, the GWC and WoB. Both Local Plan reviews outline a strategy for future development within the Borough and identify potential key infrastructure.

#### ***Great West Corridor***

The Great West Corridor Local Plan Review outlines the projected growth and development for the area over the next 15 years. This review sets out policies that focus on retaining the important employment status of the area, while introducing residential uses where appropriate. The objective of

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<sup>2</sup> [London Plan \(2016\)](#)

<sup>3</sup> [Draft London Plan 2018](#)

<sup>4</sup> [Hounslow Local Plan 2015](#)

<sup>5</sup> [National Planning Practice Guidance 2018- Local Plan](#)



whether a third runway is delivered or not, in particular defining the section of the London Plan Heathrow Opportunity Area designation that is located in Hounslow. The Plan outlines policies to ensure that development and growth within the area prioritises the needs of current residents and community members whilst planning for predicted growth.

To ensure that growth in the two Opportunity Areas comes forward in a way that not only plans for housing and employment growth but ensures that development is delivered alongside social infrastructure such as schools, health facilities and parks, as well as physical infrastructure such as transport.

### **3.5 Climate Change Act and Addressing the Climate Emergency**

The Council declared a Climate Emergency in June 2019, and at a meeting of Borough Council in July 2019, the Council declared a motion recognising the Government's amendment to its Climate Change Act Environmental and Sustainability Strategy (Paper No.19-197), that introduces a legally binding net zero carbon target for the UK by 2050. The Council welcomed this change in UK law and urged the Government to consider all possible ways to bring this target forward.

The Council also made a commitment to review the existing arrangements in place to reduce the Council's carbon footprint; and identify measures towards a goal of making the councils activities carbon neutral and ultimately zero carbon within the shortest available time frame. This commitment will be achieved by working with communities and businesses to develop and implement an actionable strategy that will identify the best opportunities for Hounslow to reduce emissions associated with council estate, the social housing stock, vehicle fleet throughout the borough. Whilst it will be challenging to achieve a net zero carbon target across the borough by 2030, the Council is committed to ensure that any infrastructure improvements required to existing buildings will incorporate energy conservation measures and emerging new developments will only proceed if they meet the requirements of the Local Plan particularly in relation to carbon and energy.

## 4.0 Funding Overview and Delivery Strategy

This IDP has assessed and planned to meet infrastructure needs across a range of infrastructure types. This section provides an overview of the infrastructure requirements identified across different categories. It also sets out the council’s approach to infrastructure funding and delivery.

### 4.1 Funding Overview

An overview of the total costs of infrastructure is provided, based on the projects identified in the Infrastructure schedule in Appendix 1.

Category	Total cost	Funding identified	Funding Gap
Education	£4,000,000	£2,500,000	£1,500,000
Energy	£13,695,000	£12,216,650	£1,478,350
Health	£33,350,000	£16,130,284	£15,719,716
Heritage	£37,100,000	£32,090,000	£5,010,000
Parks & Leisure	£77,550,000	£7,666,000	£30,159,000
Libraries	£1,745,000	£1,164,000	£461,000
Telecommunication	£45,000,000	£30,000,000	£15,000,000
Transport	£1,536,622,090	£1,343,227,090	£190,195,000
<b>TOTAL</b>	<b>£1,749,062,090</b>	<b>£1,444,994,024</b>	<b>£259,523,066</b>

Table X – An overview of the total costs of infrastructure identified in the IDP.

The projects identified in Appendix 1 account for a total cost of £1,749,062,090. This includes infrastructure projects that are fully or partly funded by delivery partners.

The funding gap identified is £259,523,066, however this reflects projects where source of funding is known. There are a few projects where funding sources are unknown - these mainly relate to parks and leisure projects, as well as some transport projects, where the feasibility studies haven’t been completed yet and the overall cost of the project is not known. This funding gap can be addressed by a number of funding mechanisms, as set out in the delivery strategy below. The funding gap identified relates mainly to two projects that account for more than 50% of the gap – Southern Rail Access (£100,000,000) and Brentford-Southall Link (£30,000,000).

Establishing a funding gap is the first step in installing a Community Infrastructure Levy (CIL) charge. The identified funding gap justifies the council to continue to charge CIL. This IDP, or any future updates, will thereby form part of the evidence for any future reviews of the Council’s CIL charging schedule.

Infrastructure is delivered through a range of delivery partners. Some types of infrastructure are privately funded. The council or other governmental organisations have a statutory responsibility to provide some services. The council can utilise a range of funding sources to help deliver infrastructure and close the funding gap identified for the plan period. The scale of growth projected in the London Borough of Hounslow means that the clear majority of funding for infrastructure will need to come from sources other than CIL. The main sources of funding are set out and explained below.

## 4.2 Capital Programme

Capital funding is integral to delivering infrastructure. It provides a short-term budget to ensure that infrastructure is being delivered in line with the Council's strategic objectives. The Medium-Term Financial Strategy (MTFS) provides the Council with a three-year budgetary framework to allocate capital spending and project revenue. The MTFS will be used for corporate decision-making and to ensure that the Council is able to optimise a balance between its financial resources and delivery of its key services and priorities<sup>6</sup>.

The 2018 MTFS outlines the Council's objective of setting a balanced budget despite a required revenue budget savings of £29 million over the next three years. The net cost of services, reflects the departmental spend budgets of £573m, offset by £419m of income which is primarily made up of specific grants and fees and charges income.

The Capital Programme is used to provide a wide range of Council services, with a total approved budget of £309 million over four years<sup>7</sup>. This budget is used on a wide range of Council services:

- Housing New build and Capital investment programmes, temporary accommodation
- Information Technology Application support and upgrade, replacement programmes of corporate infrastructure and user devices Strategic Planning, Growth and Opportunity Area
- Emergency planning, corporate property, regeneration etc.
- Transport
- Highways maintenance, strategic planning etc.
- Children's Health and Adult Services. Early intervention and education, primary schools, secondary schools', Special schools, condition works, leisure and public health
- Council operated waste management.

The approved Capital Programme (2018) allocates a total of £16 million to the Strategic Planning, Regeneration and Economic Development sector. The approved Traffic and Transport budget from 2018 to 2022 is £23 million and the total Housing Revenue Account (including both new build and capital investment) is £193 million<sup>8</sup>.

The total Children's, Housing and Adult services budget totals £66.9 million over four years. The Children's, Housing and Adult services program funds Early Intervention services, early years' childcare, Special Education Needs transport, children's social care and Adults Safeguarding, Social Care and Health, as well as Leisure and Public Health.

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<sup>6</sup> [MTFS November 2018](#)

<sup>7</sup> [Ibid](#)

<sup>8</sup> [Ibid](#)

## 4.3 Capital Programme Funding

Funding for the capital programme comes from several streams, with most infrastructure costs (General Fund) coming from Prudential Borrowing (£52m) followed by the central government's Capital Grant (£41m)<sup>9</sup>.

Source of Funding	Amount (£m)
<b>General fund</b>	
Capital Receipts	0.9
Prudential Borrowing	52.3
Capital Grant	41.1
s106	7
Community Infrastructure Levy	1.1
Revenue Contributions (includes earmarked reserves)	13.4
<b>Total General Fund</b>	<b>115.8</b>
<b>Housing Revenue Account</b>	
Capital Receipts	27.3
HRA Borrowing	1
Capital Grants	5.1
s106	10
HRA Revenue Contributions (includes earmarked reserves)	150
<b>Total HRA</b>	<b>193.4</b>
<b>Total Capital Funding</b>	<b>309.2</b>

Table 2: Capital Programme Funding 2018-2022

### 4.3.1 Capital bidding process

Projects that do not have specific funding available to access through the capital programme can go through the capital bidding process which allocates funding from capital reserves and asset disposal. This is managed through the Capital Strategy Steering Group (CSSG) to which capital bids are submitted. Funding for successful bids is released when delivery plans are submitted, and sufficient corporate resources are identified.

## 4.4 Community Infrastructure Levy

Developer contributions, in the form of Community Infrastructure Levy (CIL), are one stream of infrastructure funding within the Borough. Money collected through CIL must be used to fund infrastructure needed to support the growth of the Borough, allocated either through the Strategic CIL Fund or the Local CIL Fund. The Strategic CIL Fund accounts for 80% of CIL receipts and funds necessary infrastructure to support development in the local area. The distribution of these funds is calculated based upon need and necessity. The Local CIL Fund accounts for 15% of all CIL receipts and contributes to the funding of community led projects. The remaining 5% of CIL funding is allocated to CIL administration costs. The CIL regulations (2010 as amended) require that a local authority

<sup>9</sup> [Ibid](#)

demonstrates a funding gap through the local plan and the adjoining infrastructure assessment; this document meets that requirement<sup>10</sup>.

Further amendments to the CIL Regulation have come into effect in September 2019, the amendments are set to make the system of developer contributions simpler, more flexible, fairer, and more transparent. Changes include the requirement for councils to publish "Infrastructure Funding Statements"<sup>11</sup>, these statements replace the Regulation 123 list, which previously set out the types of infrastructure projects that CIL could be spent on. The Infrastructure Funding Statement should include details of how much money has been raised through developer contributions and how it has been spent. Councils will be required to publish their first statements by 31 December 2020.

There are two streams of CIL charging that developments in Hounslow will be liable to pay – Mayoral CIL 2 and Hounslow CIL. The Mayor’s CIL 2 charge for Hounslow is £60 per square metre.

Hounslow’s CIL charge varies depending on the development type and whether the development is in the higher or lower charge area of the Borough. CIL is charged on all new developments over 100 square meters or resulting in the creation of new dwelling (even if under 100/m<sup>2</sup>). Additionally, social housing, charitable development, educational healthcare service facilities are not liable to pay CIL. For all other development rates are charged accordingly<sup>12</sup>:

#### 4.4.1 Hounslow CIL rates

The Council’s CIL Charging Schedule came into effect on 24 July 2015. The current CIL Levy is based on development viability evidence prepared in March 2014. The Council currently charges different rates of CIL by the land use of a proposed development (expressed as pounds per square metre), and in relation to the area/zone where a proposed development is situated, as set out in Table 3 and Figure 3.

Area (defined in fig. 3)	Current CIL rates (£/m <sup>2</sup> )			
	Residential	Convenience based retail with net retailing space of over 280 m <sup>2</sup>	Healthcare, education and emergency service facilities	All other uses
CIL Zone 1 (Eastern Area)	£200	£155	Nil	£20 (nominal rate)
CIL Zone 2 (Central Area)	£110			
CIL Zone 3 (Western Area)	£70			

Table 3: Hounslow Existing CIL rates

<sup>10</sup> [National Planning Practice Guidance - CIL](#)

<sup>11</sup> [National Planning Practice Guidance - CIL Reporting](#)

<sup>12</sup> [Hounslow CIL Charging Schedule 2015](#)



Figure 3: Map of existing and proposed CIL Charging Area/Zone boundaries

There is no legislation that prescribes how long a Charging Schedule should apply once adopted; nor is there any duty in the Planning Act 2008 or the Community Infrastructure Levy Regulations 2010 (as amended) for the schedule to be reviewed. Government Guidance, however, encourages Charging Authorities to keep their charging schedules 'under review' to ensure the maximum amount of contributions are secured for local infrastructure delivery.

The key benefits of CIL are in both the certainty of cost to developers and flexibility of use it offers to the Council. The CIL rate is set up-front and is then non-negotiable for developers, unlike section 106 (s106) agreements which are negotiated on a site by site basis. Furthermore, there is flexibility for the Council to spend the receipts on any infrastructure (as defined in the Planning Act 2008, s216(2)) needed to support growth in the area.

Due to the COVID-19 pandemic, the London Borough of Hounslow has made a decision not to take forward the CIL Draft Charging Schedule to examination. This position will be reviewed annually.

The estimated CIL income (based on the current rates) from the developments included in Local Plan Review Volume 2: Site Allocations, as well as on "small sites" identified by the Council, is £131,340,393.95. This amount (taking into account 50% affordable housing discount) would cover approximately half of the identified funding gap. This amount may change once the indexing is applied, the revised CIL Charging Schedule is adopted, or less affordable housing is provided.

CIL total receipts since the adoption of the program can be found in Table 5:

Year	Quarter 1 April –June	Quarter 2 July – Sept	Quarter 3 Oct – Dec	Quarter 4 Jan – March	Total
2015/16	-	-	£169,180.00	£586,998.00	£756,178.00
2016/17	£78,400.00	£1,203,105.00	£14,663.50	£16,578.07	£1,312,746.57
2017/18	£803,782.31	£576,470.98	£222,853.46	£2,284,500.09	£3,887,606.84
2018/19	£497,485.20	£2,715,511.47	£1,613,313.86	£1,597,162.70	£6,423,473.23
2019/20	£1,921,874.36	£1,198,463.29	£1,926,952.08	£747,464.37	£5,794,754.10

Table 4: CIL Receipts

## 4.5 Carbon Offset Fund

The Hounslow Carbon Offset Fund has been set up to assist new developments to comply with the planning policies outlined in the National Planning Policy Framework (NPPF), the London Plan (Policy 5.2) and the Hounslow Local Plan (Policy EQ1 and EQ2) whilst contributing towards the funding of carbon-saving projects which will ultimately result in reduction of carbon dioxide (CO<sub>2</sub>) emissions and an increase in the sustainability of existing Council-owned building stock. Furthermore, policy SI2 part D of the new draft London Plan requires LPAs to monitor and report annually on the operation of their carbon offset funds.

The carbon dioxide reduction targets (a minimum of a 35% carbon reduction beyond current Building Regulations for residential developments) set out in the Local Plan policy EQ1 are expected to be met through on-site design measures. However, where it is clearly demonstrated that the required carbon dioxide reduction standards cannot be fully achieved on-site, any shortfall in carbon dioxide emissions may be provided off-site through an associated financial contribution to the Hounslow Carbon Offset Fund, in accordance with the Planning Obligations and CIL SPD (2015).

The adopted Planning Obligations SPD emphasises that the contribution to the Carbon Offset Fund will only be accepted if the applicant's justification for not fully achieving the carbon reduction targets onsite is considered acceptable. In no circumstances will a contribution to the Carbon Offset Fund be accepted by the Council if the onsite carbon performance could reasonably be further improved. This approach is supported by the Greater London Authority (GLA). The carbon offset price used by Hounslow is £95/tonne CO<sub>2</sub>/per annum, in line with GLA's recommendation.

The effective management of the Hounslow Carbon Offset Fund will also help to address additional environmental issues relevant to the community in Hounslow, including fuel poverty, air quality, delivering sustainable housing as well as the objectives outlined within the emerging climate emergency action plan that will address the council's response to the climate emergency.

Hounslow will include the monitoring of offset funds in the Infrastructure Funding Statements, required by the September 2019 amendment to the CIL Regulations.

## 4.6 Section 106 Contributions

Section 106 (s106) contributions are developer contributions that are used to address site specific unacceptable impacts of a development, which cannot be addressed by a planning condition. Contributions are negotiated at the onset of a planning application and can be subject to a viability appraisal. Once a contribution has been approved, the agreement becomes legally binding and all funds are subject to the conditions set out in the legal agreement. S106 contributions are limited to being spent on provisions such as affordable housing, employment skills and training as well as site-specific mitigation measures. A full list of eligible projects can be found in the Planning Obligations SPD. Since the 2015/16 financial year, the Council has received a total of £32,974,844 from s106 contributions. A breakdown of the sector in which these funds were received is shown in Table 6.

Sector	2015/16 Financial Year	2016/17 Financial Year	2017/18 Financial Year	2018/19 Financial Year	Four Year Total
Education	£3,169,334	£999,707	941,330	£675,129	<b>£5,785,500</b>
Employment and Training	£367,690	£384,801	£110,000	£243,375	<b>£1,105,866</b>
Construction Training and Apprentices	£58,283	£226,839	£119,454	£51,200	<b>£455,776</b>
Health	£305,201	£415,576	£91,356	£203,918	<b>£1,016,051</b>
Environmental/ public space Improvements	£439,454	£133,220	£136,162	£207,199	<b>£477,020</b>
Open Space and Parks	£227,325	£125,940	£163,692	-	<b>£516,957</b>
Public Transport	£1,292,513	£4,418,162	£3,311	£86,678	<b>£5,800,664</b>
Affordable Housing	£8,453,733	£4,604,516	£464,864	£2,514,299	<b>£16,037,412</b>
Traffic/ Parking /Highways	£234,333	£198,770	£596,365	£408,420	<b>£1,437,888</b>
Community Facilities	£10,000	£100,000	£13,372	£84,917	<b>£208,289</b>
Various	£61,871	£71,550	-	-	<b>£133,421</b>
<b>Total</b>	<b>£14,180,722</b>	<b>£11,679,081</b>	<b>£2,639,906</b>	<b>£4,475,135</b>	<b>£32,974,844</b>

Table 5: s106 income by sector

## 4.7 Council Tax

Council tax rates have increased over the year 2019/2020, with D rate at £1,226.03 per year (excluding GLA precept), up by 4.99% from 2018/2019 rate. Councils across the country are facing unprecedented cuts in funding from central government, necessitating Council spending cuts and re-evaluations through with mechanisms the Council receives funding. Council spending is scheduled to be reduced by £42.8 million over the next financial year (by 2020/21)<sup>13</sup>.

## 4.8 Business Rates

In October 2015, the Government announced that by the end of this Parliament local authorities will be able to keep a larger percentage of the business rates they raise locally, moving to 100% retention of business rates. London authorities, including Hounslow, have implemented a business rates retention pool in 2018/19<sup>14</sup>. This pool operates on a top-up/tariff system to provide a no-worse-off safety net for participating Boroughs and will allow local authorities to retain 100% of locally generated growth. It is assumed that the pool will continue beyond the pilot phase but with adjusted terms, moving from 100% retention to 75% retention. It is assumed that Hounslow will retain the level of growth estimated in 2018/19. West London Boroughs are exploring the future options of a west London pool; however, this option is still uncertain.

## 4.9 Other Sources of Funding

Infrastructure projects may be eligible for external funding and grants, depending on their scope and purpose. Early identification of funding options to support infrastructure delivery is important to ensure project viability. The IDP and associated schedule can be a useful tool in identifying funding needs and any funding gaps. Potential funding sources could include: TfL, business rates, Heritage Lottery Fund, and the GLA grants.

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<sup>13</sup> MTFS 2017

<sup>14</sup> [MTFS 2018](#)

# 5.0 Growth within the Borough

## 5.1 Overview

Hounslow is one of the most diverse and productive Boroughs within Greater London. With a thriving employment sector, growing population and external growth pressures such as a potential Heathrow Airport (Heathrow) expansion and regional Crossrail connections, development within the Borough over the next 15 years will need to be carefully planned and supported by comprehensive infrastructure growth.

Currently, Hounslow is well served by telecommunications infrastructure, water and energy utilities infrastructure, and emergency services. Focuses over the course of the Plan period include improving Transport and connectivity, ensuring development is supported by appropriate infrastructure, improving and increasing support for social infrastructure, and protecting and enhancing the Borough’s Green and Blue spaces.

## 5.2 Demographics

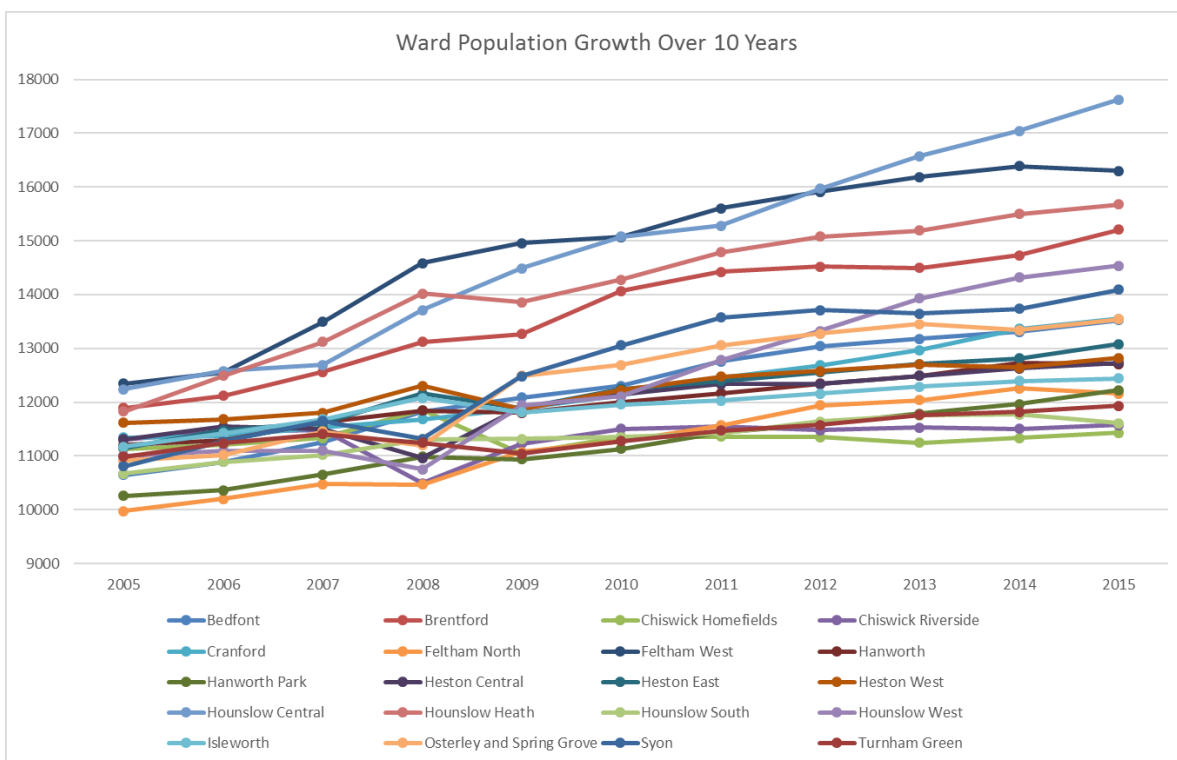


Figure 5: Historic Population Growth

The Greater London Authority (GLA) estimated the 2017 population across the Borough at 274,200 people, an approximate increase of 15,000 people from the 2012 census data and a growth rate of 26% since 2002<sup>15</sup>. The 2017 mid-year population estimates corroborate this population estimate, showing that Hounslow saw a population increase of 0.9% (2,369 persons) between 2015 and 2016 to

<sup>15</sup> [GLA Datasets - London Borough Profiles](#)

271,546 people. Populations across the Borough have risen since 2005, with Hounslow Central seeing the largest increase in population growth of 44% in 10 years<sup>16</sup> (Figure 5).

As of 2015, 68% of the population were working age (16-64) and 21% of the population were under 16. Hounslow's employment rate is higher than the national average and Outer London average at 74%, while the unemployment rate is lower at 4%<sup>17</sup>.

According to GLA census data, Hounslow has a population density of 49 persons per hectare, lower than the Inner London Borough average of 100 persons per hectare, but higher than the Outer London Borough average of 42 persons per hectare<sup>18</sup>.

The GLA population projections used are based upon Strategic Housing Land Availability Assessment (SHLAA) housing data, which takes account of the amount of available land for new houses and therefore acknowledges this major constraint on the increase of the population. The accuracy of GLA population projections is limited by the reliance on past trends, which may not necessarily reflect future growth.

The GLA population projections predict that the number of persons under 16 years of age living in the Borough is expected to spike in 2021-2023 and then level off to 2034, as shown in Figure 6. This indicates a need for flexible school place planning that can accommodate growth projections while maintaining an efficient portfolio of school infrastructure.

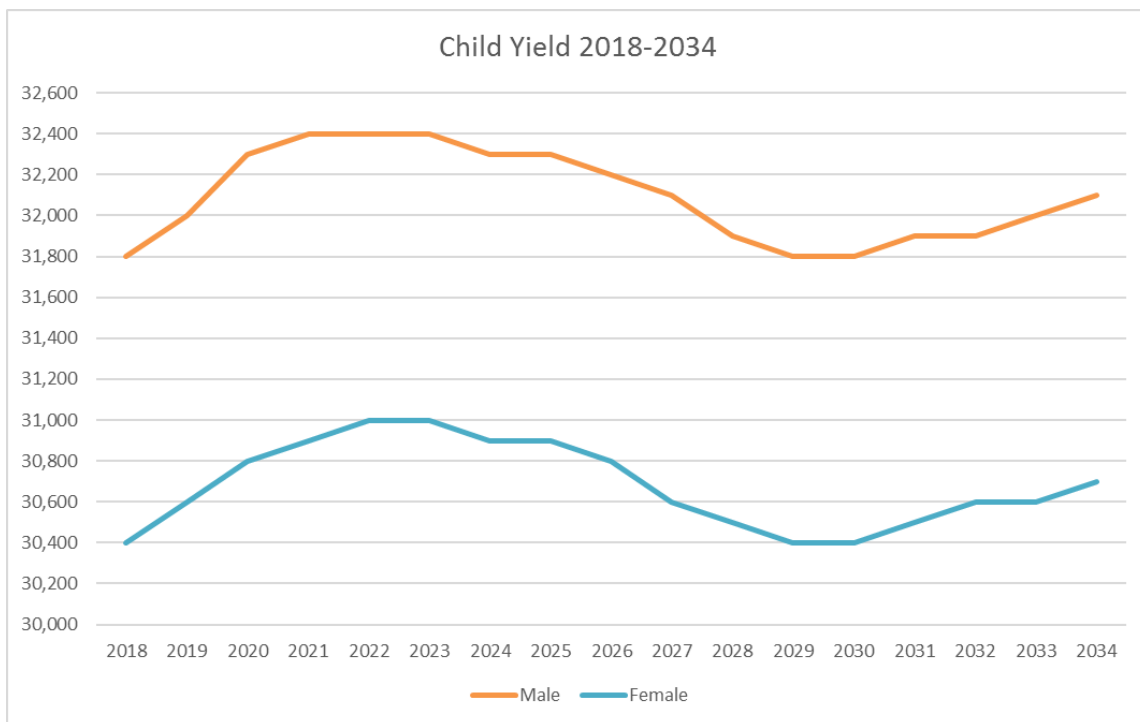


Figure 6: Child Yield Over the Plan Period

<sup>16</sup> [GLA Datasets - London Ward Profiles](#)

<sup>17</sup> [GLA Datasets - Mid-Year Estimates 2016](#)

<sup>18</sup> [GLA Datasets - Population Projections 2017](#)

### **5.3 Quantum of Development**

Hounslow Local Plan 2015 sets a housing target of 8,220 homes between 2014/15 and 2024/25 or an average of 822 homes per year in order to meet the population growth demand. The Draft New London Plan proposed to increase the 10-year housing target by 165%. Much of this growth will be carried out in urban areas across the Borough including Feltham Town Centre, Bedfont, Hounslow Town Centre, and along the Great West Corridor.

The Local Plan sets out a vision of a well-connected, mixed-use and thriving Hounslow. This vision will be achieved by encouraging strategic densification that is well served by public transit and public infrastructure. The Great West Corridor (GWC) Local Plan Review outlines several areas that are appropriate for densification and mixed-use development located along the west, central, and east of Great West Road. The GWC has the potential to provide approximately 7,500 new homes and approximately 405,000m<sup>2</sup> of employment and commercial space. The West of Borough (WoB) Local Plan Review defines potential new developments, bringing new residents and businesses to Feltham, Bedfont, all within the Heathrow Opportunity Area. Developments in these locations aim to create approximately 11,300 new homes, and approximately 415,000m<sup>2</sup> of employment and commercial space, alongside supporting physical and social infrastructure.

## **6.0 Social Infrastructure**

### **6.1 Overview**

Social infrastructure is the amenities, facilities, and services that contribute to social welfare. Securing adequate social infrastructure is essential to the growth of a healthy, strong community. This section gives an overview of the types of social infrastructure found across the Borough, and the projected need as the Borough grows. Social infrastructure covers a wide range of facilities such as health provision, nurseries, schools, colleges and universities, community, cultural, play, recreation and sports and leisure facilities, places of worship, fire stations, policing and other criminal justice or community safety facilities and many other uses and activities which contribute to making an area more than just a place to live. Where available, the projected costs of maintaining and delivering social infrastructure can be found in greater detail in Appendix A.

### **6.2 Education**

Education infrastructure is sub-divided into several categories, defined by the age range at which education is provided, from pre-school to higher education. This section will analyse the capacity of current education infrastructure and discuss the projected future need based on population projections. Costs and funding are discussed broadly, and potential funding gaps are outlined in broad detail.

The Council has a duty to ensure there is sufficient capacity and a high quality of educational provision for primary phase, secondary phase and special educational needs & disabilities (SEND) children and young adults, as well as early years provision (EYP), for 3 to 4-year olds and disadvantaged 2-year olds. In addition, the Council has a duty to secure sufficient childcare for working parents and for those with disabled children.

Over the last eight years Hounslow has witnessed a growing pressure from increased pupil numbers, with demand surpassing provision. Whilst there are several factors that contribute to the growth experienced in pupil numbers, the prime reason for pressure was an increase in the birth rate. It is for this reason that the pressure is manifested through a significant increase in children at primary phase and a corresponding and proportionate increase in the numbers of primary-aged children with SEND. Initially the growth required additional places at primary phase, and more recently the focus has been on planning for secondary provision.

#### **6.2.1 Supporting Opportunity Area Growth**

Since 2013, the Council has undertaken an extensive capital expansion programme to accommodate the projected growth across the borough. School place planning uses a dynamic and iterative process to accurately project short and medium-term pupil populations in order to inform the provision of school places. This system ensures that capacity within schools is maintained and any bulges or shortfalls in pupil numbers can be anticipated and mitigated. In order to ensure that growth in both the Great West Corridor (GWC) and West of Borough (WoB) is supported by the adequate provision of education services, a flexible and adaptive approach to school place planning is being utilised. This includes accommodating growth through expansions of existing schools as well as the identification of potential new school sites.

The Council has undertaken an extensive expansion programme to accommodate the future growth predicted in the Borough. Since 2013, £224 million of Capital funding has been spent on the expansion of 57 projects in SEN centres, nursery provision and primary, secondary and special school expansions. This programme has provided an extra 2840 primary places, 2820 secondary places and 440 SEN places.

### ***Great West Corridor***

The GWC area is unique in that the plan introduces 7,500 new homes into a predominantly employment led area. In light of this it is important to ensure that residents have access to high quality education services. Since 2013, six existing primary schools within the vicinity of the GWC area have undergone school expansions under the School Expansion Programme. This expansion has provided capacity for an additional 6FE in the area, expanding incrementally from Reception year. In addition, Nishkam School West London (an all-through school) has provided 3.3FE and has relocated into the GWC West area in September 2018. In addition to these expansions, two new secondary free schools have opened – Green School for Boys on Busch Corner, Isleworth, providing 5FE, and Bolder Academy currently located on London Road, providing 6FE, will likely move to the site of the Grasshoppers Rugby Club in 2021-22.

Two secondary schools in the vicinity of the GWC, Isleworth & Syon School for Boys and Chiswick School, have expanded creating an additional 4FE. To better serve the needs of SEN students in Isleworth, Oaklands SEN school has expanded, with secondary provision being delivered through a new build on Gresham Road, whilst the existing building on the current Woodlands Road site is being renovated. It is anticipated to accommodate primary children from September 2020. In addition to the recent and ongoing growth of school places, the Council has also identified and allocated a new site at Layton Road in the GWC that could be appropriate for school use if the growth cannot be accommodated by expansions of current facilities.

### ***West of Borough***

Since 2013 under the School Expansion Programme, seven Primary schools in the West of Borough have undergone expansions providing 10.5 FE Reception places. This programme was established to address the current and future school place planning need. In addition, another 2FE has been provided by Reach Academy (an all-through Free school). There is one school remaining in the expansion programme, Hounslow Heath Junior School, which is in the final phase of building. In addition to the existing Hounslow school expansions, Reach Academy 2 (an all-through Free School) has been proposed for development on the Ministry of Defence lands in Feltham to deliver 3FE. In addition to mainstream places, the building expansion programme included additional capital funding for the expansion and rebuild of Marjory Kinnon, an all through Special school in Bedfont.

The WoB is a large area well served by primary and secondary schools. The Capital Expansion Programme was carried out in anticipation of growth across the borough, including Opportunity Area growth; therefore, it is projected that the delivery of 12,000 new homes across the area over the plan period (15 years) can be accommodated by the capacity within existing and expanded schools and new school proposed to be delivered, such as the Reach Academy 2.

## 6.2.2 Early Years Education (Pre-School)

### **Current Provision**

Early Education and Childcare is based upon a statutory offer of 15 hours per week provision over a minimum of 38 weeks a year to all 3 and 4-year-old children. There is also a statutory duty to have this provision in place for disadvantaged two-year olds. From September 2017 3 & 4-year-old children from eligible working families have been able to access an additional 15 hours a week – up to 30 hours in total. The changes in the statutory duty have meant that provision has been created and may require further additional infrastructure to be put in place. This may be through the PVI sector (Private, Voluntary or Independent Pre-Schools, Day Nurseries and Childminders) or it may be through provision on school sites. There is also a statutory duty which requires the local authority to secure sufficient childcare, so far as is reasonably practicable, for working parents.

### **Cost and Funding**

The total Council budget spent is £3,200,000 which has created the following number of places:

Council Budget Spent	£3,200,000
Disadvantaged 2-Year-old places	812
15 hour 3 & 5-year-old places	811
30-hour places	20
Total places	1643
Cost per place	£1,948

*Table 6: Number of 2-Year-old places created from Council funds*

The total DfE funding of £1,617,255 has been spent and created the following number of places:

Budget Spent	£1,617,225
Disadvantaged 2-Year-old places	133
15 hour 3 & 5-year-old places	134
30-hour places	44
Total places	311
Cost per place	£5,200

*Table 7: Number of 2-Year-old places created from DfE funds*

**Total overall Budget spent: £4,817,225**

**Total overall places: 1,954**

**Total cost per place: £2,465**

## ***Future Growth***

The latest Childcare Sufficiency Assessment (2018) reported sufficient childcare across the Borough for 0 – 4 year olds. However, it was noted that there are wards with limited availability of surplus places which makes them susceptible to becoming insufficient should there be any changes to supply and demand. These changes may be due to a range of market forces for example, changes in employment, population growth or closure of settings. There are two wards in particular that have limited surplus places across the age ranges and although currently sufficient are carefully monitored during 2019/20: Feltham North and Hounslow South.

Any assessment of childcare sufficiency can only represent a snap shot in time as the childcare market is extremely fluid. This coupled with the new 30 hours offer and the two identified wards with limited surplus places, may place pressure on the sufficiency of places and could necessitate some further additional infrastructure to be put in place.

## **6.2.3 Primary Education**

### ***Current Provision***

The Borough has 52 primary schools, ranging from 1 to 7 form-of-entry (FE) in size and both combined and separate infant and junior schools, plus 2 all-through schools. One FE will contain 30 pupils in most cases at primary and secondary stage, although this will vary for SEND schools.

Management of growth in the primary phase was initially focused between 2008 and 2016. In response to the significant increase in pupil numbers, the Local Authority established a school expansion programme in 2010 which combined implementing temporary bulge and permanent accommodation. Some of the additional provision was delivered through the Education Skills & Funding Agency (ESFA) programme of free schools.

### ***Future Growth***

Hounslow's most recent primary projections (May 2019) indicate a gradual increase in pupil numbers at Reception intake at borough level for the foreseeable future, which on the whole can be managed through existing schools' capacity; however, the picture and the LA's response to these changes varies at planning area level. In line with other London boroughs 2012 showed the highest number of births, feeding into the 2016/17 Reception year. Hounslow then experienced a dip in 2013 and 2014 births and has fluctuated since then.

Regular meetings are held with neighbouring Boroughs to share data and information about changes to demand and capacity and the impact cross Borough for Primary, Secondary and SEND pupil numbers.

Hounslow is now experiencing a surplus of places across four of the five primary planning areas. This is being addressed through a rolling programme aimed at temporarily reducing Reception forms of entry in Central Hounslow, Feltham & Hanworth, Heston & Cranford, and Chiswick. The reduction is temporary due to the additional pupil numbers which we anticipate will be generated through new housing schemes currently under consideration in the West of Borough and Great West Corridor. To ensure changing factors such as housing development, birth rate and migration are accounted for, pupil projections are updated annually.

Year	Projection GLA data May 2019	Capacity	Surplus/ Shortfall	FE Equivalent
2017/18	3492	3590	98	3.3
2018/19	3319	3700	381	12.7
2019/20	3355	3700	345	11.5
2020/21	3407	3700	293	9.8
2021/22	3428	3700	272	9.1
2022/23	3463	3730	267	8.9
2023/24	3485	3760	275	9.2
2024/25	3564	3790	226	7.5
2025/26	3647	3790	143	4.8
2026/27	3717	3790	73	2.4
2027/28	3801	3790	-11	-0.4
2028/29	3866	3790	-76	-2.5

Table 8: Pupil projections for Reception primary places 2017-2028 - Source: GLA data, May 2019

Table 10 shows the expansion of existing primary schools under the 2013-2018 Capital Expansion Programme. This includes a mix of expansion of schools on their existing school site and in some cases, the expansion of existing primary schools onto new sites.

Area	School (primary)	Additional FE	Date	Expansion on existing site or new site
Brentford	St Paul's Primary	1FE	September 2015	New site: Alexandra House
	Lionel Road Primary	1FE	2014/2015	Expansion on existing site.
	Woodbridge Park Education Services	N/A	February 2017	Relocation of WPES from Syon Lane to make the site available for the Green School for Boys (Free School)
Heston/ Cranford	Norwood Green Junior	1FE	September 2015	Expansion on existing site.
	Springwell Junior	2FE (1 bulge and 1 permanent,	September 2015	Expansion on existing site.
Central	Hounslow Heath Junior (to 5FE)	1FE	September 2016 and beyond	Expansion on existing site.

	Hounslow Town Primary School	2FE	September 2018	New site: London Road South – Site B
	St Mary's RC Primary Isleworth	1FE	September 2015	Expansion on existing site.
	Wellington Primary	2FE	September 2016	New site: Sutton Lane (Church Meadows)
	Hounslow Heath Infant School (to 7FE)	2FE	(Infants - September 2015 and Juniors - 2016)	Expansion on existing site.
	Beavers Community Primary	1FE	September 2018	Expansion on existing site. Phase 1 and 2 completed September 2018 with final phase due November 2018.
	Ivybridge Primary	1FE	2013/2014	Expansion by 1FE
	The Blue School	1FE	2014/2015	Expansion, however it was not funded by the Borough
	Isleworth Town Primary	1FE	2014/2015	Expansion by 1FE
Chiswick	Grove Park	1FE	2014/2015	Expansion to existing school
Feltham & Hanworth	Bedfont Primary	1FE	2013/2014	Expansion to existing school
	Fairholme Primary	1FE	2013/2014	Expansion to existing school
	Crane Park Primary	1FE	2014/2015	Expansion to existing school
	Feltham Hill Infant & Junior	1FE	2014/2015	Expansion to existing school
	Sparrow Farm Primary	1FE	2014/2015	Expansion to existing school.

Table 9: Primary school expansion sites since 2013 – existing schools

Site name	District	Ref. in Local Plan	Type of school opportunity
Layton Road	Brentford	27	Potential for a school development

Table 10: Local plan site allocations with capacity for new primary schools

## 6.2.4 Secondary Education

### **Current Provision**

The Borough has 18 secondary schools ranging from 2-9 FE, including two all-through schools. Demand for Secondary School places has risen largely due to expectations that the wave of additional pupils entering primary schools over the last decade will reach secondary schools. A planned programme is delivering three secondary free schools, providing further capacity of 14FE. In addition, a previously confirmed expansion programme of existing academies provided a further 7FE. Current projections are now showing an overall increase in Year 7 intake with some fluctuation year on year.

Hounslow is now, along with other London Boroughs, experiencing the growth previously seen at Primary phase emerging into Secondary.

To meet the growth identified, a programme of delivery has been in progress since 2015. It has been necessary to manage the delivery of places against the continually changing landscape, which comes with a range of complexities associated with the wide and varied community of schools, academies and free schools.

### **Future Growth**

Recent secondary projections continue to indicate an overall trend in secondary growth. The secondary programme will need to allow enough flexibility in provision to address the small shortfall of places currently predicted across the Borough, as shown in Table 12. While the need for secondary places is less localised, because secondary-aged children are able to travel further distances on their own, focus is still primarily on the broad areas of housing growth identified in the Local Plan.

The fluctuation in growth predicted over the next few years will require careful management of existing capacity, while creating flexibility for growth in future years.

The revised pupil projections indicate a further requirement for circa 3FE by 2023. In response to an earlier wave of free school applications, the DfE announced the establishment of a 3FE free school in Hounslow. The delivery timetable is currently expected for academic year 2022/23.

Beyond this, the LA would wish to monitor the impact of additional expansions and free schools with other local authorities before implementing any further permanent solutions.

The LA will need to monitor the potential impact of any site issues relating to the delivery of additional pupil places through the free school process and its impact on the Hounslow secondary expansion programme.

Year	Projection GLA data May 2019	Capacity	Surplus/ Shortfall	FE Equivalent
2017/18	2921	3041	120	4
2018/19	3029	3124	95	3.2
2019/20	3269	3364	95	3.2
2020/21	3233	3314	81	2.7
2021/22	3320	3314	-6	-0.2
2022/23	3396	3404	8	0.3
2023/24	3450	3404	-46	-1.5
2024/25	3454	3404	-50	-1.7
2025/26	3392	3404	12	0.4
2026/27	3421	3404	-17	-0.6
2027/28	3465	3404	-61	-2.0
2028/29	3469	3404	-65	-2.2

Table 11: Pupil projections for Year 7 secondary places 2017-2028 - Source: GLA data May 2019

## 6.2.5 SEND Education

### **Current Provision**

SEND provision is delivered through five dedicated special schools and a number of special units within mainstream schools. In line with mainstream pressure for school places there is an increased pressure on Special Education Need & Disabilities provision particularly seen in pupils with Autistic Spectrum Disorder (ASD).

There will be a proportional increase expected in line with the overall growing population in the number of children with SEND. In addition, more children with SEND (although not necessarily with a formal SEND assessment or Education, Health and Care Plan) are presenting across all year groups putting further pressure on mainstream places and resources.

The 2013-2015 building expansion programme was completed, and the 2016-2020 building expansion programme includes additional capital funding for the expansion and rebuild of two existing special schools.

In addition to the Expansion programme, Hounslow was successful in its bid to commission a new special Free School for pupils with Social, Emotional & Mental Health (SEMH) needs (see Table 13). Hounslow's strategy aims to place more of these children in Borough to better meet their needs and reduce pressure on Council's high needs budget.

Site name	District	Type of school
Hanworth Road	Central	SEMH Special Free School

Table 12: New SEMH schools

### **Future Growth**

Hounslow, like the rest of London, has experienced a very rapid increase in demand for SEN provision far exceeding growth in other regions and among London's mainstream population. The number of pupils with Education, Health & Care Plans (EHCPs) or statements has grown at a faster rate than the general London pupil population of the past five years. In common with Hounslow's neighbouring boroughs, demand has outstripped supply. Between 2010 and 2017, there has been a 22% increase in pupils with EHCPs or statements in London.

The majority of dedicated SEND places in Hounslow continue to be provided by special schools, but there has also been strong growth in places provided in a mainstream context. The local authority's strategy has been to increase SEND centre provision, wherever possible as part of the 2016 - 2020 expansion programme for the mainstream primary or secondary schools. The Council seeks to ensure access to a continuum of specialist provision for pupils in the Borough.

Once the programme has been completed it will have provided 477 additional SEND places in Special and SEN centres in mainstream schools, which includes the expansion and re-provision of places in two existing SEND Schools for pupils with Autistic Spectrum Disorder, Moderate Learning Difficulties, Profound and multiple learning difficulties and Severe Learning Difficulties.

The new Social, Emotional and Mental Health (SEMH) Free School will provide 70 secondary phase places on the Hanworth Road site (50 for 11–16-year olds and 20 for 16–19-year olds).

### **Cost and Funding**

The costs of the infrastructure required to fill the current shortfall in educational facilities to 2018/19 are summarised in Table 14. Funding for the Schools Capital Programme is identified as a priority for the Council's Capital Programme. The main funding streams are specific grants such as the governments Basic Needs and Target Basic Needs, Council reserves and developer contributions through s106 and CIL.

The breakdown of costs and income shows a current funding shortfall of approximately £77 million and is based on the school expansion program which has been planned and costed.

Proposed Funding Sources	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
	£m	£m	£m	£m	£m	£m	£m	£m	£m
<b>Funding Streams</b>	Actual	Actual	Actual	Actual	Actual	Actual	Est.	Est.	Est.
Basic Needs Grant	28.59	12.43	12.43	11.21	14.42	8.69	7.16	0.47	<b>95.40</b>
Capital Maintenance	3.32	2.75	3.18	3.43	2.69	2.57	3.97	1.73	<b>23.64</b>
Other Grants	0	0	0	0	0	8.33	2.38	0	<b>10.71</b>
Target Basic Needs (including project support)	0	5.87	0	0.1	0	0	0	0	<b>5.97</b>
Section 106	1.16	3.67	0	2.10	1.25	2.34	0.081	0	<b>10.60</b>
CIL	0	0	0	0	0	0.17	0	0	<b>0.17</b>
TCF 14 – 19	0	0	0	0	0	0.001	0.036	0	<b>0.037</b>
Demographic Growth Fund	0.3	0.03	0	0	0	0	0	0	<b>0.33</b>
Dedicated Schools Grant (DSG) Reserve	0	0	2.20	0	0	0	0	0	<b>2.20</b>
Education Funding/unused BSF resource	0.95	0	0	0	0	1.99	0.61	0	<b>3.55</b>
LBH Reserves - agreed Cabinet 5/11/2013	0	0	0	11.00	0	0.067	0.036	0.010	<b>11.11</b>
<b>Total Funding</b>	<b>34.97</b>	<b>24.75</b>	<b>17.81</b>	<b>27.84</b>	<b>18.36</b>	<b>24.17</b>	<b>14.27</b>	<b>2.21</b>	<b>164.38</b>
<b>Total Cost of Proposed Schools Capital Programme</b>	<b>33.88</b>	<b>33.02</b>	<b>14</b>	<b>32.93</b>	<b>11.07</b>	<b>64.34</b>	<b>51.86</b>	<b>TBC</b>	<b>241.1</b>
<b>Potential Funding Shortfall</b>	<b>1.09</b>	<b>-8.27</b>	<b>3.81</b>	<b>-5.09</b>	<b>7.29</b>	<b>-40.17</b>	<b>-37.59</b>	<b>2.21</b>	<b>-76.72</b>

Table 13: Infrastructure costs to fill current shortfall

Analysis of the potential costs for the additional school places needed over the Local Plan period is shown in Table 15. Build costs per school place have been broadly estimated to establish the total funding. Costs have been estimated at £22,535 per primary level place and £28,842 per secondary

level place. These costs have been taken from projects in the school expansion programme. Costs of providing SEN places are estimated at £221,392 per SEN place.

Type of provision	Number of places	Estimated Numbers of Form of Entry (based upon seven years/ FE)	Build cost per place <sup>19</sup>	Total cost over Plan Period
Primary	4830	23	£22,535	£108,847,371
Secondary	924	4.4	£28,842	£26,650,028
SEN (up to 2019)	477	N/A	£221,392	£105,604,075
<b>TOTAL</b>	<b>6231</b>	<b>27.4</b>	<b>£38,694</b>	<b>£241,101,474</b>

Table 14: Infrastructure costs based on future need for places

### **Funding sources**

The DfE provide grants for both expansion of existing schools and the building of new schools. The Council has also committed £11 million of reserves to the school expansion programme and collected and allocated s106 contributions from new residential developments. In the future, this will be replaced by CIL allocations.

In 2011, the government announced a Private Finance Initiative (PFI) and the authority submitted a bid for the rebuilding of Kingsley Academy. This building project was completed in 2017.

Free schools are funded centrally, currently through the Education Skills Funding Agency. This funding is allocated to establish free schools for both revenue and capital purposes. Schools and other education facilities have been funded primarily from specific capital grants from central government; these are supplemented by contributions from schools for some projects. Projects were progressed for the delivery of a number of central governments funded Free Schools providing primary and secondary places.

## **6.2.6 Adult Learning and Further Education**

Hounslow provides a range of adult education provision which offers opportunities to access skills training, English as a second language training for both those employed and unemployed, supporting those adults with basic skills English, maths and ICT as well as job skills and apprenticeship support. Adult education is funded by the Greater London Authority. There are two dedicated adult education centres in Hounslow, the Kingsley Adult Education Centre and the Meadowbank Adult Education Centre in addition to 37 outreach venues. West Thames College is the only further education facility within the Borough; however, there are several located in proximity to Borough boundaries to serve Hounslow residents. The Council does not operate or provide support to West Thames College.

Skills provision and training has also been offered with a sectors support approach, especially in regard to Hounslow's strength in ICT & digital, media & broadcasting and the creative industries more generally. A 2015 sectors study reported that Hounslow had the highest concentration of media and broadcasting jobs London and the second highest concentration of ICT and digital. Further evidence of this strength has emerged in the recent Great West Corridor Market Study and Creative Industry

<sup>19</sup> Costs based on the average of recent build costs.

Strategy 2020. Hounslow's Creative Enterprise Zone (Great West Creatives CEZ Research Study 2017) also found that many of the skilled workers in these sectors are 'imported' into the borough and that there is an ongoing need to address local provision in for roles in sector.

## **6.3 Health and Social Care**

### **6.3.1 Context**

The Health and Social Care Act 2013 brought into effect a wide range of reforms to the NHS and local authorities. The responsibility for commissioning local health services transferred to GP-led Clinical Commissioning Groups (CCGs) while NHS England is a national body which commissions specialised services as well as dentistry and pharmacy services.

Hounslow CCG is an integral part of the North-West London (NWL) Collaboration of Commissioning Groups, a working partnership between Brent, Harrow, Hillingdon, Central London, West London, Hammersmith and Fulham, Hounslow and Ealing Clinical Commissioning Groups. In 2016, the NWL Collaboration of Commissioning Groups produced a Sustainability and Transformation Plan (STP). The STP outlines a strategy for improving services and managing resources to strengthen primary care mental health and hospital services, providing better care for older people and people with long-term conditions and focus on prevention and health improvement. .

The North West London Health and Care Partnership Five Year Strategic Plan is a response to the national NHS Long Term Plan (2019) and sets out the vision in North West London to create one integrated health and care system by April 2021. The estate, along with digital technology enables services to be improved and transformed. The key estate priorities are to:

- Deliver local hubs to consolidate and co-locate primary care services and support a shift of services out of hospitals to community-based locations
- Optimise the use of the existing health estate to reduce void space and the amount of space used for non-clinical purposes, reduce property costs and help transform service delivery.
- Improve the quality of existing buildings to ensure that they are fit for purpose.
- Align estates and technology strategies to maximise the potential impact of technology to transform service delivery and ensure that new buildings are designed to be efficient and technologically advanced.
- Provide additional capacity, where needed, to accommodate demand from population growth and change.
- Prioritise investment in acute, community and primary care estate and maximise the use of NHS capital funds and other funding sources, including developer contributions.
- Work closely with other public sector partners to optimise joint opportunities for estate rationalisation, utilise investment that delivers transformational change, generate financial efficiencies (capital receipts and reduced running costs) and deliver new homes and jobs.

### **6.3.2 Supporting Opportunity Area Growth**

The projected increase in population and employment opportunities within the Borough will result in an additional need for health services in areas of growth. To ensure that development is supported with the sufficient healthcare infrastructure, developers will need to work closely with Hounslow CCG

and the Council to ensure that there is adequate capacity to accommodate the planned growth and contribute to the provision of new health facilities or to improve existing premises. New residential development will require additional GP services and primary care floor-space. If a health facility is proposed as part of the development, this would need to be in the form of a fully fitted out facility. If a facility is not secured within development, a developer contribution will be sought in the event there is an infrastructure need created by population increase.

In order to determine the future need for healthcare infrastructure, the NHS London Healthy Urban Development Unit (HUDU) has developed a model which assesses the impact of development on healthcare services and floorspace and estimates a capital cost requirement to mitigate the impact. . Using the projected growth numbers from the two Local Plan Reviews the HUDU model estimates the following requirements:

With an expected increase of 7,500 new homes in the Great West Corridor area to 2034 will require:

- 9.4 full-time equivalent GPs;
- Approximately 1,320m<sup>2</sup> of primary care floor space; and
- £5.6 million in capital expenditure.

With an expected increase of approximately 9,000 new homes the West of Borough area to 2034 will require:

- 14.4 full-time equivalent GPs;
- Approximately 2,025m<sup>2</sup> of primary car floor space; and
- £8.5 million in capital expenditure.

These are indicative requirements which go beyond the timescale of projects identified in the 'Planned Provision' section below and in Appendix A: Infrastructure Delivery Schedule. Long-term population increase in the growth areas will require additional provision. The estimated requirements do not fully take into account the extent of additional services provided in primary care networks, the shift in services out of hospital and the impact of digital technology.

### **Current Provision**

Hounslow CCG is made up of 46-member GP practices, serving a registered patient population of 320,200 (September 2019) and had an annual budget of approximately £420 million. These GP practices provide core services and a range of enhanced services as set out in GP contracts. On average, there are approximately 1.5 million consultations between a patient and GP or practice nurse each year<sup>20</sup>.

GP Practices are geographically split into five localities. These localities are aligned with five primary care networks which allow GP practices to work at scale, sharing resources and staff and offering a wider range of services, which will include out of hospital services. The networks are:

- Brentford & Isleworth - 7 GP practices serving 59,600 patients
- Chiswick - 8 practices serving 49,400 patients
- Feltham - 13 practices serving 69,500 patients
- Great West Road - 8 practices serving 60,100 patients

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<sup>20</sup> [Joint Strategic Needs Assessment 2017](#)

- Heart of Hounslow - 10 practices serving 81,600 patients

GP practices in primary care networks will assess their existing premises and consider how to make best use of their collective estate to deliver the new models of care.

There are several major hospitals in the region, including the West Middlesex University Hospital in Isleworth, which is main provider of acute healthcare services in Hounslow. It is operated by Chelsea and Westminster Hospital NHS Foundation Trust. The trust has plans for a phased redevelopment of the site as a health campus.

West London NHS Trust provides community and inpatient care mental health services in Hounslow. Lakeside Mental Health Unit, adjoining West Middlesex Hospital, provides local inpatient and community services and is the Trust's largest site in Hounslow.

A range of community health services for children and adults are provided by Hounslow and Richmond Community Healthcare NHS Trust. They provide services from various health centres in the borough.

The Council has adopted a place-based approach to the delivery of adult social care services and has organised its social care teams for older people and people with physical disabilities into localities which are aligned with the NHS primary care networks.

The Council's public health team provides a range of services aiming to prevent ill-health and improve health and wellbeing, including health visiting, sexual health services, substance misuse services, and the One You Hounslow service (stop smoking, healthy weight and other preventive health services). Hounslow is one of the fastest growing Boroughs in London and one of the most economically, socially, and ethnically diverse. The level of deprivation in Hounslow is in line with the England average, however, there are pockets of deprivation within Borough where health and income inequalities are extreme such as north Feltham and Hanworth. This deprivation translates into a stark inequality in life expectancy for example, a child born in Hounslow Heath is likely to live 8 years longer than one born in Feltham North<sup>21</sup>. The General Fertility rate in Hounslow is higher than the London average at 74 births (per 1000 women of reproductive age – 15 to 49 years old). Rates of childhood obesity are on par with the London average, with 1 in 5 children being overweight by age 5 and 1 in 3 children by age 10. Rates of poor oral health in children are higher than the London average with 115 admissions to hospital for tooth decay annually. On par with national statistics, the major preventable health concerns for adults in the Borough are smoking, inactivity and obesity, and alcohol consumption. Together these factors lead to high rates of cardiovascular and respiratory disease. As Hounslow continues to grow there will be a continued need for health services, and health care that is tailored to the community's needs is the most efficient model of delivery.

### ***Planned provision***

Hounslow CCG published 'Future-proofing Health in Hounslow' in 2017 as a local response to the NHS Long Term Plan and the NWL STP plan. It sets out a vision for a future, financially sustainable model of care that improves patient outcomes by embedding the principles of integration, prevention, proactivity and localism. It sets out plans to deliver locality-based integrated care by 2022.

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<sup>21</sup> [Joint Strategic Needs Assessment 2017](#)

The CCG vision for clinical service delivery in Hounslow is based on consolidation of primary care services, integrated services around high risk cohorts, primary care mental health, extended hours and out of hospital community services.

These services will reduce reliance on hospital-based services, improving quality of care, bringing services closer to home and improving value for money

Establishing Primary Care Network Hubs that will serve the population of the Hounslow borough is a key component. It is envisaged that these networks will continue to provide enhanced out of hospital care from GPs and other community providers. However, the current aged estate does not allow for the expansion of these services and the proposed patient growth we expect to see in the borough.

The health needs of residents in Hounslow are changing, as people are living longer with more chronic and lifestyle diseases, placing greater demand on primary and community care and risking further dependence on hospital care.

Hounslow's vision is that all patients will feel secure in all care they receive out of hospital through an effective and safe partnership between GPs, community and social care, hospital and consultants, with early intervention and care in the right setting whilst the delivery of care can be improved so that patients and carers benefit from a better experience and outcome.



Demand for access to health services continues to increase and the CCG wants to develop hub locations across the borough that provide access to a wide range of services under one roof and that is tailored to the local population needs.

The development of new facilities also supports multi-occupancy arrangements to promote integrated care with state-of-the-art IT infrastructure that will improve efficiency, supports staff recruitment and retention and provides a sustainable resource to meet the growing health needs and population growth.

The development of hubs is a key element of the Future-proofing Health in Hounslow document. Hubs are large health centres which will accommodate a range of services including primary care, community healthcare and social care. Significant investment is needed to redevelop existing sites. At present there are five developments planned at:

- Brentford Health Centre – part new build and an extension and refurbishment of existing centre
- Chiswick Health Centre – preferred option to re-build existing health centre
- Feltham Health Centre – possible adaptations to increase the utilisation of the health centre
- Heston Health Centre – new health centre to replace two out-dated small buildings
- Thornbury Health Centre – options to extend existing health centre

In addition to the above health centre developments, the CCG is continuing to explore opportunities and options to increase the utilisation of space at the Heart of Hounslow Centre and to respond to

housing development in the West of the Borough, particularly on the Cavalry Barracks site and at the western end of the Great West Corridor.

### ***Cost and Funding***

To meet the population increases and demand for services, to transform services and to modernise the existing estate, significant investment is required in infrastructure in Hounslow.

The Department of Health & Social Care (DHSC) sets an annual NHS capital budget and is responsible for ensuring that the capital limit is not exceeded. Capital funding is released to support individual NHS trust capital plans and awarded to fund projects in STP plans. NHS England's Estates and Technology Transformation Funds has been awarded to deliver improved GP facilities and technology.

In October 2019, the DHSC published a Health Infrastructure Plan. The plan acknowledges that there has been a "piecemeal and uncoordinated approach to NHS buildings and infrastructure" taken and outlines a proposed new capital regime. The plan also announced additional capital funding investment in new hospital schemes and seed funding to enable NHS providers to develop their plans, which includes hospital sites in neighbouring boroughs, at Charing Cross, St Mary's and Hammersmith hospitals and at Hillingdon Hospital. The availability of NHS capital is highly constrained and cannot not always be guaranteed as it subject to a centrally controlled business case process. Securing investment is critical for the timely delivery of infrastructure. The revenue implications of capital investment, particularly in new premises, also needs to be carefully considered.

The investment needed in Hounslow is included in Appendix A - Infrastructure Delivery Schedule. A number of projects rely on anticipated NHS funding which cannot be guaranteed, including the re-investment of capital receipts. A lower amount of available NHS capital will therefore increase the overall funding gap.

In the absence of NHS capital funding, Hounslow CCG will look to funding from One Public Estate initiative and use of both s106 contributions and strategic CIL.

### **6.3.3 Libraries**

Libraries across the Borough are extensively used by the community, offering a range of services including physical book, CD, DVD, and audio book lending, virtual book and resource lending, computer services and free WiFi, study and reading space, and host community events and activities. Chiswick, and Feltham libraries also provide specialist services such as local studies and archive collections.

There is a home library service that delivers books to those who cannot access local libraries, due to mobility issues. The Prison Library Service serves the Feltham Young Offender Institute, and the Schools Library Service provides materials and activities to primary schools. The Schools Library Service also provides guidance on developing library provisions to schools.

### ***Current Provision***

There are 11 libraries across the Borough, offering a range of material and services for adults and children, computer services and WiFi, meeting rooms, study areas and information services. Locations include:

Library	Location	Opening times
Beavers Library	Salisbury Road Cranford, TW4 7NW	Open five days a week, and closed Fridays and Sundays.
Bedfont library	Staines Road, TW14 8DB	Open four days a week, and closed on Wednesday, Friday, and Sunday.
Brentford Library	Boston Manor Road, TW8 8DW	Open four days a week, and closed on Wednesday, Friday, and Sunday.
Chiswick Library	Dukes Avenue, W42AB	Open six days a week, and closed Sunday.
Cranford Library	Bath Road, TW5 9TL	Open four days a week, and closed Wednesday, Friday, and Sunday.
Feltham Library	High Street, TW13 4GU	Open six days a week, and closed Sunday.
Hanworth Library	Uxbridge Road, TW13 5EG	Open four days a week, and closed Wednesday, Friday, and Sunday.
Heston Library	New Heston Road, TW5 0LW	Open six days a week, and closed Sunday.
Hounslow Library	7 Bath Road, TW3 3EB	Open seven days a week.
Isleworth Library	Twickenham Road, TW7 7EU	Open four days a week, and closed Wednesday, Friday, and Sunday.
Osterley Library	St Mary's Crescent, TW7 4NB	Open four days a week, and closed Wednesday, Friday, and Sunday.

Table 15: Local libraries in Hounslow

In August 2017, operation of all library services was transferred to the Council from Carillion. As Hanworth Library and Isleworth Library are co-located in leisure centres their facilities are managed by Fusion Lifestyle, however they are both still operated by the Council.

Some of Hounslow's library buildings have undergone recent refurbishment. This involved co-locating libraries with other services such as the re-built library in Hanworth and refurbished library at Isleworth that are co-located with leisure facilities, the re-built Beavers Library that is co-located with Children's Services and the library at Feltham that is situated in the same building as a GP surgery. Heston and Osterley are stand-alone libraries that have been refurbished. Hounslow Library has now moved into Hounslow House (Hounslow Civic Centre) as of April 2019. In 2018 Hounslow Libraries began working with Adult Education to provide space for classrooms, one is now up and running at Heston library and the plans for two at Brentford are now going through planning as of May 2019. There are also plans to provide a facility also at Bedfont Library. The works have been funded via Adult Education and will provide enhancements to both the library and the staff areas.

### **Future Requirements**

The Hounslow Estates Strategy 2016-2030 outlines the plan to modernise Hounslow's libraries to better serve Hounslow residents. The goal of modernisation is to allow libraries to better respond to the evolving needs of the community and to continue to engage library users. This may include making the library a space that residents can work in, more interactive, supportive of business and economic growth or specialist for key user groups e.g. children's or students. Non-users could be engaged through the provision of a number of services in the same building, utilising libraries as a community hub for events and activities.

### **Cost and Funding**

The Council undertook a lifecycle costing analysis following the transfer of libraries management from Carillion to the Council. A lifecycle costing analysis will allow the Council to develop an in-depth understanding of the current state of library facilities and the future potential need for maintenance, expansion and/or refurbishment. Capital Funding was secured for some of the works identified as part of the buildings survey of £1.1 million. This is scheduled to be spent up until 2021, this will include boiler replacements and urgent building repairs. We are also going to be introducing RFID into Libraries that currently don't have the facility.

## **6.3.4 Leisure and Community Facilities**

There are a range of community recreational facilities provided across the Borough. Policy C11 of the Local Plan (2015) outlines the Council's approach to providing and protecting community facilities across the Borough.

### **Current Provision**

The Council, through its Leisure operator, operates six leisure facilities across the Borough alongside a new Sports Hub facility at Gunnersbury Park on the border with Ealing to be managed by Gunnersbury Park CIC.. Each offers a range of community facilities including swimming pools, fitness studios, health suites, cafés, child minding facilities, and outdoor pitches. These facilities are well used by the community, averaging 120,000 visits per month. In addition to this, the Council operates two community centres which are also managed by Fusion Lifestyle. Sites include:

<b>Centre</b>	<b>Location</b>	<b>Facilities</b>
<b>Brentford Fountain Leisure Centre</b>	Chiswick High Rd, Brentford. TW8 0HJ	Pool, teaching pool, indoor gym, outdoor gym, exercise studio, squash courts, soft play area, sports hall, café, health suite, crèche, cycle studio
<b>Hanworth Air Park Leisure Centre &amp; Library</b>	Uxbridge Rd, Hanworth. TW13 5EG	Pool, teaching pool, leisure pool, flume, indoor gym, exercise studio, squash courts, multi-use courts and games area, café, health suite, crèche, cycle studio
<b>Heston Pools and Fitness</b>	New Heston Road, Heston. TW5 0LW	Pool, teaching pool, indoor gym, outdoor gym, exercise studio, café, health suite, soft play area, cycle studio, 3G football pitches

<b>Isleworth Leisure Centre &amp; Library</b>	Twickenham Road, Isleworth. TW7 7EU	Pool, learning pool, indoor gym, exercise studio, crèche, health suite
<b>New Chiswick Pool</b>	Edensor Rd, Chiswick. W4 2RG	Pool, indoor gym, outdoor gym, exercise studio, crèche, health suite
<b>Osterley Sports &amp; Athletics Centre</b>	Wood Lane, Isleworth. TW7 5FF	Athletic track, long jump pit, outdoor gyms, indoor gym, sports hall, therapy room
<b>Southville Community and Children's Centre</b>	Bedfont, Feltham. TW14 8AP	Community room, counselling room, safe outside play area, event hall, activity rooms and a café
<b>Wellington Day Centre</b>	Staines Road, Hounslow. TW4 5BA	Event hall
<b>Gunnersbury Park Sports Hub</b>	Popes Lane, London W3 8LQ	Sports Hall, Gym, 3G Pitches and grass pitches, education room, studio and tennis courts

Table 16: Current Provision of Community Facilities

There are five public halls within the Council's leisure portfolio managed by the Leisure operator. These locations include:

<b>Hall</b>	<b>Location</b>	<b>Facilities</b>
<b>Chiswick Town Hall</b>	Heathfield Terrace, Turnham Green. W4 4JN	Event hall and meeting rooms
<b>Feltham Assembly Hall</b>	Feltham Park, Hounslow Road, TW14 9DN	Event hall, meeting rooms, bar and catering facilities
<b>Heston Village Hall</b>	New Heston Road, Heston. TW5 0LW	Event hall, catering facilities, and a nursery
<b>Isleworth Public Hall</b>	South Street, Isleworth. TW7 7BG	Event hall
<b>Montague Public Hall</b>	Montague Rd, Hounslow TW3 1LD	Event hall, meeting room, bar, and catering facilities

Table 17: Town Halls in Hounslow

### **Future Growth**

Ensuring that leisure facilities are maintained and managed to suit the community's needs is critical to promoting healthy active lifestyles. The Council has committed to capital infrastructure improvements to three leisure centres in 2017. Investment to improve track and spectator facilities at Osterley Sport and Athletics centre was underway in 2017. Athletics track improvement is the final phase of planned improvement works to the Centre which included the recent re-shaping of spectator mounds and an installation of Osterley's new outdoor gym facility. Brentford Fountain Leisure Centre has serious structural issues and is in need of major refurbishment or redevelopment, with an end of life estimate for 2020. The Council needs to plan for its replacement and funding needs to be sought.

In 2018 Fusion Lifestyle kickstarted an investment programme to improve three leisure centres in the Borough – New Chiswick Pool, Hanworth Air Park Leisure Centre, and Isleworth Leisure Centre. The programme includes improving and modernising changing facilities, pools and amenity facilities.

In addition to the above, the community halls currently provide a very low offer to the community and a review of their use and investment is needed. Isleworth Public hall is the best kept community hall and still has structural issues that need to be addressed. Housing is currently looking at option appraisal for the redevelopment of Feltham town hall for an improved leisure and community offer on site.

### ***Cost and Funding***

Leisure centres identified in the capital infrastructure improvement funding received an investment of £2 million with works undertaken beginning in autumn 2017. An initial estimate for a new leisure centre is in the region of £15 million but feasibility is needed as costs could be substantially higher. The Medium-Term Financial Strategy 2018/19 reports that the primary sport and leisure improvement projects budgeted through the general fund include the Gunnersbury Estate and Sports facilities renovation. A sum to improved community facilities is also needed which will be finalised following asset surveys currently taking place.

### **6.3.5 Heritage and Cultural Space**

Hounslow's heritage is rich and diverse and includes some of West London's outstanding Landed Estates of significant national importance such as Gunnersbury Park, Chiswick House and Gardens, Boston Manor House and Park, Syon and Osterley. Additionally, there are sites associated with major cultural figures such as Hogarth's House. These sites are valued by local visitors including schools, families and adults, as well as visitors from outside the Borough with more than 16,000 people visiting Boston Manor and Hogarth's House in 2014-15.

When the word 'heritage' is used, it refers to it in its broadest form; including historic buildings, natural heritage – landscapes and species and museums but also local history, the Borough archives and the cultures and memories of the people that live in the Borough who want to find spaces and opportunities to share those with others.

### ***Current Provision***

The Borough also hosts 28 conservation areas. Additionally, the Borough is home to some 531 entries on the national heritage list- both commercial and domestic to include individual or groups of buildings. These assets are in varying states of repair and should be both preserved and enhanced by the Council and its public and private partners.

Some heritage assets located in Hounslow are in a poor condition and require different degrees of investment and repair to ensure they're available for the benefit of future generations. Historic England (HE) maintains the Heritage at Risk (HAR) Register<sup>22</sup>, which includes listed buildings of all grades and conservation areas which are assessed as being vulnerable through poor condition. The Council inputs to the annual Register which includes both privately and publicly owned properties. There are 24 HAR sites identified in the HE registry, including some of the buildings in Gunnersbury Park, Hanworth Park House, and Boston Manor House, among other heritage assets.

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<sup>22</sup> [HAR Register](#)

Hounslow was identified as a Priority Development Area for investment by the National Lottery Heritage fund (formerly Heritage Lottery Fund) up to 2016 and has already benefited from circa £21.8 million of lottery grants for heritage projects, with notable awards to support the restoration of Chiswick House and Gardens, Hogarth’s House, the Museum of Water and Steam and Gunnersbury Park and Museum, and now grants awarded to Hogarth’s House for the development of a new learning studio and Boston Manor House restoration which will include creative work spaces for designer makers. Hounslow also provides a number of grants to arts-based organisations including Watermans Art Centre and Feltham Arts and has facilities such as Redlees Artist Studio and the Paul Robeson Theatre (Hounslow Arts Centre), all of which work alongside community groups to engage people with culture and their cultural heritage across the Borough. It is noticeable that many cultural events and activities happen outside site-based venues such as outreach and street-based cultural activity including festivals and outdoor performances.

### **Future Growth**

#### **CEZ**

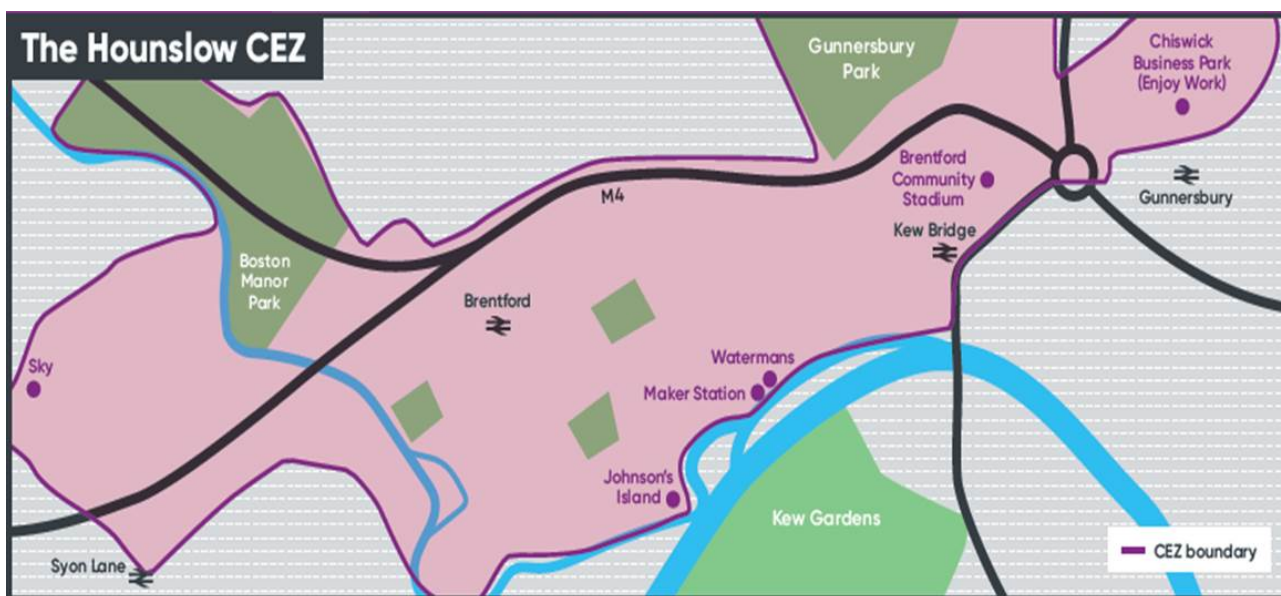


Figure 7: The Hounslow CEZ map

The Great West Creatives CEZ Research Study (2017) states that *the challenge for micro and creative enterprises to find affordable workspace in Hounslow replicates the London wide picture. Such workspace is generally characterised by scarce resources. Many providers have charitable or not-for-profit status and seek external funding in order to support aspects of their work. Many also provide much more than straightforward space - open access facilities, performance venues, production space, galleries and cafes.*

There is a strong level of need for affordable office accommodation for the Borough’s growing number of SMEs and micro-businesses. Such provision could include incubators, accelerator and co-working premises. The London Growth Hub Workspaces map shows an almost complete lack of maker-spaces in West London – there is just 1 space in Hounslow compared with 15 in Hackney. The report finds affordable studios typically require subsidy to be established in the form of free or cheap space within new development or gifted opportunities to occupy low-cost space in under-occupied or vacant buildings. Once established, they can become economically self-sufficient and thereby

sustainable in the long term. Some artists' studio providers operate social enterprise models through which the projects deliver multiple cultural amenities and social benefits for their local communities. Conclusions include: the necessity for more affordable space, that existing spaces are largely full and have waiting lists, a preference for flexible options (eg space type/ length of contract), a wide spectrum of rental prices (£80 pcm non-profit sector) to £890 (commercial rates), and vulnerability of secure tenure. (p. 53-54)

The draft Great West Corridor Local Plan states that Hounslow Council commissioned Peter Brett Associates to undertake an Employment Land Review (ELR). It provides the evidence base to support the employment policies, designations and site allocations in the Great West Corridor. The study found that smaller, less profitable businesses in the emerging sectors have difficulty finding affordable space in Hounslow, and may be priced out, so they generally locate in cheaper parts of London. The ELR suggests that the Council may consider an appropriate response, such as to provide or subsidise accommodation for SMEs, especially in the digital and media sector, which has achieved rapid growth in the past and has further growth potential (p. 68).

Affordable workspace can help support economic development, community engagement and physical regeneration. Communities could use the shared facilities for meetings and training. CIL also comes from non-residential developments as well. Much office floorspace has been lost in town centres through PD rights. The Council may be able to take up short-term leases in the future, but we have no funding to refurbish meanwhile spaces. GWC (CEZ), Feltham and the other 3 town centres would benefit from more affordable workspace, especially with more homes being built in these areas. This would avoid turning them into commuter towns because of cheap housing (except Chiswick). More affordable workspace offer would enable working parents to pick their children up more quickly. It would reduce the need for new residents to commute. Section 106 monies from targeted new investments should fund this.

The Council has started this process by incorporating additional resources within planned developments, such as Boston Manor House. The redevelopment and restoration of the Grade 1 Jacobean building will host a programme of events and activities from 2021 engaging new audiences with the site and its history. Boston Manor House is based in Brentford and sits within Hounslow's Creative Enterprise Zone; its restoration will see the creation of up to 14 new spaces for the arts and creative industries housed in the service wing, funded by GLA's Good Growth Fund. Responding to need and opportunity an arts and crafts market will be developed within Boston Manor Park siting under the M4 which crosses the park. The market is designed to bring some richness and creativity to the area as well as a much needed opportunity for local designer-makers to engage with visitors and showcase and sell their works.

### *Heritage*

Heritage and the arts are key contributory factors in defining Hounslow and are equally essential in shaping its future. Whilst the Council has no statutory duty to deliver or support arts and heritage, we recognise the value that they can bring to the social, economic and environmental wellbeing of individuals and communities across the Borough. The sense of place engendered by heritage and arts adds to the regeneration potential of the Borough by enhancing its cultural offer and local identity.

Hounslow's story is made up of the places, events, people, communities and its culture. It is one of movement and change. From quiet countryside estates, to the arrival of industry, canals, railways and

aviation bringing goods, services, new communities and cultures from around the world. This has given rise to diverse communities; a rich mix of ethnicities, gender, ages, physical abilities, race, economic status and faiths and a vast heritage and arts offer. That said, this diversity has remained largely unexploited to visitors and residents to date. There is therefore an opportunity to develop and promote an exciting, informative and accessible heritage and arts offer for Hounslow residents that will stimulate pride, ownership and respect for places within the Borough in addition to playing a key role in growing the tourist economy.

Hounslow needs to make the most of its heritage sites and better understand who visits, who does not and the barriers that may exist to prevent those sites being culturally and physically accessible. The Council will work to increase interpretation across heritage sites and will work in partnership with sites across the Borough to explore the potential to gather wider audience intelligence in order to inform programs of activity that are directly targeted and to exploit opportunities which may bring in additional funding, develop audiences or enhance the learning offer across sites. The Council recognises audiences are not static and will seek to develop partnerships with neighbouring Boroughs and delivery agents to provide a diverse offer for local people.

With limited resources the need to conserve, protect and improve Hounslow's heritage assets, historic environment and arts services in Hounslow presents a significant challenge going forward. The Council will look to identify different approaches to the future management of heritage assets including how we use Hounslow's local assets as resources and by exploring the role of the voluntary and private sectors.

The preservation of the heritage of the Borough will require investment and sound business planning including the development of income generating opportunities. Given current financial restraints, this will only be possible through seeking external funding and in partnership with external like-minded organisations both in and out of the Borough. The Council must therefore play a significant role in raising the profile of existing and new arts and heritage activities whilst supporting established groups to put on quality, diverse and engaging programmes. The Council will act as facilitator and enabler, levering in funding and building the development of arts infrastructure and the heritage sector.

The Council aims to remove buildings from the HAR Register by finding and supporting bids for funding to restore buildings. The Council will seek to improve areas and because vacancy increases vulnerability, identify future uses for at-risk buildings and sites. It is often necessary to consider appropriate enabling development in or around a heritage asset to help fund its repair while providing future occupation, so that the building or site can be secured in the longer term. The Council is also looking to update and expand the list of local heritage assets to be protected; and through this process will be identifying those at risk. This is an ongoing piece of work which will feed into future iterations of the IDP.

There is limited funding available for works to heritage assets and so the Council must prioritise which 'at risk' buildings and sites should be attended to immediately. The HAR Register contains a grading system for different levels of priority which runs from A as highest priority (immediate risk) to F, lowest (repair scheme in progress and an end use has been secured). This will help to evaluate which assets should be identified through the IDP, in which phase and importantly whether they are deliverable during the period covered; and assists in attracting other sources of match funding.

Sometimes it is beneficial to identify where effective pre-emptive work should be the priority. Initial and smaller funding streams may be best targeted at feasibility, condition and management issues, rather than those buildings in the worst condition. A number of buildings and structures are nearly ready to come off the HAR Register; those remaining include infrastructure projects identified as being of priority for delivery outlined in Table 20.

Site	Priority Level (HAR Register)	Condition	Cost/delivery mechanism	Work required
<p><b>Gunnersbury Park (various sites) Grades II* and II.</b></p>	<p>Varies from A to E</p>	<p>Varies: HLF Heritage and Parks for People Grants have been received to refurbish the Large Mansion/ Museum and the historic parts of the Park; some parkland structures have been stabilised HE funded urgent repairs have been carried out on some structures including the Stables; the Small Mansion remains poor. Conservation Management Plan has been updated.</p>	<p>HLF and HE and external funders for Phase 1 of the Gunnersbury Regeneration Masterplan (£ 22 m) – Phase 1 complete.</p> <p>Large Mansion/ Museum removed from HAR register 2018.</p> <p>Phase 2 underway with Small Mansion and Stables awarded Highways England funding for urgent repairs 2020-22.</p>	<p>Phase 2: Needs for other structures will relate to their ability to create useable buildings (where appropriate) and improve their visual effect in the historic landscape.</p> <p>Priority is finding uses for the Small Mansion and Stables</p>
<p><b>Boston Manor House</b> <b>Grade I. and Park Conservation Area</b></p>	<p>D</p>	<p>Poor.</p> <p>Still at-risk pending repairs; House closed fully winter 2018 to prepare for Lottery project capital works (to complete and reopen by spring 2021)</p>	<p>2015 Options Appraisal and consultation laid the foundation for a successful Stage 1 Heritage Grant application to HLF in 2016 and a successful Stage 1 Parks for People Grant application in 2017</p> <p>House secured Stage 2 Award 2018 and is now in capital delivery phase (2019-21);</p> <p>HAR Repairs Grant from Historic England awarded for roof repairs, which will complete in 2020.</p> <p>The Park secured Stage 2</p>	<p>Ongoing need for high quality conservation maintenance and refurbishment throughout the building; significant lake repair, path and boundaries improvement and tree work required in Park and Canal Conservation Area.</p>

			Award in 2020 and has started a two-year capital delivery phase.	
<b>Hanworth Park House Grade II.</b>	A	Very bad, some urgent works have been undertaken to stabilise the building	Privately owned asset/funding	Private repair/ enabling, scheme is being developed.
<b>St Lawrence's Church (former) Grade II*.</b>	D	Watertight nave building but tower and external stone in poor condition.	Proposals for a wider waterside development, including repair and restoration of the church and its re-use were approved in December 2014. Repairs have stabilised the building until its full repair and conversion, expected in 2020/21.	Stonework repairs and works to the roof and rainwater goods
<b>The Hermitage Grade II</b>	A	At risk of collapse after many years of neglect.	Dependent on uses yet to be agreed.	Dependent on enabling development yet to be agreed.
<b>The Keep (Armoury) to Hounslow Cavalry Barracks, Beavers Lane, Hounslow</b>	C	Very bad.	Surveying work has been commissioned in partnership with the MOD. Will form part of the comprehensive reuse of the site following army vacation in 2020.	Repair and reuse of external fabric of building.
<b>Feltham House, Elmwood Avenue, Feltham</b>	A	Immediate risk of further deterioration	Surveying work has been funded by One Public Estate in partnership with the MOD. Will form part of the of the Feltham Housing Zone sites.	Repair and reuse of external fabric of building.

Table 18: HAR Register Priority List

### **Cost and Funding**

Major capital investment in the heritage sites is being secured through the National Lottery, Historic England and other external funders. Cultural investment is being secured through Arts Council England and other regional funders including GLA.

Models of management delivery are being developed where sites and cultural offer is managed by supported partners, who receive annual grants from the Council. This is happening on a phased basis as private outsourcing is reaching its term and new bodies are being gestated.

The costs associated with HAR assets will relate to their condition and potential for use, including upgrading work to achieve this end. Any smaller sums of money will be allocated towards early feasibility studies for projects and assessments of potential for use in relation to the cost of work. This is to ensure benefit is fully realised. The same process will be needed where Locally Listed assets are

vacant and deteriorating. Larger scale projects will require partnership match or contribution funding. The level of costs will be affected by the need for conservation specifications and workmanship.

Where a heritage asset contributes to or is affected by a planning consent (including a listed building consent), a s106 obligation can be placed on the site to secure funding and guarantee the work to repair or upgrade the building or site. Enabling development<sup>23</sup> may be a method of achieving development which would otherwise be against policy, as long as the special interest and setting are not harmed. It needs to be viable but should be no more than the minimum necessary intervention to fund the repair and continuing maintenance of the asset.

Other sources of funding available to initiate schemes, assist with funds for feasibility work and conservation management plans and work to restore and repair heritage assets include:

- National Lottery Heritage Fund ;
- Building Preservation Trusts (BPT) e.g. Heritage of London Trust (HOLT);
- CIL funding;
- Spitalfields Trust; and
- Historic England grants.

Historic England grants in particular focus on assets of higher grading, which are in a conservation area and on the HAR Register. Many of these providers will prioritise projects which can be funding can be matched, therefore projects will benefit from already having funds allocated and this in turn attracts contributions from smaller, more focussed charitable trusts. The local authority can therefore provide vital initial support for a larger project with a smaller cash injection or in-kind contribution.

Building Preservation Trusts (BPT) are often set up to rescue specific buildings and can then gain a good track record and continue funding other projects. There are very few larger BPT that tackle properties in west London, however there are examples of London Boroughs setting a BPT up to tackle their own strategic buildings. The Council's forthcoming Heritage Strategy will investigate combining with other authorities to tackle building types with other funding (such as for housing) or as a BPT.

## **6.4 Emergency Services**

Emergency services across the Borough include the London Fire Brigade (LFB), the Metropolitan Police Service (MPS), and the London Ambulance Service.

### **6.4.1 London Fire Brigade**

There are three fire stations in the Borough, located in Chiswick, Heston, and Feltham; however, as a GLA service fire response operates over local Borough boundaries. In addition to emergency services, the Fire Brigade operates a Fire Safety Team in the Borough, responsible for ensuring buildings comply with fire safety legislation Regulatory Reform (Fire Safety) Order 2005. The Fire Safety Team is also responsible for responding to fire safety issues on the London Underground, and for enforcing petroleum legislation. Currently, the London Fire Brigade in Hounslow responds to an average of 60 fire calls per month, based on 2015-2016 data<sup>24</sup>.

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<sup>23</sup> English Heritage Enabling Development 2008; EH Guide to PPS5 and NPPF.

<sup>24</sup> [London Data Store - Primary Fires, Borough Statistics 2016](#)

## 6.4.2 London Ambulance Service

The London Ambulance Service operates under the NHS, with over 5,000 staff located at 70 ambulance stations across the GLA. There are two ambulance stations in the Borough, at Feltham and Isleworth. There are also two ambulance stations located just outside of the Borough boundary, in Chiswick and Hanwell, as well as the station dedicated to service at Heathrow Airport. Similar to the fire and police services, the London Ambulance Service operates across the GLA and responds to services across Borough boundaries<sup>25</sup>.

## 6.4.3 Metropolitan Police Service (MPS)

### ***Current provision***

The MPS operates in all Boroughs throughout London, overseen by the Mayor's Office for Policing and Crime. There is an average of 32,000 officers in the MPS. 2016 crime levels in the Borough were slightly below the London average at 21,749 crimes reported; this is down from 2006 levels of 27,269 reported crimes

Hounslow has three police stations, located in Chiswick, Feltham, and Hounslow town centre, as shown in Table 21.

Station	Address	Hours
Chiswick Police Station	209-211 Chiswick High Road W4 2DU	Monday – Friday 9am – 5pm
Feltham Police Station	34 Hanworth Road TW13 5BD	Wednesday & Thursday, 6pm – 8pm Saturday 2pm – 4pm
Hounslow Police Station	5 Montague Road TW3 1LB	24 hours

Table 19: Police Stations in Hounslow

There are 21 Community Safety Teams operating in wards across the Borough, who work to prioritise policing efforts in each community. There are also four estate police officers who act as the dedicated police presence for Hounslow's Council housing estates.

The Hounslow Community Safety Partnership (HCSP) is a partnership group responsible for reducing crime, disorder and substance misuse in Hounslow. The HCSP brings together strategic agencies such as the Council, MOPC, Hounslow district of the National Probation Service, Hounslow Primary Care Trust, and the London Fire and Emergency Planning Authority.

### ***Future Growth***

The impact of large-scale development on the MPS has funding implications, and it is widely accepted that policing infrastructure can be included within CIL and S106 obligations. S106 infrastructure is not limited to buildings and could include equipment such as surveillance infrastructure, CCTV technologies, staff set up costs, vehicles and mobile IT. Crime is a key issue for local people across London and developers have been showing interest in incorporating DWOs within their schemes.

<sup>25</sup> [London Ambulance Service Five Year Strategy](#)

In addition, for schemes referable to the Mayor, the MPS will liaise with developers to arrange on site delivery of Dedicated Ward Offices (DWO). A DWO is a 24/7 base of operation for officers of the MPS. It is not a public facing office, but rather a location typically used by officers at the beginning and the end of their shifts which can be situated in a 'back of house location'. The MPS would pay a 'peppercorn' rent for the space in addition to service charges. The MPS currently police over 600 wards across Greater London, DWOs are integral to these efforts. The MPS requires 24/7 access to all DWOs for operational purposes. The DWO accommodation requirement is modest, namely:

- Circa 20sqm of floorspace, provided communal welfare facilities are available, or 50sqm where they are not;
- No requirement for street frontage or windows;
- The space would be within a secure area;
- Ideally, access to communal welfare facilities (showers, toilets, cooking facilities) and ability to provide Wi-Fi and charging facilities for their staff.

For further information on requirements please contact Lambert Smith Hampton (as the planning consultants for the MPS). The MPS have identified the following locations (in the London Borough of Hounslow) that are in particular need of DWO coverage:

- |                           |                                  |
|---------------------------|----------------------------------|
| • Syon Ward               | • Chiswick Homefields Ward       |
| • Heston West Ward        | • Brentford Ward                 |
| • Cranford Ward           | • Osterley and Spring Grove Ward |
| • Feltham North Ward      | • Isleworth Ward                 |
| • Bedfont Ward            | • Hounslow South Ward            |
| • Feltham West Ward       | • Heston East Ward               |
| • Turnham Green Ward      | • Heston Central Ward            |
| • Chiswick Riverside Ward | • Hanworth Park Ward             |

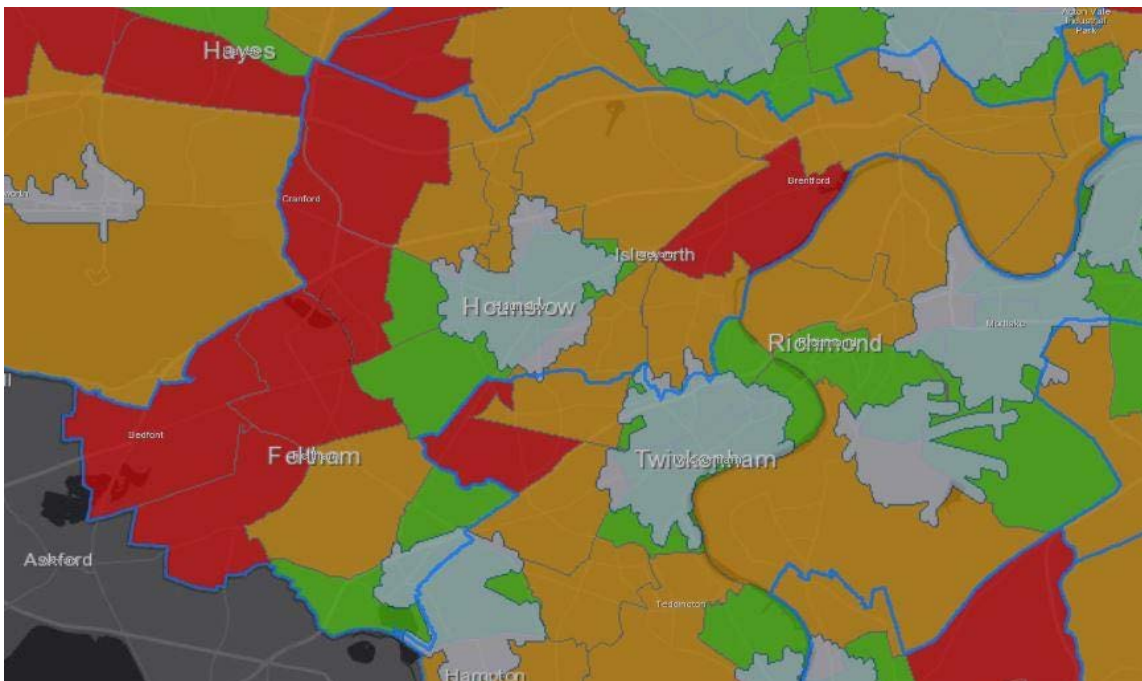


Figure 8: District Ward Office requirements in Hounslow

New developments of 150 residential units or more (which are located in any of the above wards) should therefore be required to provide a DWO (where applicable). In some instances, proposed developments in adjoining wards might be applicable if they are within a 20-minute walk time of one of the above wards. Developers are encouraged to engage in negotiations with Lambert Smith Hampton over the provision of a DWO where it might be appropriate.

### ***Cost and Funding***

The growth in homes, offices and other uses within Hounslow will significantly increase the need for policing and the cost for associated infrastructure. This therefore represents a legitimate infrastructure requirement that should be accounted for within Section 106 Agreements. A breakdown on non-building related infrastructure likely to be sought by the MPS is as follows;

- Staff set up costs (e.g. Uniforms, radios, office equipment and training);
- Vehicles (e.g. Patrol vehicles, police community support offices (PCSO) vehicles and bicycles);
- Mobile IT (The provision of mobile IT capacity to enable offices to undertake tasks whilst out of office in order to maintain a visible presence);
- CCTV technologies (Automatic Number Plate Recognition (ANPR) cameras to detect crime related vehicle movements);
- Police National Database (PND) (e.g. Telephony, licenses, IT, monitoring and the expansion of capacity to cater for additional calls).

The MPS is currently preparing a calculation formula to enable the collection of financial contributions and the Council will apply this when available.

# 7.0 Green and Blue Infrastructure

## 7.1 Overview

Hounslow is one of the greenest boroughs in London, bordered by the Thames and home to many rivers, streams and water bodies, a significant country park at Bedfont Lakes, the historic Hanworth Air Park, Gunnersbury Park and Boston Manor Park and large areas of semi-rural land stretching from the east to the west. Hounslow's green spaces are classified as either Green Belt, Metropolitan Open Land, or Open Space. The Mayor of London's All London Green Grid (ALGG) is key policy framework that aims to promote the design and delivery of green infrastructure across London. The ALGG contains three Area Frameworks which capture majority of the green open spaces in Hounslow. These are the: The Colne and Crane, The Barnet Plateau and the Arcadian Thames. The area frameworks are focused around blue networks which connect a wide range of green spaces together forming key strategic links for the blue network, accessible routes, open spaces etc.

Hounslow also has a strong leisure and culture offer in the Borough with a significant network of water bodies for recreational and travel purposes, over 140 parks, 29 allotment sites, 11 cemeteries, seven leisure centres, five community halls, 11 libraries, over 160 sports clubs and high-profile heritage sites which include Boston Manor Park, Chiswick House and Gardens, Syon Park, Gunnersbury Park and Museum, and Hogarth House.

Green and blue spaces along with leisure, sport and cultural facilities are vital to creating a healthier, active Borough where all residents have access to outdoor space, and cultural facilities. In Hounslow in 2017/18 there were an estimated 126,000 overweight adults (60%) and 52,000 (25%) adults that did less than 30 minutes exercise a week<sup>26</sup>. More recent national Active Lives Survey (18/19) data highlights that adult inactivity levels remain higher in Hounslow than the London and National averages<sup>27</sup>.

Parks, open spaces and leisure and recreation facilities across the Borough are in need of investment to refurbish and expand the infrastructure in order to improve utilisation and increase access and participation. In many areas green and blue infrastructure is reaching its functional lifespan and will need improving if it is to fully serve current and future residents.

In January 2020, the Council has adopted a cleaner greener Borough framework that seek to deliver on the Council's ambition and aspirations for the Borough through enhancing our environment. Delivering a cleaner and greener borough is an important strategic priority for the Council. The corporate pledges and the corporate plan identify the importance of delivering a high-quality environment and green infrastructure for our residents. The Council alone cannot bring about the changes that are required to effectively tackle climate change and improve our community spaces, environments and urban spaces. This unifying framework is considered necessary in order to effectively engage all to play their part in achieving these ambitions.

Whilst the Green infrastructure in the borough is of good quality there is an ambition to develop this further from increasing on the current number of street trees (11,500), to developing wildflower areas

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<sup>26</sup> Public Health Outcomes Framework (aged 18+) classified as overweight or obese, 2017/18, inactive adults (aged 19+), 2017/18

<sup>27</sup> Sport England Active Lives Survey 2018-19

and nature reserves (20 Wildflower sites progressing in 2019/20 and supporting the development of new habitats) to improving our green spaces further (Current 12 Green Flag Parks) and to greening our grey infrastructure across the urban environment. This presents the borough with a significant challenge as we balance the need for housing developments, highway infrastructure improvements with the need for greening; or indeed to look to develop initiatives and controls that ensure all these often-competing priorities are balanced.

One of the key changes in the infrastructure is to allow the development of a stronger green economy. Hounslow has been one of London's strongest performing economies in recent years, with employment growth of 12% between 2008 and 2013, as well as business base growth of over 20% between 2009 and 2014. Whilst these represent the highest growth rates seen in West London, the growth will also have expected impact on the boroughs carbon footprint and surrounding environment. Therefore, consideration and mitigation of potential impacts of climate change on businesses should be of high priority for both business owners, and the maintenance of economic growth across the Borough. If implemented effectively, businesses can potentially reduce energy costs, and prevent/minimise future climate change related economic impact and implement new ways of working e.g. procuring sustainably.

## **7.2 Green Infrastructure**

### **7.2.1 Supporting Opportunity Area Growth**

The Great West Corridor (GWC) area is well served by green spaces such as Boston Manor and Syon Parks; however, access is limited. A primary focus in the GWC Open spaces and health and well policies is to improve pedestrian and cycle access to local green spaces. There are also key developments underway to improve parks and heritage sites. These include a major regeneration of Gunnersbury Park amenities and heritage sites, planned improvements to Duke's Meadow sports and recreation facilities, and conservation and restoration to the Jacobian Mansion Boston Manor House returning it to full public access, and delivery of whole park improvements and interpretation across the remains of the estate – Boston Manor Park.. The Council has undertaken several masterplans across large parks and open spaces in the Borough in order to provide a comprehensive improvement programme for these vital assets.

There are several plans to improve parks in the West of Borough (WoB) area to accommodate the substantial growth projected by the WoB Local Plan review, in addition there is an emerging Colne and Crane Valleys Green Infrastructure Strategy set to deliver:

- high quality and diverse open spaces for local and regional communities;
- improvements for wildlife including the areas designated as regionally, nationally and internationally important; and
- resilience to climate change.

Projects include the Feltham Parks Masterplan connecting open spaces, such as the Feltham Arena, Blenheim Park, Glebelands Playing Field, Poor's Piece and Feltham Park into a contiguous and joined-up green space that functions as a whole in order to increase pedestrian and cycle connectivity and reconnecting Feltham Green with its High Street location through improved access and facilities.

A number of masterplans is in process and planned to integrate the green infrastructure into a wider cultural, heritage, leisure and health and well-being offer including:

- Redlees Park
- Beaversfield Park
- Bedfont Lakes
- Feltham Park and Feltham Green
- Boston Manor Park
- Hanworth Park
- Dukes Meadows
- Hounslow Heath

The Feltham Parks Masterplan includes a number of improvements to tackle issues such as connectivity, anti-social behaviour in parks, poor lighting, absence of park furniture and a lack of community events hosted in Feltham parks. Phase 1 of the Masterplan has begun and will improve access and security to park lands with a strong focus on security and reducing anti-social behaviour. Subsequent phases will continue to improve the area for recreation, sport and physical activity.

In the east, in the areas surround the GWC, the Council has invested £24 million into the regeneration of Gunnersbury Park in collaboration with Ealing Council. This includes a new sports hub and major improvements to the park and its amenities. These developments began in 2015 with works to the Park and will complete in spring 2021.

Additionally, Duke's Meadow, a 93-hectare riverside park, has seen plans approved to improve and enhance the park as a major sports and recreation site in West London. Key improvement priorities include enhancing the landscape character of the site, improving sports facilities, redevelopment of the Chiswick Boat House, new footbridge over the Thames, restoring nature conservation areas, and reconnecting the Thames path with the potential for a towpath bridge. A consultation carried out in November 2016 identified priorities for the site and a plan has been developed and costed. The total cost of the development is estimated at £10 million and Phase one started in 2019.

## **7.2.2 Sport Facilities**

Providing high quality leisure, sport, and play facilities for Hounslow residents is vital to enabling growth and creating active healthy communities. In December 2018, the GLA published Sport for All of Us; The Mayor's Strategy for Sport and Physical Activity which aims to protect and provide opportunities for Londoners to take part in a wide variety of sport and physical activity in their local area. Alongside this, Sport England's five-year national strategy Towards an Active Nation published in 2016 remains in force with a primary focus on tackling inactivity.

Regular participation in sport across the Borough is lower than the England and London averages, with participation in the east being higher than in the west of the Borough. Although approximately 40% of the land area in the Borough is open space, there are relatively few Council playing pitches in parks and recreation grounds available for clubs, groups and teams to hire (i.e. pay and play pitches). The east of the Borough, in proximity to the GWC (Osterley & Spring Grove, Isleworth, Brentford, and Chiswick) has two large, strategic sites for outdoor recreation and sport, both with access to the River and water bodies for sport and recreation:

- Duke's Meadow in Chiswick District on the eastern border with Hammersmith & Fulham;  
and
- Gunnersbury Park in Brentford District in the south east, bordering Ealing.

Comparatively, in proximity to the West of Borough (Hounslow West, Cranford & Heston, Feltham, Hanworth, and Bedfont) there are several sport and leisure facilities and cultural organisations

including community sports clubs, with The River Crane and Bedfont Lakes Country Park providing access to the boroughs blue network for recreation and leisure purposes.

The Borough operates six leisure facilities two in the west and four in the east alongside a new Gunnersbury Park Sports Hub, situated on the border with Ealing, this provides access to numerous outdoor pitch facilities. There are many school playing pitches that are not currently available for out of hours community use. Over 50 sport sites exist in the Borough including boathouses, golf courses, pitches and tennis courts which are home to a high and growing number of sports clubs who provide a crucial role in providing sport and physical activity opportunities.

Small sided and recreational game formats are growing in popularity. Playing pitch sports continue to develop and support new game formats and increase opportunities for informal play outside of traditional leagues or teams. This is in response to the growing role of community sports facility infrastructure and investment in delivering positive outcomes for public health and wellbeing.

A strategic approach on sport pitches is detailed in the Borough's Play and Pitch Strategy.

### **Current Provision**

**Cricket** facilities in Hounslow are oversubscribed, with a predicted latent demand for additional facilities. There are currently 14 cricket pitches across the Borough, with all but one pitch being located in the east. Three of the Hounslow clubs require an additional ground to accommodate Saturday home games for their 3rd and 4th sides.. Two Non Turf Pitches (NTPs) have been installed to increase provision in target areas.

Despite significant recent investment in football facilities in across the Borough there is still an insufficient supply of accessible and secured community use **football** facilities. There are currently 69 adult grass pitches, 16 youth sized pitches, and 22 mini soccer pitches, totaling 109 pitches within 31 operational pitch sites. New pitches at Gunnersbury Park once completed will increase provision providing an additional 2 floodlit 3G pitches and 9 grass pitches. There are several large Charter Standard football clubs with growing numbers of mini soccer and youth football teams. Several clubs have teams that are displaced playing home fixtures and/or training on pitches in neighbouring boroughs. 14% of pitches in the Borough have been assessed as being of poor quality. Most of the poor-quality pitches are located on former landfill sites or former mineral extraction sites (e.g. Duke's Meadow/Riverside Lands) where the options for stabilising the land to improve pitch quality need to be properly assessed. The Local Football Facilities Plan (LFFP) identifies small sided facilities alongside improved grass pitches and traditional 3G facilities, if shared objectives for participation, well-being and community cohesion are to be achieved.

**Hockey** Artificial Grass Playing surfaces (AGPs) within Hounslow are of good quality. In the east there are two major hockey clubs, with Richmond HC located in Chiswick, Hounslow and Barnes HC based at Dukes Meadows. In the west, there are no Hounslow based clubs, with demand placed beyond the Borough boundaries for Staines HC and British Airways HC in Spelthorne and Hillingdon. Staines HC uses the pitch at Spring West Academy as an overflow pitch. There is spare capacity at weekends and midweek on the AGPs at The Heathland School and Feltham Community College

Hounslow is the base for nine community **rugby** clubs, five of which provide opportunities for youth and mini rugby. These clubs are distributed across the Borough, with three located in the west and six in the east. There are a further five rugby pitches on secondary school sites and one at the Feltham

Young Offenders Institute that offer either no or only limited access to community clubs and/or are of poor quality or offer very limited changing facilities, for this reason, these pitches do not form part of the core pitch supply.

There are 40 adult rugby pitches accessed by 31 adult club and college teams. These pitches are also played on by 15 youth teams (including three girl's teams) and, mainly on Sunday mornings, by 26 mini/midi rugby sides (children aged 7-12yrs). Eight of the grass pitches currently have floodlights and there are a further two floodlit grass training areas (off-pitch). There are World Rugby compliant artificial grass pitches currently in the Borough, located at the new Grasshoppers Rugby Club, Spring West Academy and the Kings House School pitch at Dukes Meadows alongside the proposed new pitch at Gunnersbury Park.

**Other** sport facilities within the Borough include tennis courts, netball courts, bowls, athletics facilities and golf. Similar to the sports described above, the east has a higher proportion of other sports facilities than the west. There are:

- Five operational bowls greens, four of which are located in the east;
- 24 tennis court sites, 17 located in the east, seven in the west;
- Two sites for community netball, in the west alongside new floodlit provision at the Grasshoppers Rugby Club and indoor provision at Gunnersbury Park in the east, numerous sites on secondary school sites
- One athletics facility at Osterley Sports and Athletics Centre and provision of a 5 lane 200m track at Oaklands school in the east, a recreational track at Feltham Area Parklands located in the east;
- Three golf centers, 1 in the west and 2 in the east, new pitch and putt provision at Gunnersbury Park;
- Nine boathouses located along the River in the east provide a range of watersports (sailing, rowing and paddlesports) alongside additional waters bodies at Osterley House & Park, Gunnersbury Park, Bedfont Lakes Country Park and the Grand Union Canal and river waterways for both recreational and travel purposes. Four boathouses are located along the Thames in Dukes meadows with plans to improve them in partnership with rowing clubs and British Rowing.

### ***Future Growth***

Aligning with its strategic policies, the Council's Playing Pitch Strategy sets out an action plan for delivering the new provision and facility enhancement needs identified in the sport-specific assessments of need reports in the appendices.

Regarding the provision of **cricket** facilities, a combination of population growth and delivery of club development plans is likely to drive an increase in the number of adult and junior club teams (nine more teams approximately by 2030). The reinstatement and expansion of supply of pay and play pitches in Gunnersbury Park will help to serve future pay and play demand in the east of the Borough including forecast population growth as a consequence of planned new housing in the Brentford and GWC area. In the west, it is likely that future demand will require additional supply of pay and play facilities for cricket at similarly accessible managed park sites in these areas.

Future demand for **football** facilities is likely to grow substantially to 2030, increasing pressure on the existing and planned 3G pitches and grass youth and mini soccer pitches, many of which are already

played at capacity. By 2030, assuming current football participation and team generation rates and the forecast population growth, there will be 7 more adult teams and 43 more junior teams requiring access to match pitches and practice facilities. At the club level, the construction of the Brentford Community Stadium along the GWC will complete in 2020 and will provide expanded capacity for Brentford Football Club. The Local Football Development Plan will support delivery of key projects to 2030.

Growth across the Borough is estimated to result in a 34% increase in the number of hockey teams by 2030 requiring an additional hockey AGP. Rectory Farm in Cranford and Heston has been identified as the primary space for the provision of additional hockey pitch capacity. In addition to this, several sites will require maintenance over the plan period to maintain an overall good quality of pitches.

By 2030, there is a predicted increase of up to nine senior men's rugby teams, eight youth boys' teams, three youth girls' team and ten mini/midi teams. If this growth takes place, the total number of rugby teams in Hounslow will increase from 72 at present to just over 100. The new hub site at Gunnersbury Park provides an additional rugby pitch. Together with new pitch facilities at the new Grasshoppers Rugby Club, these facility improvements address immediate oversupply and short-term growth, however additional facilities will be needed long-term.

Current facilities for bowls, tennis, golf, minor pitch sports, and netball will be sufficient to meet demand to 2030 with ongoing improvements and maintenance required. With regards to river related sports, there is a need to grow the current rowing offer and open the accessibly to wider schools and other parts of the community. Given the number of such facilities located within the borough, it is considered that demand, promotion and multi-use of such facilities should be expanded to cater for future need and opportunity. Specific schemes such as the Dukes Meadows Masterplan and Feltham parks improvements identify need to be addressed and are supported. Athletics facilities in the Borough will need to be expanded to meet demand, this would be met with the provision of one or two compact tracks at appropriate school sites with community access, much like the facility at Oaklands school alongside the planned improvements to the track as part of the Feltham Masterplan.

To provide a network of good quality accessible sports facilities across the Borough, the Playing Pitch Strategy 2017-2030 outlines key opportunities for sports facility growth and/or improvement. Alongside the Local Football Facilities Plan <sup>28</sup> these strategies provide detailed plans for the Borough's playing pitches until 2030 and are updated through regular reviews and work with governing bodies.

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<sup>28</sup> Local Football Facilities Plan 2019

Sports at Site	Sub Area	Site Name	Recommended New Facility Provision	Project Status
Cricket Football Rugby Tennis Bowls	East	Gunnersbury Park  (CROSS BOROUGH HUB SITE FOR LBH & LBE)	<ul style="list-style-type: none"> <li>○ 3 cricket</li> <li>○ 2 floodlit 3G FTPs</li> <li>○ 9 adult football pitches</li> <li>○ 1 rugby pitch</li> <li>○ 8 floodlit tennis courts</li> <li>○ Sports pavilion</li> </ul>	To deliver remaining leisure and playing pitch enhancements in the site masterplan. Site managed by Gunnersbury CIC.
All PPS sports in scope	East	Dukes Meadow  (HUB SITE)	<ul style="list-style-type: none"> <li>○ 2 floodlit 3G FTPs (one Rugby compliant complete)</li> <li>○ Resurfaced sand dressed floodlit hockey AGP (and potential 2nd pitch in long term)</li> </ul>	Deliver remaining playing pitch enhancements as part of the masterplan.
Cricket Football Tennis Cycling	East	Lampton Park / Lampton School  (HUB SITE)	<ul style="list-style-type: none"> <li>○ Tennis Hub</li> <li>○ Floodlit 3G FTP (School)</li> <li>○ Small sided provision (MUGA)</li> <li>○ Cycling infrastructure</li> </ul>	Explore feasibility of PPS Recommendation
All PPS sports in scope	West	Feltham Arena Parklands  (HUB SITE)	<ul style="list-style-type: none"> <li>○ Floodlit 3G FTP(s)</li> <li>○ Cricket NTP(s)</li> <li>○ Improved Tennis Courts</li> <li>○ Facilities for informal sport and recreation</li> <li>○ Improved Athletics track</li> <li>○ Changing rooms</li> </ul>	Phase 1 infrastructure works begin 2020.  Implement masterplan recommendations for playing pitch enhancements.
All PPS sports in scope	West	Rectory Farm Cranford  (HUB SITE)	<ul style="list-style-type: none"> <li>○ Floodlit FTP(s)</li> <li>○ Grass pitches</li> <li>○ Cricket NTP(s)</li> <li>○ Hockey AGP</li> <li>○ Facilities for informal sport and recreation</li> </ul>	PPS recommendation for facility feasibility study
Rugby Football Netball Tennis	West	Hanworth Air Park	<ul style="list-style-type: none"> <li>○ Facilities for informal sport and recreation</li> </ul>	PPS Recommendation to work with partner agencies towards development,

Table 20: Overview of sports hub site developments (Playing Pitch Strategy 2017-2030)

### **Cost and Funding**

The Council's £14 million joint development project with Ealing to provide new and enhance existing playing pitch and ancillary facilities in Gunnersbury Park has created a new hub site for outdoor sports. The developments now nearing completion will provide an indoor community sports hub, sports hall and courts, gym and fitness studio, outdoor tennis, grass rugby, cricket and football pitches and two large artificial grass pitches. Work with partner agencies to deliver identified playing pitch improvements at further hub sites, particularly in the west of the borough is ongoing.

## **7.2.3 Parks, Open Space, and Play Areas**

Parks and open spaces have an important part to play in creating healthy active communities; they provide spaces for play and recreation, active travel and can positively impact community cohesion and health and well-being. It is widely understood that access to high quality and accessible green spaces supports residents of all ages to lead active and healthy lives. Parks and open spaces take up a high proportion of the Borough (approximately 40%) with circa 800ha of parks and open spaces managed by the Borough. With the introduction of more creative places and better connectivity we can enable the wider population to be more active in freely accessible environments.

### ***Current Provision***

Within the Borough, 37% of the land surface area has green space coverage; 6% above the London average. However, over 40% of households in 5 out of 10 wards have deficient access to nature. Currently, there are 208 parks and open spaces, 95 play areas and nine cemeteries across the Borough, which together with sports facilities and allotments cover 720 hectares of land.

Hounslow has more open spaces than the London average; however, Council spending on parks and open spaces is in the lower quartile at £7,150 per hectare. This has resulted in a varied quality of spaces across the Borough. West Area contains the greatest number of low-quality open spaces, followed by Heston & Cranford and Chiswick. This is particularly an issue in Heston & Cranford and Chiswick, where the low provision of open space means there is likely to be a high intensity of use by residents.

The London Plan highlights the importance of play and informal recreation for children and young people essential for a child's welfare and development, aiming to provide inclusive, accessible and safe play spaces across London. According to the Mayor of London's standard for London, a minimum of 10 m<sup>2</sup> of dedicated play space per child is required for each new housing development. Alongside Shaping Neighbourhoods SPG guidance, Play England's Design for Play provides information for creating imaginative, innovative and stimulating play spaces. It suggests that designs should be cognisant of space and form and create opportunities for children to explore a range of different movements without always providing conventional equipment. According to the most recent Park Resident Survey (2015) spaces in 2015, 44% of respondents rated their local play area as either poor or very poor quality, while only 22% of respondents rated the quality as good or excellent.

There is a limited provision of skate park and BMX practice facilities that will need to be developed in Hounslow.

### ***Future Growth***

Given the significant relationship between health and green spaces in the urban environment some key actions can be identified to improve quality and proximity in order to enhance access and use. To accommodate the population growth expected across the Borough parks, open spaces, and play areas will need to be continually maintained and improved. Enhancing the quality of parks and open spaces and improving resident access to encourage healthy, active lifestyles and infrastructure provision is critical to promote such offer.

In relation to play, the borough needs a continuous investment programme. To date over £3m have been invested since 2010, with a recent £900K invested during 2018. This is a small amount for 49 play areas and further growth is needed to keep a modern offer that can stimulate participation and use.

The development of a state of the art skate park and BMX track needs also to be considered as part of this growth.

As per general parks infrastructure, there is a need of a continuous investment in paths refurbishment, fences, furniture, signage that can keep parks and open spaces attractive and increase participation.

### **Cost and Funding**

The Council committed £700k of the remaining capital budget to upgrading six play areas in 2018. A further £300k was sourced from capital reserves to support the project improving access to safe, well design informal recreation and responding to statistics charting a rise in child obesity. The Council has implemented savings in the region of £2.5million to the parks budget; therefore, the budget for required improvements, repairs and maintenance is now limited and future development funding has not been allocated.

Masterplans have been developed for Dukes Meadows, Feltham Parks and Redlees park. These have been developed to respond to the needs from the current Local Plan and the West of Borough Plan and costs have been identified at over £20 million. Infrastructure in parks and open spaces is dated and requires serious investment in relation to play and recreation facilities, fences, wall, access, paths and benches; signage and information boards are particularly out of date and investment has been identified in the asset infrastructure survey to bring the infrastructure back to an acceptable level. A new signage strategy has been developed with new branding and accessible information boards designed to encourage activity in the parks. Funding is required to implement these across the borough.

The Parks management contract with Carillion ended in 2018 and Parks management is now delivered through the Council-owned trading company Lampton Greenspace 360.

## **7.2.4 Allotments**

Policy GB8 of the Local Plan (2015) encourages the continued use of allotments and outlines the Council's commitment to protecting and expanding allotment spaces for community use. Allotments promote healthy and active lifestyles and encourage community involvement.

### **Current Provision**

Allotments are an important resource and recognised as assets to improve health and wellbeing and promote skills and social inclusion. Hounslow has 29 allotments and a review is in process to assess if provision is adequate and if the quality of the provision reflects local needs. Allotments within Hounslow are at the locations listed in Table 23.

Area	Locations		
Chiswick	Dukes Meadows Thames Road Staveley Road	The Promenade Burial Ground	Chertsey Road Manor Gardens
Isleworth/Brentford	Wellmeadow Road Church Walk	Syon Park Gardens Worton Road	Cole Park
Central Hounslow	Stanley Road	Gainsborough	Hounslow

	Inwood Road	Gardens Sutton Lane	Avenue Pear Tree
<b>Heston/Cranford</b>	Barnes Farm	Westbrook Road	Waye Avenue
<b>West of Borough</b>	Fernside Avenue	Hatton Road	Snakey Lane
	Saxon Avenue	Church Road	Viola Avenue
	Faggs Road North	Faggs Road South	

Table 21: Allotment Locations

### **Future Growth**

As the Borough's population grows and there is increased usage of allotments, as well as an increase of development pressure on allotment sites. Across the Borough there are over 700 people on the waiting lists for allotment plots, with allotment locations in the east of the Borough highly subscribed, with many sites at or approaching full capacity. Infrastructure of allotments is dated and there are serious issues with water pipes, fencing and access which will require funding to maintain a level of service and provision needed in the Borough.

An allotment strategy has been developed in 2020 and the vision for allotments in Hounslow is to "maximise their value for health and well-being, stronger communities, biodiversity and sustainable living". The following priorities have been identified:

- Improve infrastructure provision
- Strengthen partnerships
- Ensuring best management practices
- Environmental sustainability

### **Cost and Funding**

The average cost of a standard 10 rod allotment (approximately 250 sqm) is £68 per year, with a 50% discount offered to those over the age of 60, and those in receipt of job seekers allowance and other eligible benefits. Allotment concessions are only available to those who are residents within the Borough. Operating costs are mainly due to water charges and grounds maintenance costs and the income does not offset management expenditure. In order to increase the quality of infrastructure an investment of over £2,500,000 is needed to improve water provision, security with fencing and gates, access through pathways and the restoration of plots that can decrease the waiting list.

## **7.2.5 Cemeteries and Churchyards**

### **Current provision**

The Council's cemeteries service covers 37ha of land comprising nine cemeteries and three churchyards with over 38,000 headstones and memorials. Within the cemetery service there is provision for various types of burials, reflecting the diverse faith groups in Hounslow.

<b>Cemeteries open for new burials</b>	
Bedfont Cemetery	Hatton Cemetery
Borough Cemetery	Hounslow Cemetery
Chiswick New Cemetery	

Cemeteries/Churchyards closed for new burials, but existing graves can be re-opened	
Feltham Cemetery	All Saints Churchyard
Isleworth Cemetery	St Leonard Churchyard
New Brentford Cemetery	St Nicholas Churchyard
Chiswick Old Cemetery	

Table 22: Cemetery provision in Hounslow

### **Future Growth**

Hounslow cemeteries and churchyards need investment and modernization. The Council seeks stakeholder views through wide reaching consultations to better inform how we can improve the services and experience of the nine cemeteries and three churchyards the Council manages in the borough. The emerging Cemetery strategy (2019 - 2029) will reflect the key stakeholder priorities to meet current needs, help shape the future direction of the service, determine future spend priorities and incorporate the differing needs of cemetery services within our borough across diverse local communities and faith groups. It will also explore ways in which the Council can be resilient to future changes such as demographics, religious values and finance which will likely have an impact on the way the Council delivers the services.

The cemetery strategy sets out five aims to modernize the cemetery service and provide enough capacity for the future as follows:

- To develop and implement better policies to secure the continue protection and provision for its cemeteries
- To provide sufficient burial capacity for its residents to meet its diverse community needs
- To modernize the service for all and maintain sites to keep them safe and welcoming
- To value cemeteries as green infrastructure to contribute to the borough’s heritage and biodiversity value
- To provide a service that can remain affordable and self-sufficient.

### **Cost and Funding**

The indicative cost for the implementation of the cemetery strategy and needed infrastructure improvements is £1,200,000, mainly to restore existing chapels, waterpipes and pathways.. This figure may increase as the Councils scopes out the key deliverables to modernise and futureproof the cemetery service and brings back the ageing infrastructure to an acceptable condition.

## **7.2.6 Green Belt and Metropolitan Open Land**

### ***Overview***

Hounslow Borough contains approximately 1,220ha of Green Belt land. It predominantly occupies land to the east of Heathrow along the M4 and A4 corridors; open land surrounding Feltham and along the Crane Corridor; and on the south-western fringes of the borough between Feltham and Spelthorne district.

### ***Current Provision***

In 2015 the Council commissioned consultants ARUP to undertake a Green Belt Review, and this formed a two-stage assessment: Stage 1 was published in 2015 and Stage 2 was published in 2019. This study analysed the role that green belt land played within the Borough and assessed its performance against the green belt purposes as set out in the National Planning Policy Framework<sup>29</sup>.

The review recommended that the Council reclassify a portion of the Green Belt as Metropolitan Open Land. This mainly follows the Crane Corridor and includes large parks such as Hanworth Air Park and Hounslow Heath. Metropolitan Open Land includes open land within London, distinct from the built-up areas which contributes to the structure of London and includes historic or biodiversity landscape values of metropolitan significance. The Council is proposing to take forward these recommendations as a preferred option, with an alternative option of retaining these areas of land in the Green Belt.

The Green Belt review also recommended that the Council gives further consideration to a small number of sites which perform moderately or weakly against Green Belt purposes and which may have potential to accommodate additional employment or housing development, where exceptional circumstances can be demonstrated. The Council has carried out an assessment of exceptional circumstances based on strategic and site-specific factors and considers that exceptional circumstances have been demonstrated justifying Green Belt release in a number of instances. These are in order to provide land for housing to help the borough meet its objectively-assessed need for new homes, and in order for the borough to meet the requirements for new industrial floorspace, in particular to meet the needs of the transport and logistics sector in the vicinity of Heathrow Airport.

As a result, Green Belt boundaries are being altered as part of the West of Borough Plan, with some sites released for development and others proposed to be re-designated as Metropolitan Open Land. Some minor boundary changes are also proposed to ensure the permanence of the Green Belt boundary.

### ***Future growth***

Taking guidance from the 2016 Green Belt Review and the Stage 2 Green Belt Review (2018), the West of Borough Local Plan calls for the re-designation of some green belt land, in order to enhance access to these spaces and provide protection under the Metropolitan Open Land designation.

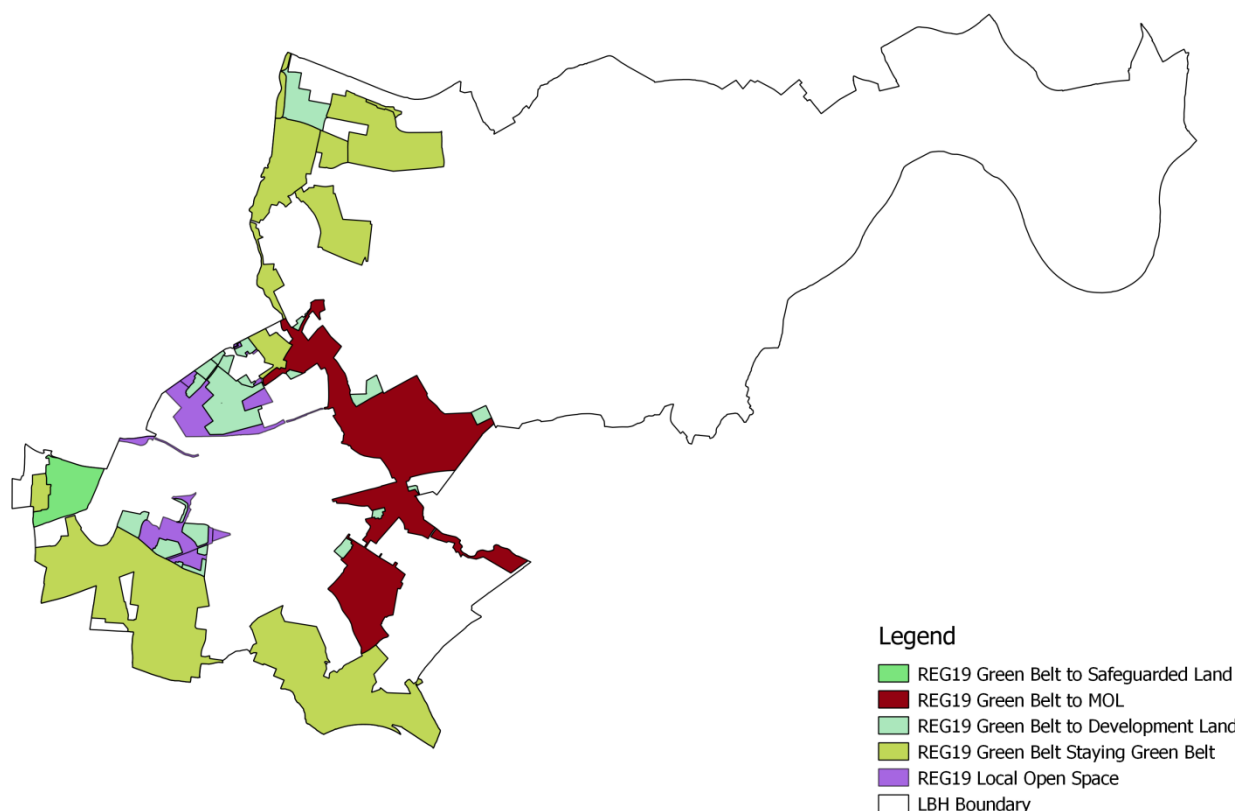
Sites recommended for removal from the green belt and allocated for development represent 9% of land de-designated for development, and their release will help to ensure there is sufficient land available to meet the Borough's challenging employment and housing requirements with supporting infrastructure requirements. Where land is proposed for release for development, the Council will

work closely with developers to ensure that green spaces are maintained, enhanced and expanded where possible as the area grows. Contributions through s106 and CIL will be sought from any development on of the proposed de-designated green belt land. This is especially integral to WoB sites proposed on green belt land such as Airport Business Park and Heathrow Gateway

### **Costs and Funding**

The Council would work with land holders of Green Belt land to assess the viability of development or reclassification. The Council would seek contributions from development taking place on former Green Belt land to be used to support and improve existing open spaces in the Borough.

This is in particular to meet the new government policy on ‘compensatory improvements’ to the Green Belt. This policy has been set out in the NPPF and in planning practice guidance. It states that, when conducting a review of the Green Belt, local authorities should set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Such improvements could take the form of enhanced green infrastructure, woodland planting, landscape and visual enhancements, improvements to biodiversity and enhanced walking and cycle routes.



*Figure 9: Hounslow's proposed Greenbelt review*

In Hounslow's case, as mentioned earlier, the Colne and Crane Valleys Green Infrastructure Strategy, was published in September 2019. The Council considers that this is a key document for identifying compensatory improvements, as identifies a range of projects which have the potential to enhance the quality of the land remaining in the Green Belt, including its accessibility and environmental quality. These projects (listed in full in the appendix) focus particularly on accessibility enhancements

in the Crane corridor. Improvement projects have also been identified through the MOL Assessment which Arup conducted for the Council, and this will also form a suite of potential projects to form compensatory improvements, together with any local projects to deliver biodiversity improvements, particularly on designated biodiversity sites.

In order to help complete or deliver these projects, the Council will include a requirement in the local plan review that, where Green Belt releases are proposed, contributions towards the enhancement of remaining Green Belt land (and land which has been redesignated from Green Belt to MOL if this proposal is taken forward) will be sought from development proposals on de-designated Green Belt land. The Council will draw up further detailed mechanisms for defining, calculating and securing the contributions from development proposals, along with a strategy for delivering the improvements, and this will be set out in a future supplementary planning document.

<b>Land area</b>	<b>Green Belt parcel</b>	<b>Project</b>
LC117	GA2	A4 crossing: Provide a pedestrian crossing and wayfaring enhancements at the A4 road bridge in Cranford.
LC201	GA3	M4 mitigation, including SUDS scheme to intercept pollution from road.
LC202	GA5 (part)	Cranford Countryside Park: opportunity for café and enhancements to park, as well as education centre (some projects underway). Create a visitor hub for the Crane Valley in this central location. Other potential heritage and environmental improvements identified.
LC204	GA6	Huckerby's Meadows and Cranebank Meadows: Conserve and enhance local wildlife reserves including the functioning floodplain.
LC104	GA7	A30 and Piccadilly line crossing: Create new connection at the major blockage in the middle Crane. Bridge link needed to connect Causeway open space and Huckerby's Meadows.
LC109	Various	Road crossing enhancements. Enhancing crossings to connect key green spaces along the River Crane corridor.
LC209	GA10 (part)	Heathrow balancing ponds: Continued biodiversity enhancements at ponds.
LC210	GA8 (part)	Green Lane Wetlands: Conserve existing wetland habitat and improve wildlife and flood-balancing potential. Take opportunity to extend habitat where possible. Link with the work already undertaken here by London Wildlife Trust.
LC108	GA8 (part)	As above – also facilitate sensitive public access.
LC109	GA23 (part)/GA9 (part)	As LC109 above.
LC213	GA24 (part)	Crane corridor and eastern bank near Hounslow Heath: Creating green links between key assets of Crane Corridor and Hounslow Heath including connections with local

		housing estates and schools. Various potential improvements identified.
LC214	GA24 (part)	Hounslow Heath: Conserve and enhance Hounslow Heath local nature reserve, SINC and lowland heathland habitat.
LC211	GA23	Donkey Woods and Brazil Mill Woods: Conserve and enhance Donkey Wood and Brazil Mill Wood including enhanced wet woodland and riverside habitats. Enhanced access required through the site and linking it to nearby areas of deprivation. Create links to the heritage story, e.g. through interpretation of nearby heritage features – Blast Mounds, Baber Bridge, mill site.
LC109	GA23/24 to GA22	As LC109 above.
LC218	GA22	Feltham Marshalling Yards: Create new connectivity where currently there is a blockage between lower and middle Crane corridor. Major opportunity to create a new high-quality green open space with a range of landscaped areas of a naturalistic character, including wetland areas, woodlands and open grasslands. Improve pedestrian/cycle access into and around the park, linking to an enhanced route along the River Crane and a better connection across the river with Godfrey Way.
LC223	GA21	Hanworth House and Park: Conserve and enhance Hanworth Park, establishing a more diverse landscape experience. Various improvement opportunities identified.
LC115	GA21 (links)	Feltham to Hanworth Park link.
LC114 (links)	GA21 (links)	Harlington Road underpass.
LC224	GA17, GA16 (part). GA15 (part incl. section proposed for release)	East Bedford Lake, Raleigh Park and London Diocesan Lands: For the SINC, improve management for biodiversity including potential for new tree planting. Improve quality of Raleigh Park including play equipment/green gym and signposted circular walking route. Improve link between east and west parts of the site. Potential opportunity for events space/new facilities e.g. picnic areas/play/football and activities linked with adjacent Young Offenders Institute/local community hub.
LC222	GA16 (western section)/GA15 (western section)/GA14 (southern section) – NB in South Colne section	Bedfont Lakes Country Park: Conserve and enhance country park/local nature reserve and Princes Lakes Metropolitan SINC. Opportunity for improving existing facilities and creating new education centre for use by local community groups, schools, training.
LC217	GA13	Mayfield Farm and Water Treatment Works: SINC and SAM sites designated for Romano-British settlement/part of a

		causewayed enclosure. Enhance biodiversity, opportunity for future public access/tree planting dependent on future agricultural or other land use. Scope to interpret scheduled remains. Aim to improve management and interpretation of the SAMs.
LC106	GA11	Hounslow Urban Farm and Bedfont Urban Spaces: Improve landscape quality and experience. Biodiversity enhancements and links with nearby spaces.

Table 23: List of improvement projects identified in Green Infrastructure Strategy

## 7.2.7 Biodiversity

### **Current provision**

Due to the size and fragmented landscape of Hounslow, it is difficult to exactly gauge the extent of the wildlife resource in the borough. However current estimates suggest that Hounslow has an estimated 954ha being managed either wholly or partly for nature conservation. Following systematic wildlife surveys undertaken over a thirty year period, it is evident that there has been a drastic change in habitat type and quantity. This is in part due to increase in urban development and change in habitat management. However not all change has been negative, the presence of reedbeds and increase in acid grassland is seen as an example of positive habitat management attracting a wide variety by species. At present there is:

- One site (Kempton Nature Reserve) that has been designated as a Special Protection Area and is also a Ramsar site. This site is formally designated by the Secretary of State.
- Two Sites of Special Scientific Interest (SSSI): Syon Park Tide Meadow and parts of Kempton Nature Reserve. These sites have been designated by Natural England who assesses the condition of SSSIs.
- Ten Local Nature Reserves which are designated by Natural England. In the borough there is approximately 163 ha of LNR, the largest being Hounslow Heath; and
- There are 47 Sites of Importance for Nature Conservation. There are four grades of importance:
  - Sites of Metropolitan Importance (11 areas);
  - Sites of Borough Importance – Grade I (14 areas);
  - Sites of Borough Importance – Grade II (11 areas) and;
  - Sites of Local Importance (11 areas).

### **Future Growth**

This is not a definitive list of nature conservation sites in Hounslow, but rather a list of sites where the wildlife value is of primary importance or is a very important facet of that land. Many other locations will have other primary functions but will have significant incidental wildlife interest such as parks, open spaces, allotment sites, orchards and individual domestic gardens.

The Hounslow Biodiversity Action Plan looks in a more holistic way at that particular resource within an area. However, management plans and stewardship agreements which are in place for a number of SINCs across the borough help to bring rigor and clarity to managing a range of potentially

conflicting or resource demanding requirements within a defined area whilst conserving the nature conservation value of the SINC.

Over the years, the Council in partnership with community groups and landowners of SINC's has invested significant amounts of investment in order to deliver the targets and actions outlined within the Hounslow BAP and SINC management plans. Funding was sought from stewardship agreements, external grants, Section 106 agreements and use of existing resources. Going forward, if we are to continue to enhance and conserve the habitats and species across the boroughs nature conservation sites, then external funding additional to what is already available will need to be sought. Working in partnership with community groups and landowners, the council will ensure that any funding accessed from external agencies will be used to deliver as many targets and actions as possible outlined within the Hounslow Biodiversity Action Plan.

## **7.3 Blue Networks**

### **7.3.1 Overview**

The Borough has many waterbodies within its boundaries: The River Thames, the River Brent, the Crane River, the Longford River, the Duke of Northumberland's River and the Grand Union Canal, in addition to multiple tributaries and water bodies which all form part of the ALGG area frameworks.

The Council works closely with partners to ensure that the Borough's water bodies are protected from adverse development impacts, that they are accessible, and that the risk of flooding is minimised. As flood risk mitigation is within the Council's infrastructure scope it is the focus of this section.

### **7.3.2 London Green Grid in Hounslow**

#### ***Current Provision***

[The River Crane](#) is part of the All London Green Grid Strategic Area Framework 11 titled: The Colne and Crane. The River Crane flows through the Crane Corridor which emerges into the Borough from the London Borough of Hillingdon (where it is called the Yeading Brook) by the Grand Union Canal at The Parkway (A312) in Hayes and runs for approximately 8kms via Cranford, Hatton, Feltham and Hanworth, before existing the Borough through Crane Park by the Great Chertsey Road (A316). It re-enters the Borough by the Chertsey Road (A316) at Cole Park, near Twickenham, where it forms the administrative boundary between Hounslow and Richmond Boroughs, and flows for a further 1km or so before entering the River Thames just upstream of Isleworth Ait. The upper section retains a relatively natural landscape appearance for most of its length with a combination of wooded and wet meadow margins with flushes, seasonal ponds and water-filled ditches, topped-up by the river during periods of high rainfall. Sections of the riverbank have been canalised, for example, at Cranford Park and elsewhere, where timber revetments prevent natural erosion and deposition and thereby constrict the otherwise meandering river course. The Crane corridor connects to the Thames Path National Trail to the south of Isleworth. The River Crane links together a series of parks, recreation grounds and open spaces neighbouring the corridor and also includes seven of the landscape character zones identified by Natural England.

[The Duke of Northumberland's River and the Longford River](#) are two artificial waterbodies constructed in the late 1530's and 1630's respectively. The Duke of Northumberland's River was cut to provide water from the River Colne to a flourmill in Isleworth; other mills alongside it soon followed. The

Longford River was constructed to provide water for the fountains at Bushy Park and the lake in Hampton Court Park. Both waterbodies are also part of the Colne and Crane area framework.

The **River Brent** is part of the ALGG Barnet Plateau area framework. In Hounslow, it comprises a relatively short stretch of approximately 3 km from the M4 Motorway, close to Osterley Lock, in the north, via Boston Manor, to the river's outflow to the Thames in Old Grand Union Canal.

In Hounslow, the **River Thames** is part of the ALGG Area framework for the Arcadian Thames. It is London's best known natural feature changing from a freshwater river at Molesey into a saline estuary in the east. The river is a valuable amenity to Borough residents and visitors and provides a mode of transport for some commercial and much seasonal leisure traffic. It receives much of our treated effluent and urban run-off and provides a vital wildlife corridor for the migration of wildlife between urban parks and green space. Locally, these areas include; Syon Park SSSI, Duke's Meadow, allotments and private riverside gardens.

### ***Future Growth***

The Crane Valley Partnership is a working group established in 2005 with the purpose of creating a co-ordinated strategic plan that will raise awareness and support appropriate action for conservation, restoration or new approaches to design and management of the Crane Corridor. In 2018 the Partnership commissioned and published the Crane Valley Partnership 2018 - 2028 Strategy<sup>30</sup> in order to guide the planning and governance of the Crane Valley Partnership over the next 10 years to 2028. This document provides a detailed assessment of the current condition of the Crane Valley and provides a future project list needed to maintain the condition of the corridor.

The Borough is also working with regional partners to ensure the best outcomes for the Crane Valley through the Heathrow Airport expansion planning through a Colne & Crane Valleys Green Infrastructure Strategy. This is a document which has been commissioned by the Colne Valley Regional Park Community Interest Company, with a steering group including representatives of the Colne Valley Regional Park and the Crane Valley Partnership. It has been prepared by consultants Arup, and was published in September 2019.

The strategy includes sections covering sub-areas, including for the Lower Crane, which covers a swathe of Hounslow borough. The overall objective for this area is to create a continuous corridor along the Crane, Longford River and Lower Duke of Northumberland's River for people and wildlife, forging strong connections between local residents and areas of natural and historic landscape including the River Thames and Kew Gardens. Improved the environment and connectivity along riverside corridors and key green spaces such as Hounslow Heath, Bedfont Country Park, Hanworth Air Park, Brazil Mill Wood and Donkey Woods is needed, with clear and safe connections to local communities in Hounslow, Feltham and East Bedfont. Primarily the focus should be on restoring safe connections where there is existing severance from road and rail infrastructure, but also with an aspiration to achieve clear waymarked routes from key gateways/ settlements with signage/ tree planting/ road crossings. The aspiration should be to achieve continuous pedestrian and cycle routes, where possible off-road, taking opportunities to link existing gaps in provision and with existing trails such as the London Loop and Thames Path.

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<sup>30</sup> [http://www.cranevalley.org.uk/documents/cvp-strategy\\_2018-2028\\_full-report.pdf](http://www.cranevalley.org.uk/documents/cvp-strategy_2018-2028_full-report.pdf)

There are opportunities to improve the quality and biodiversity value of existing open spaces such as at Hanworth Air Park and Hounslow Heath with associated restoration of historic buildings and landscape features and potential incorporation of education/ community facilities or farmer's markets. The smaller green spaces are equally important to conserve and enhance, forming key nodes on the green chain of open spaces along the river. There are opportunities to enhance the quality and condition of watercourses through naturalisation and floodplain reinstatement, extending meadow areas and creating/ restoring wetlands. Opportunities for upstream woodland planting and incidental street tree planting can yield important benefits for natural flood alleviation, providing resilience to climate change. Opportunities also include for improvements to the Longford River/ Upper Duke of Northumberland's River such as de-culverting and bringing them into a single channel to improve water flow along the southern perimeter of Heathrow Airport, improving pedestrian experience and green transport links.

Proximity to Heathrow Airport and its associated impacts presents even greater need to provide high quality open spaces for restorative mental and physical well-being for nearby communities. The strategic location of the area within the 'Western Wedge' potential regeneration zone presents possible opportunities for funding high quality spaces.

The NPPF states that, where land is being removed from the Green Belt through local plans, councils should set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. Latest updates to planning practice guidance issued in July 2019 set out ways in which local planning authorities can ensure such improvements are secured.

Given this context, and the fact that the green infrastructure strategy identifies specific opportunities and projects in the Lower Crane sub-area, the Council will consider these opportunities in taking forward a policy approach and supporting supplementary guidance to identify the appropriate use of conditions, section 106 obligations and the Community Infrastructure Levy, in seeking to deliver these green infrastructure improvements, particularly on the areas of land remaining within the Green Belt and Metropolitan Open Land.

The Brent Catchment Partnership is a group of organisations of which the Council is a member. The BCP aims to improve the rivers, brooks and streams within the River Brent catchment by enhancing and improving the watercourse, making them cleaner, more accessible and more attractive, to benefit local communities and wildlife. This will be achieved by developing and implementing projects which are focused on reducing pollution, naturalising the water course, tackling invasive non-native species and creating better opportunities for access and recreation.

The "Thames Landscape Strategy" was established in 1994 for the Thames corridor between Hampton and Kew and the Borough is one of the partners. The Strategy works with local groups and communities to develop management and regeneration schemes for the Thames landscape and supports funding activities for these plans.

### **7.3.3 The River Brent and Grand Union Canal**

#### ***Current Provision***

The Grand Union Canal which runs along the northern boundary of the borough and becomes the River Brent as it travels south to meet the Thames, provides a valuable wildlife corridor and a place for

recreation and wellbeing, as well as an active travel route for residents and visitors, reducing congestion, carbon emissions and poor air quality in the wider area and supporting people to lead healthier lives. The River Brent and Grand Union Canal link a variety of green and blue spaces from the River Thames, Brentford Lock and waterside, Boston Manor Park to the borough boundary, and beyond including London Playing Fields, Elthorne Park, Glade Lane Park, Southall Recreation Ground, Osterley Park and taking in the Capital Ring and the London Loop.

The Grand Union Canal and River Brent provide a flat, direct and green route for walking and cycling and provide close links with the rail, underground and bus network. The route aligns very well with future opportunity routes identified in Transport for London's Strategic Cycling Analysis, with good links on quiet roads to nearby village centres, and links to Cycleway 9 planned along Brentford High Street at one end, and on to the Grand Union Canal Cycleway at Bull's Bridge, Southall, at the other. The towpath can easily be used for the first/last mile of journeys and have a positive impact on congestion as well as the health and wellbeing of local people.

Sections of the towpath are currently narrow in places with capacity for surfacing improvements, and many of the bridges and access points onto and off the towpath are stepped, steep, or lack wheeling channels for bicycles. In addition, wayfinding for access to and from the towpath could be improved, including highlighting onward connections and links to other green spaces.

The towpaths provide a valuable, underused north south link from the heritage and open space assets of Boston Manor House and Park – including sports facilities and the Brent Meander, to the Great West Road and down to the amenities of Brentford High Street. The High Street suffers from low levels of footfall from the GWC workers due to the campus style offers of many of the businesses, and the perception the High Street is a significant distance away. Interventions focused on signage, improving perceptions of safety and antisocial behaviour, better lighting, as well as making the link more attractive would increase pedestrian and cycle traffic.

### ***Future Growth***

Significant development is being delivered and planned in the borough around The River Thames and Brentford Lock Waterside and around the Great West Corridor, and beyond the borough at Heathrow and the Mayor's Opportunity Areas of Southall. Major employment locations are located alongside the Grand Union Canal and River Brent, including; Brentside Business Park, the A4 Great West Corridor, and beyond the borough boundary in Hanwell, Ealing Hospital, business and industrial parks through Southall, North Hyde, Hayes and beyond to Stockley Park and Heathrow. The link between the new developments, the High Street and key amenity spaces will be paramount.

As the borough grows, more people will want to use the towpath for recreation and travel. Improvements including resurfacing, wayfinding and improved access points will be necessary in order to accommodate increasing use and connect legibly to the network of walking and cycling routes within and beyond the borough.

### ***Cost and Funding***

The Council is working with the Canal & River Trust to identify the funding needed to deliver towpath and access improvements and is likely to come from a variety of sources. These could include the GLA/TfL, and planning obligations through s106 and CIL funding. Appendix A includes indicative costs for towpath improvements.

The Council is also working with the Brent River Partnership to fund and deliver improvements to access to the river within Boston Manor Park. These works are expected to take place in 2020 and will complement the funding received through the National Lottery Parks for People grant for Boston Manor Park which includes improvements to access to and from the cycle/pedestrian bridge in the south west corner of the park linking it to the GWC.

### **7.3.4 Flood Risk Mitigation**

There are several sources of flood risk within Hounslow. In the east of the Borough the Thames River, River Brent, River Crane, and in the west the River Crane, the Longford River, the Duke of Northumberland's River and many tributaries across the Borough pose a flood risk due to bank breach and overflow due to pluvial surface water runoff. Approximately 15% of properties within the Borough are at risk of a 1 in 1,000-year flood<sup>31</sup>, with the majority of these properties in the east. In addition to this there is also a risk of groundwater and sewer/storm sewer flooding.

#### ***Current Provision***

Tidal defences on the River Thames within Hounslow utilise upstream defences including raised banks to protect from flooding where a level rise is not sufficient to close the Thames Barrier further downstream. This flood mitigation is provided by the Environment Agency (EA) and the owner of land or property on the riverside, known as the riparian owner. The riparian owner has the responsibility to maintain the riverbank, although the EA provide for some of the costs.

At the mouth of the River Crane, there is a hydraulically operated automated gate, controlling the flow of rising tides. Downstream of the tidal gate, the riverbanks have been reinforced for flood defence purposes. The River Brent has been canalised between Hanwell and Brentford and is known as the Grand Union Canal, with water levels managed through locks and weirs. Here the Rivers and Canal Trust are the landowner and management body.

Surface water flooding has become an increasing issue as areas develop and particularly where they become densely urbanised and hard, impermeable surfaces are expanded. Hounslow Council has the responsibility of delivering mitigation schemes for this pluvial type of flooding as the Lead Local Flood Authority (LLFA); however, the majority of these measures will be delivered through private development, for example via Sustainable Urban Drainage (SUD) schemes. Thames Water is responsible for the management of urban drainage (surface water) and sewerage within the Borough.

#### ***Future Growth***

As of 2019, there were no significant shortfalls currently identified in the flood mitigation infrastructure in Hounslow. Urbanisation and growth are key factors in the increase of flooding risk; not only adding to the problem by covering surfaces with impermeable materials, but also increasing the number of people and buildings likely to locate in flood risk areas. Development management policies should prevent vulnerable development (e.g. housing) from locating in areas of high flood risk; however, this must be combined with sustainable flood risk mitigation infrastructure. Policy EQ3 in the Local Plan (2015) covers the requirement for flood risk assessments and sequential and exception tests to guide planning decisions in flood risk areas, along with the need to incorporate the SUDS approval process.

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<sup>31</sup> <https://westlondonsfra.london>

In 2018 Hounslow, in partnership with the west London Boroughs of Barnet, Brent, Ealing, Harrow, and Hillingdon through the WLA commissioned a joint Level 1 Strategic Flood Risk Assessment (SFRA)<sup>32</sup>. This document provides the evidence base for ensuring development is steered away from areas identified most at risk from various flood sources, reducing the risk of flooding to its residents and buildings. This document supersedes the Borough's existing SFRA documents and provides a consistent assessment process for development coming forward across West London. This document is intended to be a 'living document' and therefore will be updated regularly.

The Surface Water Management Plan (SWMP) 2011 for Hounslow identifies site-specific flood mitigation options in critical drainage areas (CDA), of which there are 12 identified in the Borough, shown in Table 25 10. As of 2017, none of these projects have been prioritised for funding by Drain London as part of their 'tier 3 works' and are therefore not in development at present. The SWMP has an action plan which is designed to be reviewed and updated annually, with potential impacts for infrastructure needs in the future. However, the document has not been updated since 2011 so specific costs and figures are approximate. This should be picked up in future reviews of the IDP. Many of the mitigation measures identified in the SWMP aim to protect existing infrastructure in Hounslow from flooding, particularly focusing on transport-related structures. These measures should be delivered by the relevant infrastructure provider, in line with an agreed timeframe with the Council.

The Council is currently carrying out Critical Drainage Assessments for Brentford and Hounslow town centre in order to update these evidence bases.

### ***Cost and Funding***

Indicative costs for CDA mitigation options are outlined at **Error! Reference source not found.** taken from the SWMP. These costs have been identified as potential projects and should be considered in future iterations of this Report.

For flood risk projects the EA operate a grant allocation programme, Flood and Coastal Erosion Risk Management Grant-in-Aid (FCERMGIA) for capital works, which has an annual maximum available. This can be applicable to all flood mitigation schemes, including those for surface water flooding. The Council has recently we have secured funding to under initial flood risk studies in two of the areas that have the highest number of properties at risk. This is CDA033 – Brentford North and CDA039 – Hounslow Town Centre. This study started late 2017 and is ongoing currently.

Drain London funding is specifically for schemes coming out of the Surface Water Management Plans. This funding is managed through bids to the GLA. Schemes from the SWMP may also be funded in full or part through third party service providers, such as Network Rail, where purpose of the project is to protect a specific piece of infrastructure.

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<sup>32</sup> Ibid

CDA ID	Scheme Location	Summary of Options		Drain London Capital Cost Band
		Measure	Summary	
Group1_026	Rail Line Whitton , Hounslow	Increasing capacity in the drainage system	Increase pipe size for a length of ≈900m to provide additional storage and/or increase pumping regime	501k - 1m
		Social change, education and awareness	Implement/review flood management plan - undertaken by Network Rail	
Group1_029	Flanders Road, Hounslow	Increasing capacity in the drainage system	Increased pipe diameters (approximate length 560m) in local road network to provide additional storage	501k - 1m
		Social change, education and awareness	Council to consult the local community on incorporating water butts and rainwater harvesting	
Group1_030	Overground railway through Kew Bridge Station	Additional gullies	Local entry capacity improvements (over 560m) at ≈50m spacing's	1m - 10m
		Increasing capacity in the drainage system	Increase pipe size for an approximate length of 1400m to provide additional storage and/or increase pumping regime	
Group1_031	Rail line in Acton Green between Gunnersbury and South Acton stations	Social change, education and awareness	Implement/review flood management plan - undertaken by Network Rail	501k - 1m
		Increasing capacity in the drainage system	Increased railway drainage system (for a length of 900m) and possible pumping.	
Group1_032	Rail lines and railway works buildings in Gunnersbury	Other 'Pathway' measures	Council and TfL/Network Rail to determine if nature reservation can be used for flood storage reducing the requirement for the increased pipe and pump works	501k - 1m
		social change, education and awareness	Network Rail TfL/LU to implement/review flood management plan	
Group1_033	Intersection of Boston Manor Road and Manor Vale in Brentford	Temporary or demountable defences	Flood proofing existing buildings (assumed three buildings).	501k - 1m
		Social change, education and awareness	Address the flooding on the railway as part of regional flood plan for critical transport infrastructure – undertaken by TfL.	
Group1_034	Overground railway, Brentford End	Increasing capacity in the drainage system	Increase pipe size for an approximate length of ≈500m	1m - 10m
		Underground Storage	Locate underground culvert for storage under Manor Way (≈50m) and Windmill Road (≈50m).	
		Increasing capacity in the drainage system	Locate pump and new pipe network to drain runoff from Manor Way into the River Brent.	
		Additional gullies	Local entry capacity improvements (over 250m) at ≈50m spacing's	
		Green roof	Include a green roof on selected Thames Valley University buildings	
		Permeable paving	Include permeable paving within the Gunnersbury Catholic School grounds	
		Rainwater harvesting	Rainwater harvesting at Gunnersbury Catholic School and Thames Valley University (assumed 100kL).	
Group1_035	London Road, Spring Grove	Social change, education and awareness	Council to consult local community on implementation on water butts	501k - 1m
		Increasing capacity in the drainage system	Increase pipe size for a length of ≈600m to provide additional storage and/or increase pumping regime	
Group1_036	Small section of the Great West Road (A4) between Osterley and Lampton	Social change, education and awareness	Implement/review flood management plan - undertaken by Network Rail	251k - 501k
		Increasing capacity in the drainage system	Increase capacity of pump/drainage system for a length of ≈200m	
Group1_037	Section of the M4 between Cranford and North Hyde	social change, education and awareness	Implement/review a flood plan – undertaken by TfL	251k - 501k
		Additional gullies	Improving the entry capacity may reduce flood risk. (at ≈50m spacing's)	
Group1_038	Railway cutting leading to Hounslow West Station	Increasing capacity in the drainage system	Increase capacity of pump/drainage system for a length of ≈300m	501k - 1m
		social change, education and awareness	Implement a flood plan – undertaken by TfL	
Group1_39	Properties near the intersection of Bridge Road and Pears Road, Hounslow Town Primary School and High Street	Additional gullies	Improving the entry capacity may reduce flood risk (at ≈50m spacing's)	501k - 1m
		Increasing capacity in the drainage system	Increase capacity of pump/drainage system for a length of ≈1600m	
		Social change, education and awareness	Implement a flood plan – undertaken by the Highways Agency	
		Additional gullies	Improving the entry capacity may reduce flood risk ( at ≈50m spacing's)	
		Increasing capacity in the drainage system	Increased railway drainage system (length ≈ 600m) and possible pumping regime	
		Social change, education and awareness	Address the flooding on the railway as part of regional flood plan for critical transport infrastructure – undertaken by TfL	
		Detention basin	Detention basin within school grounds to reduce flooding of downstream properties estimated volume (3400m <sup>2</sup> × 0.4m deep)	
Temporary or demountable defences	Temporary ponding on school car park (3200m <sup>2</sup> × 0.15m deep). Managed by kerbing and speed bumps			
Group1_39	Properties near the intersection of Bridge Road and Pears Road, Hounslow Town Primary School and High Street	Additional gullies	Properties at risk estimated at or below 22	501k - 1m
		Permeable paving	Local entry capacity improvements (over 250m) at ≈50m spacing's	
		rainwater harvesting	Permeable paving in on Hounslow Town Primary School car park area (approximate area of 3200m <sup>2</sup> )	
		Managing overland flows	Hounslow Town Primary School to include rainwater harvesting for non potable uses (50kL)	
		Final technique for managing overland flow to be determined by detailed design		

Note: it is recommended that a CDA specific flood risk investigation and detailed assessment is undertaken prior to any flood alleviation work being undertaken.

Table 24: Critical Drainage mitigation options

# 8.0 Physical Infrastructure

## 8.1 Overview

Physical infrastructure provides the foundation for a community and is an essential part of supporting population growth and urban development. This section provides an overview of the transport utilities, energy and waste management infrastructure across the Borough. Where available, the projected costs of maintaining and delivering physical infrastructure can be found in greater detail in Appendix A.

## 8.2 Transport

Improving transport networks is the key to unlocking development and growth across the Borough. While working to ease congestion across the Borough is a priority, the primary focus of transport improvements is to increase the public transport and active travel provision and create Healthy Streets for Borough residents thereby reducing the carbon emissions from vehicles on our strategic and local road network and improving the environment as a whole. Through the LIP, the Council has committed to reduce transport related CO2 emissions from 288,900 tonnes per annum to 249,400 by 2021 and 77,700 by 2041". That is a 73% decrease by 2041 or 14% by 2021. The infrastructure proposals outlined in the following sections will help the Council achieve this.

### 8.2.1 Supporting Opportunity Area Growth

In addition to improvements across the Borough, there are several proposed strategic transport infrastructure projects in both the West of Borough and the Great West Corridor that will unlock development growth and improve the Public Transport Accessibility Level (PTAL) in both Opportunity Areas, as well as will improve general connectivity and accessibility of the area, with knock-on effects in different spheres of life. This will assist in improving choice and reducing the reliance on personal vehicles for residents and those commuting into employment areas, reducing congestion and the number of accidents and cutting the emissions, as well as it will significantly expand the labour catchment area for the local businesses, improve the journey times to other parts of London and wider South East, as well as will enhance the place quality through new and improvement public realm around the stations, further supporting the regeneration of the area. Much of the proposed development in both the WoB and GWC plan areas is contingent on an improved transport network that eases congestion, reduces the reliance on private vehicles and promotes use of public transport and active modes of travel.

#### **Great West Corridor**

##### *Brentford to Southall Crossrail Link Connecting to the Golden Mile Station*

The Council is promoting the Brentford - Southall Crossrail Link. This would be a new passenger service between Southall Crossrail station and a new station at Great West Road and Transport Avenue, making use of the existing freight rail line. This line could have the potential to extend over the A4 to connect with the Hounslow Loop at the existing Brentford Station.

This service would provide quick access to Crossrail at Southall from the Great West Corridor employment hub and could commence by 2025 if funding becomes available. These services would run in addition to the existing freight services on the line.

### *West London Orbital Line with a Station at Lionel Road*

The West London Alliance (WLA) along with the GLA and TfL are proposing an extension of the Overground line to Hounslow – the West London Orbital line. This rail line would be an extension of the Overground from Hendon and West Hampstead via the 'Dudding Hill Line' and calling at Isleworth, Syon Lane, Brentford and a new station at Lionel Road (Figure 9). This rail line would connect with an HS2 station and would not be delivered until at least 2026.

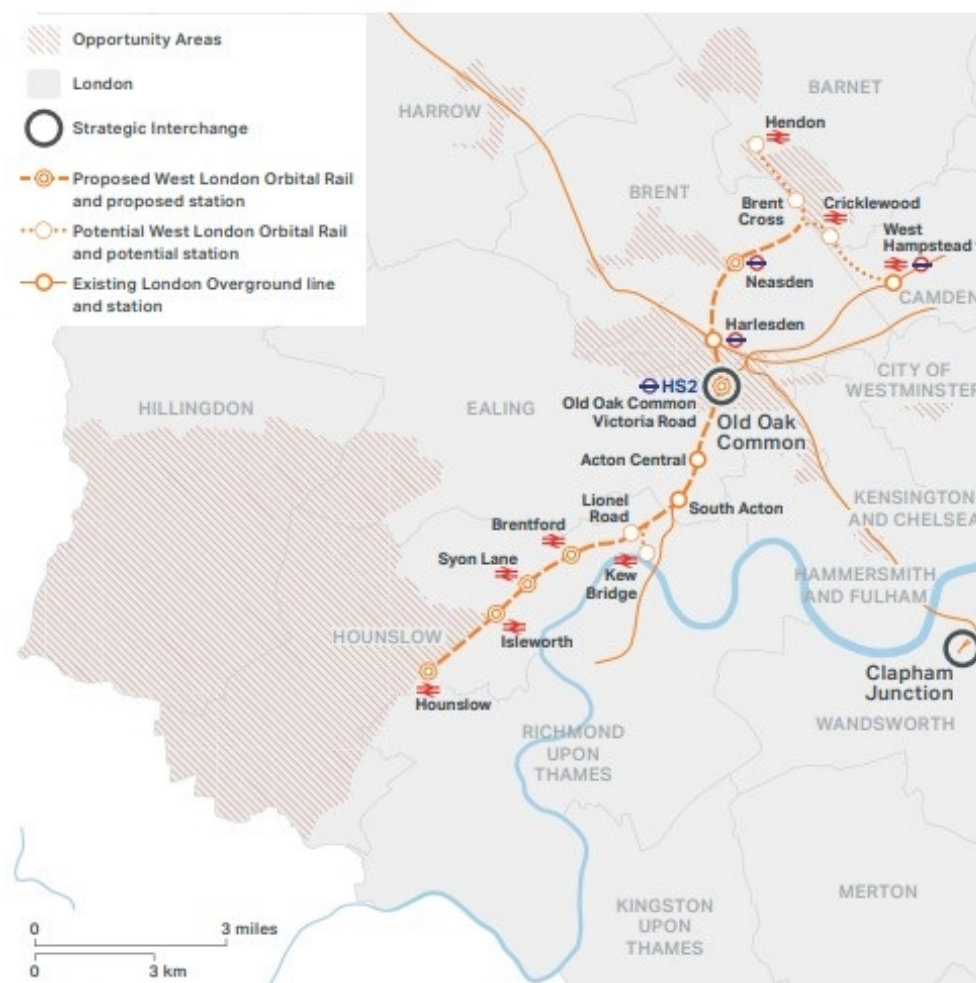


Figure 10: Proposed West London Orbital Line with a Station at Lionel Road. Source: Mayor's Transportation Strategy 2018

### *Increased Accessibility at Rail Stations:*

The Council is working with key partners to improve access to stations throughout the Borough, including Gunnersbury, Syon Lane, Kew Bridge, Isleworth, Chiswick, and Hounslow. This is

important from an equality point of view; such provision will also improve the entry, exit and interchange access for able-bodied passengers. The Council has focused on provision of such facilities on the Hounslow Loop stations as the density of development has been higher around these and therefore need is more acute. Brentford and Feltham already provide step free access and the service is working towards achieving a fully accessible Hounslow loop by 2041.

Improving walking and cycling connections to rail stations close to the GWC is also a priority for the Council. Taking a Healthy Streets approach, the Council aims to provide more direct access to public transport hubs such as the Underground stations in proximity to the corridor like Boston Manor. This includes cycling improvements along Boston Manor Road and options to improve pedestrian access to the station from the GWC area.

### *Improved Cycling Network, Pedestrian Access, and Bus Service*

There are several cycling schemes proposed and underway around the Great West Corridor, including Cycleway 9 (C9) and improving and expanding existing cycle lanes along Boston Manor Road and Bath Road. There is also a focus on improving pedestrian links across the Corridor and creating legible pedestrian networks in parallel with the A4.

The Council is working in partnership with TfL to improve the frequency and efficiency of the bus network to and through the Corridor. Options for increased bus routes, a dedicated bus lane, and increased frequency of services have been explored through the GWC Opportunity Area Strategic Transport Study carried out in partnership by the Council and TfL. The assessment also forms part of the Local Plan evidence base.

## **West of Borough**

### *Southern Rail Access:*

The proposed Heathrow Southern Rail Access with a new station in Bedfont would improve access from Feltham and surrounding areas to the Airport, with direct rail service taking passengers from Feltham Station to Terminal 5 in approximately 8 minutes, including a



Figure 10: Proposed SRA Route

stopping service at a proposed station at Clockhouse Roundabout in Bedfont (Figure 10)

A new bus interchange would also be incorporated into the Southern Rail Access station to enhance connectivity to local neighbourhoods. If approved, the scheme would be deliverable in 5-15 years, depending on funding availability.

#### *Feltham Station- Closed level crossing at Bedfont Lane:*

Network Rail, in partnership with the Council and TfL are carrying out improvements to Feltham Station and the railway between Reading and London Waterloo to accommodate ten car trains on this route. Longer platforms at Feltham Station are required to allow all doors to open at the station, therefore in March 2019 Network Rail closed the level crossing on Bedfont Lane and have now extended the Feltham platforms. The addition of a second entrance on Platform 1 will provide Step-free access and an improved interchange with local buses.

A new step-free footbridge is now being constructed to maintain access in the area, and the two existing bridges will be removed. The new bridge will also significantly improve the public space around the station entrance on New Road.

The Council is working to reduce the impact that this closure will have on traffic flow and are implementing a number of proposals to increase connectivity including an improved bus service, improved and signalled pedestrian crossings, new paving and public realm enhancements and traffic flow alterations as part of the Feltham Town Centre Improvement Scheme.

#### *Improved Cycling Network, Pedestrian Access, and Bus Services*

Improvements to the cycling network are planned along main routes and through Quietways and Greenways, linking the borough's town centres and connecting residents to transport hubs, community amenities and the boroughs parks and open spaces. This will provide a comprehensive cycle network throughout the borough. Proposals in the WoB include improving access to Heathrow Airport; improving connections between the town centres of Feltham, Heathrow, Ashford and Hounslow; and improving links from residential areas such as Cranford.

Pedestrian access throughout the West of Borough area will be improved by applying the Healthy Streets principles, including interventions such as reducing barriers to pedestrian access, enhancing walking routes by improving the accessibility and the local environment.

The Council is working with TfL to prioritise improving bus services in the WoB area, including increasing the frequency of buses and expanding the bus network across the WoB area.

#### *Improvements to the Road Network*

As the Borough grows additional pressure will be placed upon existing road infrastructure in the West of Borough. To mitigate this the Council is working to optimise junctions to relieve traffic hotspots, improve roads to enhance traffic flow, and reduce reliance on private vehicles through improvements to the public transport, cycling, and pedestrian networks. An up to date list of the current and future road network improvement projects can be found on the Council's

website,

here:

[https://www.hounslow.gov.uk/download/downloads/id/1037/traffic\\_and\\_transport\\_live\\_projects\\_-\\_october\\_2018.pdf](https://www.hounslow.gov.uk/download/downloads/id/1037/traffic_and_transport_live_projects_-_october_2018.pdf). The Council also commissioned a transport study to ensure that the road network can support the proposed level of growth as part of the evidence base for the Local Plan.

## 8.2.2 Transport Across the Borough

### Current Provision

The Borough has an extensive transport network that consists of strategic roads, local roads, heavy and light rail provision, and a wide range of active travel networks. Table 26 outlines the extent of the transport network in the Borough.

Area	Mode	Key Transport Provider	Stations/ Stops/ Networks
Inter-national	Air	Heathrow Airport	N/A
National	Air	Heathrow Airport	N/A
	Road	Highways England	M4 Motorway (9.8km)
London-Wide	Rail	South Western Railways	'Hounslow Loop' and Reading/Windsor lines through Feltham interchange
	Road	Transport for London	A4, A406, A205
Local	Underground	Transport for London London Underground	<i>District Line at:</i> Gunnersbury, Chiswick Park, Turnham Green, Stamford Brook. <i>Piccadilly Line at:</i> Turnham Green, Boston Manor, <u>Osterley, Hounslow East/Central/West.</u> <i>Overground at:</i> Gunnersbury <u>2 Accessible Underground stations (1 in progress)</u>
	Rail	South Western Railways	<u>Feltham</u> , Hounslow, Isleworth, Syon Lane, <u>Brentford</u> , Kew Bridge, Chiswick <u>2 Step-free accessible rail stations</u> (plus Syon Lane due in Summer 2020 and Isleworth expected by 2024)

Area	Mode	Key Transport Provider	Stations/ Stops/ Networks
	Roads and Streets	Transport for London Road Network (TLRN) LBH	A4, A312, A30, A406, A316, A205 - 32.3km (TfL road network) 37.8km of principal roads (17.3km of which is designated Strategic Road Network) 421km of other classes of roads.
Local	Major Borough roads and bus corridors	Transport for London	Bus interchanges: Hounslow High Street/Bus Garage, Brentford County Court, Chiswick High Road, Feltham Station. 42 routes service the Borough (excluding school services) along: Bath Road, Staines Road, London Road, Brentford High Street, Kew Bridge Road, Hanworth Road, Chiswick High Road, Twickenham Road, Feltham High Street. 712 Bus stops total with 617 maintained by the Borough, c95% 'accessible'
	Cycling facilities	Transport for London LBH	On and off carriageway cycle lanes, available on major routes, quietways and greenways throughout the Borough.
	Major walking routes	LBH	London Loop, Capital Ring and Thames Path. 775km of footway 9 Borough-defined healthy walks around parks and green spaces

Table 25: Hounslow's Transport Network

### 8.2.3 Road Network

#### **Current Provision**

The borough has an extensive road network, with one motorway (M4), a number of strategic roads, and many local roads. While not responsible for motorways or strategic routes, the Council is responsible for maintenance local and access routes across the Borough.

Transport for London (TfL) maintains and is responsible for the Transport for London Road Network (TLRN), bus services, tube and overground services. Highways England is responsible for the operation and maintenance of the M4 motorway and all associated structures. The Borough has responsibility for the development, maintenance and funding of roads and structures which do not form part of the TLRN (the majority throughout the Borough). In 2013 Hounslow Highways secured a 25 year PFI contract with Hounslow Council to carry out all maintenance for roads not under the portfolio of TfL and Highways England.

The borough's residents are fairly dependent on private vehicle usage, with 47% of trips made by car daily (TfL 2017)<sup>33</sup>. Along the major routes into and through the Borough there are points of traffic congestion, as can be seen in Figure 11, , which shows a snapshot of traffic delays on a typical weekday morning, 7am-10am (TfL, 2018<sup>34</sup>). The impacts are particularly pronounced on the approaches to key junctions on the strategic road network, where delays are greater than 1.5 minutes per km, shown in black on the map.

The third Local Implementation Plan (LIP)<sup>35</sup> states that the Council's objectives are for a transport network that is healthy, clean and green; safe; and efficient. The interventions proposed by the Council within the LIP seek to reduce transport related carbon emissions and hence contribute to climate change mitigation, whilst also improving air quality. The LIP aligns with the Mayor's Transport Strategy Outcomes 1-4 which aim to promote active travel, improve safety and security, and lead to reduced traffic and increased efficiency on London's streets.

The Council is working with key project partners to meet these objectives through its approved LIP delivery plan which includes road safety education and improvements, promotion of active travel, as well as other infrastructure improvements. These programs focus on improving the existing road network.

The Council's focus is on delivering alternative options to driving in particular improving public transport and active travel networks, delivering Healthy Streets, and increasing the efficiency of existing roads. This will help to deliver the Mayor of London's target for 80% of all trips to be made using public transport or active travel by 2040, and to deliver the Vision Zero target in relation to collisions. The Council does not support the construction of more roads or expansion of existing roads to increase capacity because experience has shown that this only worsens traffic congestion. Therefore, the Council's focus is on increasing the efficiency of existing roads and delivering alternative transport options to driving.

A core objective of the LIP is to ensure the road network encourages walking and cycling, making it safe for pedestrians and cyclists and is not only designed for vehicles. The Council aims to meet this objective through the implementation of programs such as Healthy Streets, Corridors and Networks, Legible London, and Better Streets.

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<sup>33</sup> [TfL Borough Profile: Hounslow](#)

<sup>34</sup> Source: TfL Playbook Traffic Monitoring, snapshot taken on 4<sup>th</sup> June 2018.

<sup>35</sup> [Draft LIP 2018](#)

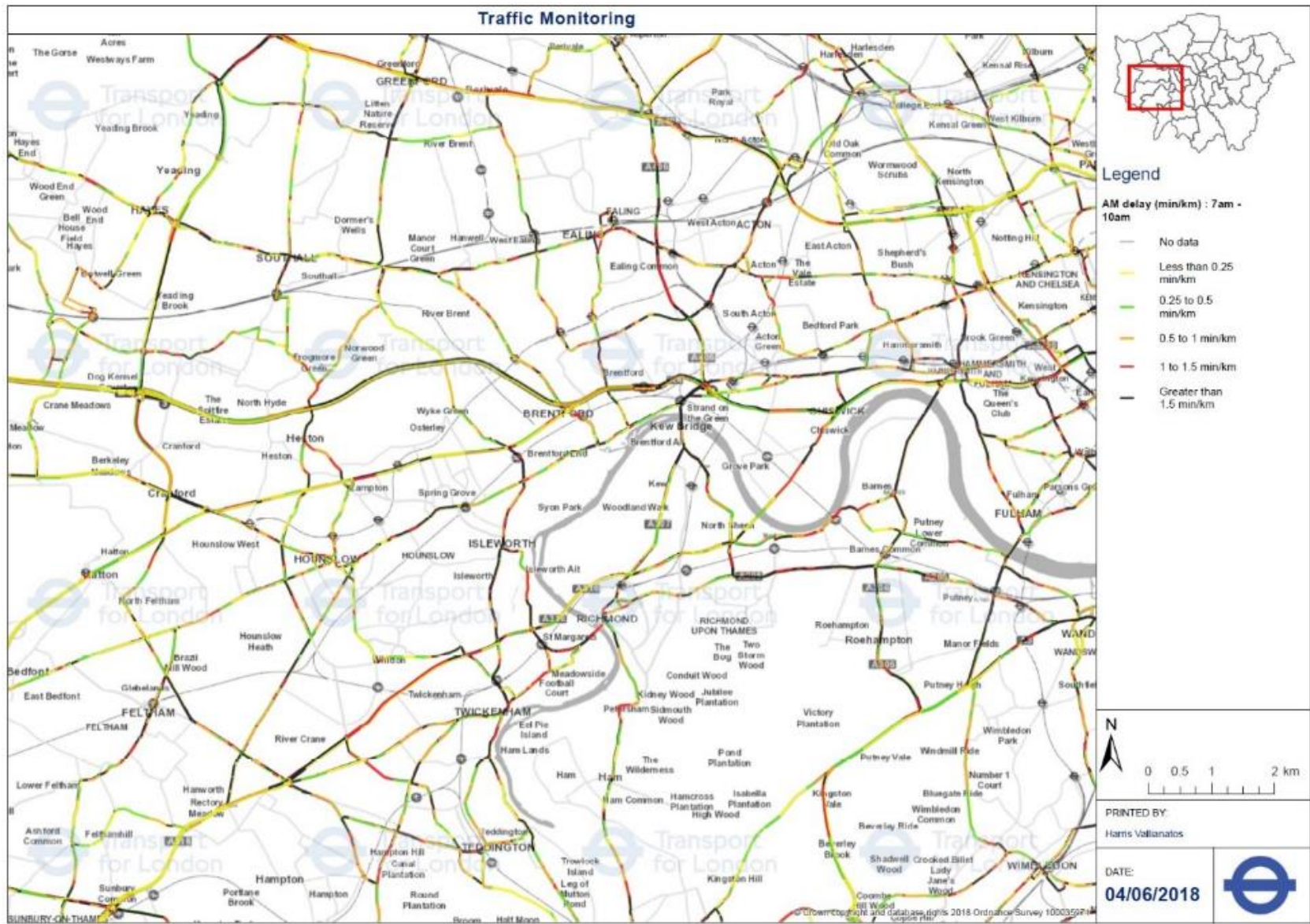


Figure 11: Morning peak predicted congestion levels in Hounslow (Source: TfL Playbook Traffic Monitoring, 2018). TfL data This figure displays a color-coded map of the traffic conditions expected for the chosen time. Data sources include a blend of live and predictive (typical) information.

## **Future Growth**

The Corridors and Networks Programme aims to complete road improvements projects that are ongoing from the Network 2020 Programme and tie recent projects together to improve network cohesion and wayfinding. For the first two years of the Programme, this will look to complete the planned projects in Staines Road, Bath Road and Hounslow Road Hanworth. In addition, the Programme will develop and implement a priority cycle route network that links Hounslow's town centres with neighbouring authority centres and other trip ends such as business parks and transport hubs.

The proposed delivery plan also sets out allocations for:

- Delivering a programme of targeted road safety engineering, and completing the Borough wide 20mph programme for all residential roads and links with high pedestrian footfall
- Provide funding for the Council's Road Safety Education, Training and Publicity and sustainable transport promotion/travel demand management activity. This includes activities such as drink driving campaigns, adult and child cycle training and school travel planning. It also funds partnership projects with Public Health to promote active travel.
- Funding to progress strategic transport schemes in the Borough's two opportunity areas and to support step free access schemes at rail stations on the Hounslow Loop.
- Funding for Council's parking management programme and to better support charging facilities for Electric Vehicles.
- The continuation of the Council's street improvement fund which seeks nominations for projects to improve pedestrian accessibility, cycle facilities or public realm generally from elected members with an aim to implement one scheme per ward each year
- An ongoing contribution towards improvements in Feltham associated with the Major Scheme and Liveable Neighbourhood projects, with a specific focus on progressing the successful Chiswick South application and submission of a revised application for Feltham.

As the Borough grows, additional pressure will be placed upon existing road infrastructure especially in the two local plan review areas, WoB and GWC. To mitigate this, the Council is working to improve the existing road network in the longer term to relieve traffic hotspots. The LIP identifies several junctions in the west that are proposed for optimisation, each at various stages of feasibility study, funding and approval. These projects include, but are not limited to:

<b>Location</b>	<b>Works</b>	<b>Cost (£m)</b>
Clockhouse Roundabout grade separation, Heathrow sustainable access enhancement (southern road tunnel)	Roundabout grade separation	30
Bedfont Lane, Chertsey Road/Ashford Road.	Roundabout/additional filter lanes	1

Bedfont Lane/A315	Roundabout/additional filter lanes	1
A312/A315/A244 triangle	Junction Optimisation	2
A312/Cranford High Street	Junction Optimisation	2
A3063 optimisation (Wellington Road orbital route)	Junction Optimisation	3
A312/A314 Junction optimisation	Junction Optimisation	TBC
Jolly Waggoners Roundabout	Grade separation	25

Table 26: Proposed Road Improvements to the WoB Area

In addition to this there are many cycling, pedestrian, public transport and public realm improvements proposed to improve connectivity networks in the west, an updated list of which can be found on the Council’s website, Traffic and Transport live projects<sup>36</sup>. The LIP also includes details of the proposed cycle network and a severance reduction programme to improve pedestrian and cycle links.

While there are road improvements ongoing and projected in the east of the Borough, to relieve traffic congestion in the GWC area the Council is looking to modal-shift initiatives that incentivise the use of public transport and promote active travel. In addition to strategic interventions such as the Southall-Brentford rail link, West London Orbital and Heathrow Southern Rail Access these could include a Workplace Parking Levy, expansive cycling networks, and improvements to pedestrian networks and crossings<sup>37</sup>. Should the Southern Rail Access not proceed along the Council’s preferred route with a station in Bedfont then new and revised bus services will be required.

The Council has commissioned two strategic transport studies, one in the WoB area and one in the GWC area. The report analysed the existing capacity of the transport network in each area and set out how the network needs to be improved to take into account the increase in transport demand which will occur with an increase in employment and population growth.

## 8.2.4 Public Transport Infrastructure

The borough’s public transport network consists of bus services, TfL Underground and Overground services (Piccadilly, District and Overground lines) and national rail services. The DfT, Network Rail and South Western Railways are responsible for the rail services operating on the Hounslow Loop and Windsor Lines (connecting Feltham, Hounslow, Brentford and Chiswick to Waterloo).

### **Current Provision**

The Borough has varying degrees of public transport accessibility, with town centres being well served by bus and rail networks, while other areas rely on only bus services. The Public Transport Accessibility Level (PTAL) of the Borough as illustrated in Figure 12, shows that

<sup>36</sup> [Hounslow Live Traffic Projects](#)

<sup>37</sup> MTFS September 2017

Hounslow Town Centre has the highest PTAL level in the Borough at 6a, while Chiswick has a PTAL level of 5 and Feltham and Hatton Cross have a PTAL level of 3 and 4<sup>38</sup>. The remainder of the borough has moderate or poor PTAL ratings.

In the West of Borough area Feltham Station provides regular train services to London Waterloo, as well as westbound services to Reading, Chertsey and Windsor. Currently, there is no train service to Heathrow Airport on this line; however, the airport acts as a hub for local bus services. The Council has been working to promote and further the Southern Rail Access to Heathrow routed through the borough with a station at Bedfont. London Underground connections are limited to the northwest of the area, with Piccadilly line stations located at Heathrow Airport and Hatton Cross Station in North Feltham (just outside the borough boundary).

Regular bus services run along the areas major roads and link the West of Borough with Heathrow Airport and surrounding neighbourhoods including Hounslow Town Centre. However, outside of these routes many residential areas in the West of Borough area are poorly serviced by public transport. The Council is working with TfL to improve bus services across the west area.

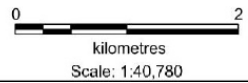
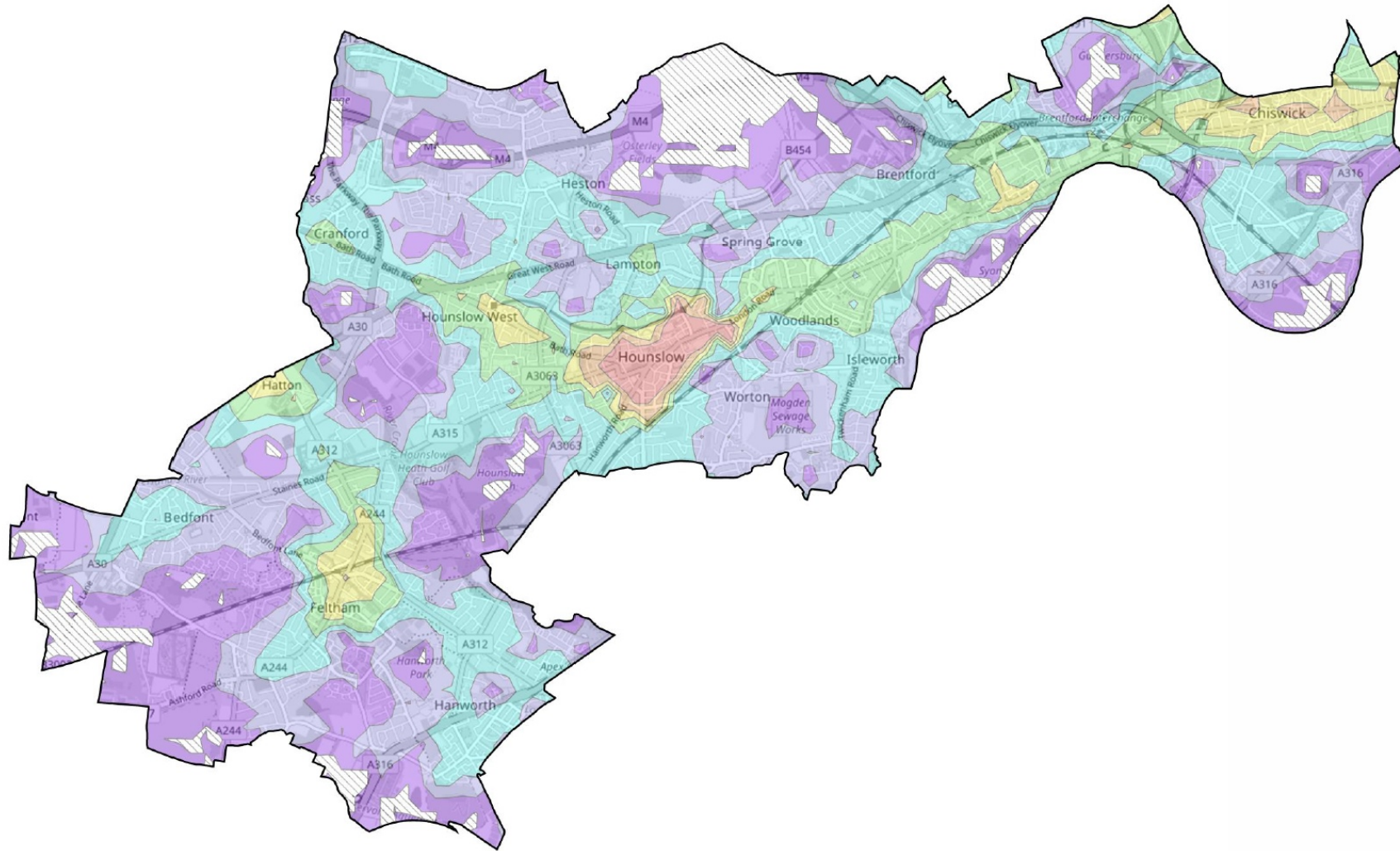
In the east of the Borough and the Great West Corridor, the area is served by national rail services at Chiswick, Isleworth, Syon Lane, Brentford, and Kew Bridge Stations. Rail services are focused on providing access to central London, therefore there is a lack of orbital connectivity, particularly to the north. There are several London Underground stations that are in or border the east of the Borough including Turnham Green, Chiswick Park, South Ealing, Northfields, Boston Manor, Osterley, and the Gunnersbury Underground and Overground station.

The Council is working with key partners to improve access and ease congestion at rail and Underground stations across the Borough, including Feltham, Syon Lane, Kew Bridge, Isleworth, Gunnersbury, Chiswick, and Hounslow. The Council has focused on provision of such facilities on the Hounslow Loop stations as the density of development has been higher around these and therefore need more acute. The Council is working towards achieving a fully accessible Hounslow Loop by 2040.

Regular buses run through or parallel to the Great West Corridor, with bus routes such as the E8 and 235 traveling into Hounslow from Brentford, the 237 running from Shepherd's Bush to Hounslow Heath, and the N9 providing night service from Aldwych to Heathrow Terminal 1,2,3, & 5 via Brentford High Street. The H91 is the only bus running along the length of Great West Road. There are several north/south routes that cut across the Great West Corridor, including the number 65 along Ealing Road and the E2 from Ealing to Brentford Lock and Commerce Road via Half Acre/Windmill Road.

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<sup>38</sup> [TfL Hounslow PTAL](#)



© 2014 OpenStreetMap contributors, CC-BY-SA

Figure 12: PTAL Levels in the Borough – TfL, 2014

## **Future Growth**

In addition to the major public transport projects proposed to enhance the transport networks in the two Opportunity Areas, the Council is working with TfL to improve the provision and service of bus services across the Borough. Increasing the provision of buses in Outer London Boroughs is an objective of the Mayor's Transport Strategy (2018)<sup>39</sup> which suggests that a reallocation of bus services from Inner London to Outer London will be planned as rail and active modes of travel are improved in Inner London, reducing bus ridership. The improvement of orbital bus routes across the borough is a key priority in the LIP.

### **8.2.5 Active Travel**

The Local Plan and Local Plan Reviews outline the Council's commitment to providing sustainable transport options across the Borough. The delivery of safe and legible cycle lanes and supporting cycle infrastructure is a key component of Policy EC2 in the Local Plan, and the Transport and Connectivity policies in the Local Plan Reviews. Outcome 1 of the Mayor's Transport Strategy (2018)<sup>40</sup> sets out the Mayor's objective of making London a city where people choose active modes of travel such as walking and cycling more often. The LIP highlights the Council's commitment to creating a high-quality network of cycle lanes - the 'Hounslow Priority Cycle Network' - that will help encourage people to leave the car behind for local trips. The LIP also outlines the Council's commitment to Health Streets by improving walking networks and paths such as the Thames Path and promoting sustainable travel to schools, businesses and communities through road safety initiatives<sup>41</sup>.

### **Current Provision**

There are many areas across the borough where cycling infrastructure is provided, and this includes off carriageway cycle lanes along the A4 Great West Road, a dedicated lane along Brentford High Street and London Road, and new segregated facilities on Boston Manor Road in the east. In the west of the Borough there are segregated cycle lanes on part of the A314 Hanworth Road, A30 Great South West Road, the A315 Staines Road west of the Clockhouse Roundabout and east of Hounslow Heath, and along the Parkway in Cranford., Although there are many cycle lanes throughout the borough, many are disjointed and need improvement.

In addition to these routes, there are Cycleways and Greenways within the borough using parks, such as Hounslow Heath, Bedfont Lakes Country Park, and Crane Park. On and off-street cycle parking facilities have been implemented across the borough, along with free cycle training in schools and for adults.

Pedestrian accessibility across the Borough is varied, with many off-street paths providing pedestrians with green routes through their neighbourhoods. While there are many routes that are enjoyable for pedestrians, there are many roads that are hostile towards pedestrians, and restrict direct walking routes due to cluttered streets and poor crossings.

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<sup>39</sup> [Mayor's Transportation Strategy 2018](#)

<sup>40</sup> [Mayor's Transportation Strategy 2018](#)

<sup>41</sup> [LIP Three](#)

## Future Growth

The Council has several cycling schemes underway to improve and expand existing cycle lanes. TfL's Strategic Cycling Analysis Report (SCA) demonstrated that there was considerable potential for improving cycle infrastructure in the Borough in order to increase the number of people cycling. TfL have committed to working closely with the Council to develop proposals for improved cycle infrastructure including new connections and extensions to existing routes.

TfL has recently completed consultations on the design and delivery of phase 1 of Cycleway 9 (C9) (Chiswick to Hounslow), and throughout this process the Council has, and will continue to, advocate for a design that is most beneficial to borough residents. Construction is expected to begin early in 2020. The LIP sets out the Council's ambition for a Priority Cycle Network linking the major centres within the borough and connecting to those outside the borough such as Ealing, Southall, Twickenham and Richmond. This includes widening rail bridges on some of these routes.

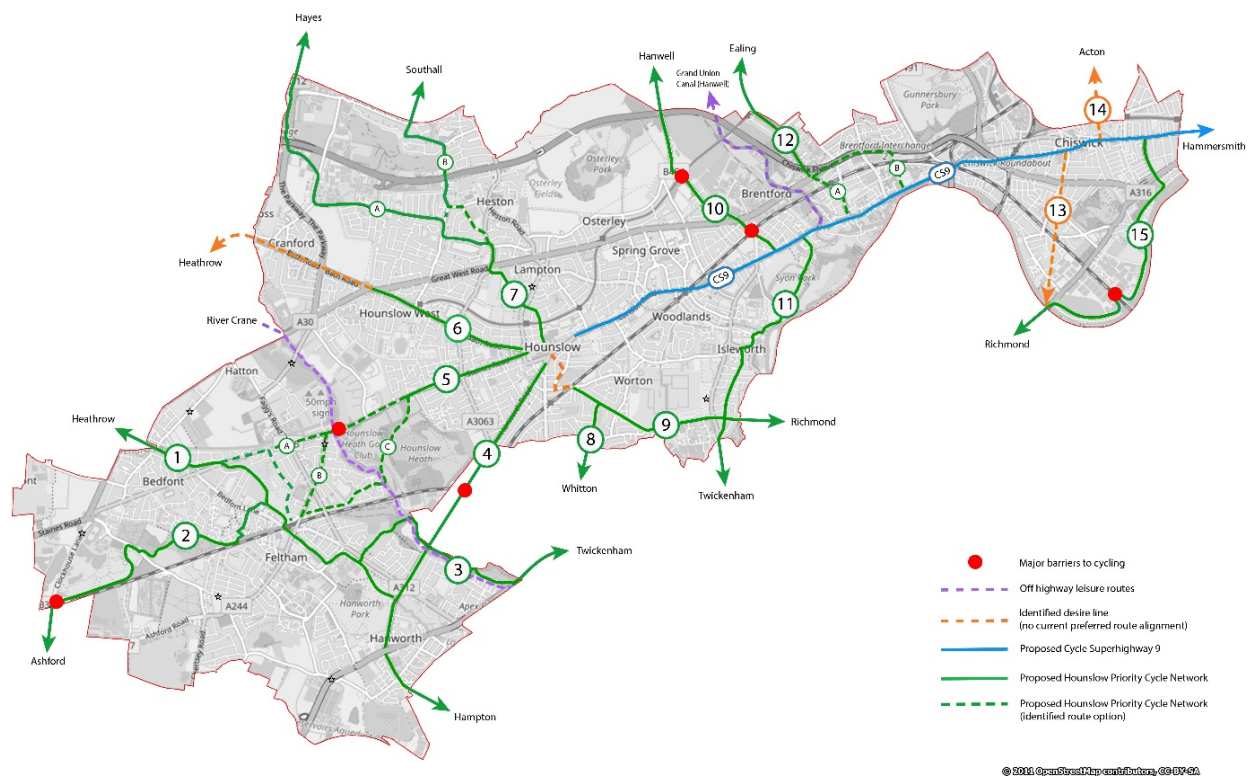


Figure 12: Potential cycle routes in the borough

Cycle routes that are proposed to be developed and/or delivered in the next plan period include:

### *Feltham to Heathrow T4/ Feltham to Twickenham (using the Longford and Crane valleys)*

A route approximately following the Longford River from Feltham could create a direct link into Heathrow Terminal 4. The majority of the route could be off-highway, greenway facilities already exist through Feltham Arenas and south of Feltham High Street, linking these together

and extending the route north of Staines Road would create a 2.5km connection into one of the borough's primary employers. It would require working with Heathrow and TfL as access to T4 is made difficult by the Great South West Road. The environment immediately surrounding T4 is also hostile for cyclists.

#### *Feltham to Ashford*

A very flat, primarily traffic-free link off route 5 would connect to Ashford town centre in neighbouring Surrey. The route would make use of existing greenways through Bedfont lakes. Challenges include creating a link through 'The Pits' and navigating cyclists across Clockhouse Lane.

#### *Hanworth Air Park to Twickenham via River Crane*

This route primarily uses existing shared use paths and greenways, starting in Hanworth Park and on to greenway facilities along the River Crane. Currently, the key barrier is crossing the A312 where a pedestrian and cycle crossing could be introduced to complete the off-highway route towards Twickenham.

#### *Hounslow to Hanworth/Hampton*

Linking Hounslow town centre to Hanworth and on to Hampton would provide a useful orbital link and take advantage of recently introduced segregated cycle facilities along the A314 in Hanworth. A key challenge in delivering this would be navigating cyclists over the A312 (a TfL road) and managing road space allocation on Hanworth Road. Sections in LB Richmond, notably the rail bridge over the Windsor Lines, also represent significant challenges to a completely segregated route.

#### *Hounslow to Feltham town centre*

A cycle route from Hounslow to Feltham town centre would connect two major town centres and could serve as a western extension of C9. Sections of Staines Road already have well-lit and fully segregated cycle facilities. Options for the connection to Feltham off the Staines Road include a direct link on Hounslow Road (B), through Hounslow Heath connecting through Sparrow Farm (C), or heading further west along the A315 and connecting through the Feltham Arena (A). Road narrowing at the Baber Bridge remains a key challenge.

#### *Hounslow to Heathrow via Bath Road*

The link between Hounslow and Heathrow via Bath Road is highlighted as being in the 20% of potential cycle connections in London<sup>42</sup>. Works to improve cycling facilities on the Bath Road between Hounslow and the A4 are already planned and continuing this across the A4 would be a well-used cycle route connecting key town centre to a primary employer.

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<sup>42</sup> TfL (2017), Strategic Analysis of Cycling Potential, <http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf>

### *Hounslow to Southall and Hayes (routes A & B)*

Starting at Hounslow town centre, this route comprises of a combined southern section and splits into routes A and B towards Hayes and Southall respectively. Initially passing through Lampton Park and crossing the A4, route A heads west through Cranford on residential roads. It continues using segregated facilities adjacent to junction 3 of the M4 and alongside the A312 towards Hayes. The total route is approximately 7.5km in length.

Route B connects Hounslow to Southall, a route currently only served by the 120 bus route. A cycle route here would enable a quicker and more reliable alternative to the bus. As with route A, this route would make use of existing cycle links through Lampton Park and then head north on 20mph zones along Westbrook Road. The main challenge for delivery, as with other cycle routes in this plan, is crossing the A4 at Sutton Lane, a complex and busy junction. Heavily parked residential roads and busy secondary distributors such as New Heston Road also represent challenges.

### *Hounslow to Whitton quietway*

Hounslow and Whitton town centres are only 3.5km apart, a journey that could easily be made by bike, particularly given that high levels of traffic congestion often affect bus journey times. The cycleway route would run along Central Avenue, following the alignment of route 9, and then head south towards Whitton High Street.

### *Hounslow to Richmond*

This route would connect Hounslow and Richmond town centres via predominantly quiet back streets and off carriageway facilities along Central Avenue and Glen Walk. The total length of the route is expected to be 5.5km, with 3km within the London Borough of Hounslow. The westernmost section of this route is not yet defined.

### *Syon Lane to Ealing*

This route would connect the future C9 to Ealing via Osterley on primarily off road or cycleway level provision, running parallel to Syon Lane. The route would run through the western extent of the Great West Corridor and continue northward towards Ealing. A key challenge exists in adapting and/or rebuilding the Quaker Lane footbridge over the Piccadilly Line to make it suitable for cyclists.

### *Twickenham to C9*

A link between Twickenham Station and C9 would connect a major town centre in the neighbouring borough of Richmond upon Thames to C9. The main challenge for delivering this route is navigating cyclists across the A316 at Cole Park Road in Richmond, though the nearby London Road roundabout is under review by TfL and there is potential to introduce a linked crossing for cyclists along the alignment.

### *Boston Manor Road extension to C9*

In 2018, a kilometre of segregated cycle track along Boston Manor Road was completed and this will be extended to meet the A4 in 2020. This presents a further opportunity to connect Brentford High Street and C9 to Ealing, a connection identified as being in the top 20% of potential cycle connections in London<sup>43</sup>. There are several possible alignments that will be investigated for example the use of Boston Manor Road (route A), Windmill Rd or Clayponds Lane/Ave (route B), where there is an existing shared use bridge that crosses the rail line. Addressing A4 severance will be a key factor in the success of this route and improved surface crossings for pedestrians and cyclists will be a key requirement.

### *Chiswick Bridge to C9 via Grove Park link*

This connection is not yet defined as a specific route; however, it is identified as a key desire line linking cyclists from Twickenham across Chiswick Bridge, through Grove Park along cycleway level provision and towards C9 along Sutton Court Road.

### *Chiswick C9 to Acton*

Chiswick is a major town centre with a vibrant night time economy and a varied retail offering. It also has good rail connections to central London with a mainline station and tube stations on the Piccadilly and District lines. To the north, 10-minute cycle ride away are Acton and the suburbs of Shepherds Bush, well within Chiswick's catchment. Existing modal filters already give cyclists more convenient and direct routes between Chiswick and Acton on quiet residential roads. The area has a good propensity for cycling with people largely falling into the market segment groups of urban living and high earning professionals. There is scope to make an attractive route, potentially using Fisher's Lane, though several options exist.

### *Chiswick Bridge to C9 via Dukes Meadows*

The Thames Path is an attractive leisure route that serves as a parallel, off highway link up to C9 from Twickenham. Chiswick Bridge is shared use and if the signals at the A316 junction with Dan Mason Drive were converted to a pedestrian and cycle crossing, a coherent route along the Thames would connect cyclists up to Chiswick Mall through Dukes Meadows. Options exist for crossing the A4 via shared use subways and cycleway options through 20mph roads south of Chiswick High Road would allow the route to link up to C9.

In addition to cycling improvements, the Council is focusing on making walking a more attractive transport option through pedestrian safety improvements and public realm enhancements. This is a key feature of the LIP as set out in Outcomes 1 & 2.

The Council is adopting a Healthy Streets approach to increase active travel and promote health and wellbeing in the public realm. The LIP embraces Healthy Streets principles by

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<sup>43</sup> TfL (2017), Strategic Analysis of Cycling Potential, <http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf>

focussing on creating streets that are pleasant, safe and attractive whilst also reducing the volume of motorised traffic. The ten indicators of Healthy Streets are shown in Figure 14.

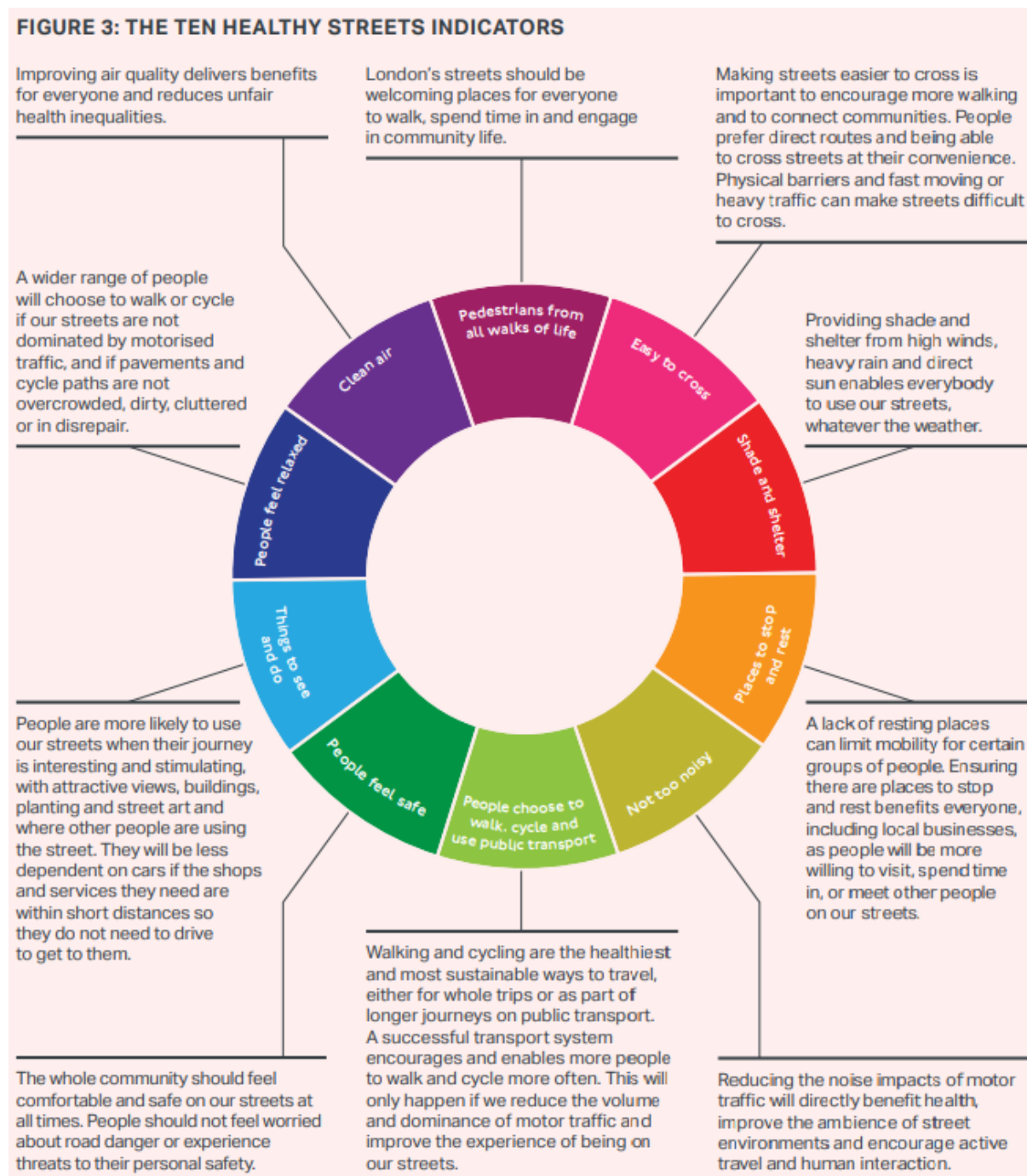


Figure 14: The Ten Healthy Streets Indicators. Source: MTS 2018, Lucy Saunders

## Cost and Funding

### All Areas of Transport

Funding for active travel improvements is obtained from a variety of sources. These could include TfL, DfT and SWR grants, s106 agreements and CIL funding. Appendix A has detailed information on predicted active travel project costs.

Implementation of the projects identified in the LIP will require significant investment. Funding sources identified include the GLA/TfL, capital and revenue funding from the Council and planning obligations through s106 and CIL funding, the Heathrow Public Transport Levy and Business Rates. Capital Program funding for transport predicts a total spend of £23.3 million in 2018-2022<sup>44</sup>. The implementation of a Workplace Parking Levy (WPL) could also provide a significant contribution to major transport infrastructure in an area in which it is implemented. The stable income provided by such a levy would enable prudential borrowing over the long-term, enabling the capital costs of large schemes to be funded and potentially providing additional revenue for supporting projects such as electric vehicle charging infrastructure.

The Council is working with key stakeholders including TfL, Network Rail, and land holders to identify the funding needed to deliver the major transport infrastructure projects needed in the Borough. The Council continues to maintain close relationships with these stakeholders in recognition of their importance not only in identifying the need and developing the case for new infrastructure but also the vital role partners have in helping to deliver these projects. The Council has committed to carrying out feasibility studies through the Governance for Railway Investment Projects (GRIP) studies to determine the feasibility of the major transport infrastructure projects across the Borough, including:

- Heathrow Southern Rail Access - £1 billion for line, inclusive of the station
- Brentford-Southall Crossrail Link and Golden Mile Station - £100 million plus operating costs
- West London Orbital and Lionel Road Station – £400 million

## **8.3 Energy**

### **8.3.1 Overview**

At present, Hounslow residents and businesses benefit from a near uninterrupted energy supply, however it is anticipated that future developments and growth will put a strain on the energy network if demand outpaces supply.

As outlined in section 3.5, the Council has declared a climate emergency and will be producing an actionable strategy that will aim to deliver net carbon zero in the shortest available time frame. In order to achieve this target, the Council and its partners will need to deliver strict building and retrofitting requirements to improve building energy ratings, improved technology, reduced consumption and a decentralized energy network to introduce low carbon alternatives into the energy supply. These distributed energy sources help ensure that Hounslow is keeping up with the growing demand for energy in a manner that is sustainable and cost efficient.

#### ***Current Provision***

Hounslow's electricity is transmitted by the National Grid, distributed by UK Power Networks, and falls within Zone 14 London of the National Electricity Transmission System (NETS). Hounslow's electricity transmission infrastructure is supplied through three 275kV cables, with

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<sup>44</sup> [MTFS 2018](#)

the exception of the London feeder lines operating at 400kV<sup>45</sup>. Electricity is provided via overhead lines and subsurface cables. There are two substations located outside of the Borough, Ealing and Laleham, however there are no substations located within Hounslow (see Figure 15)<sup>46</sup>.

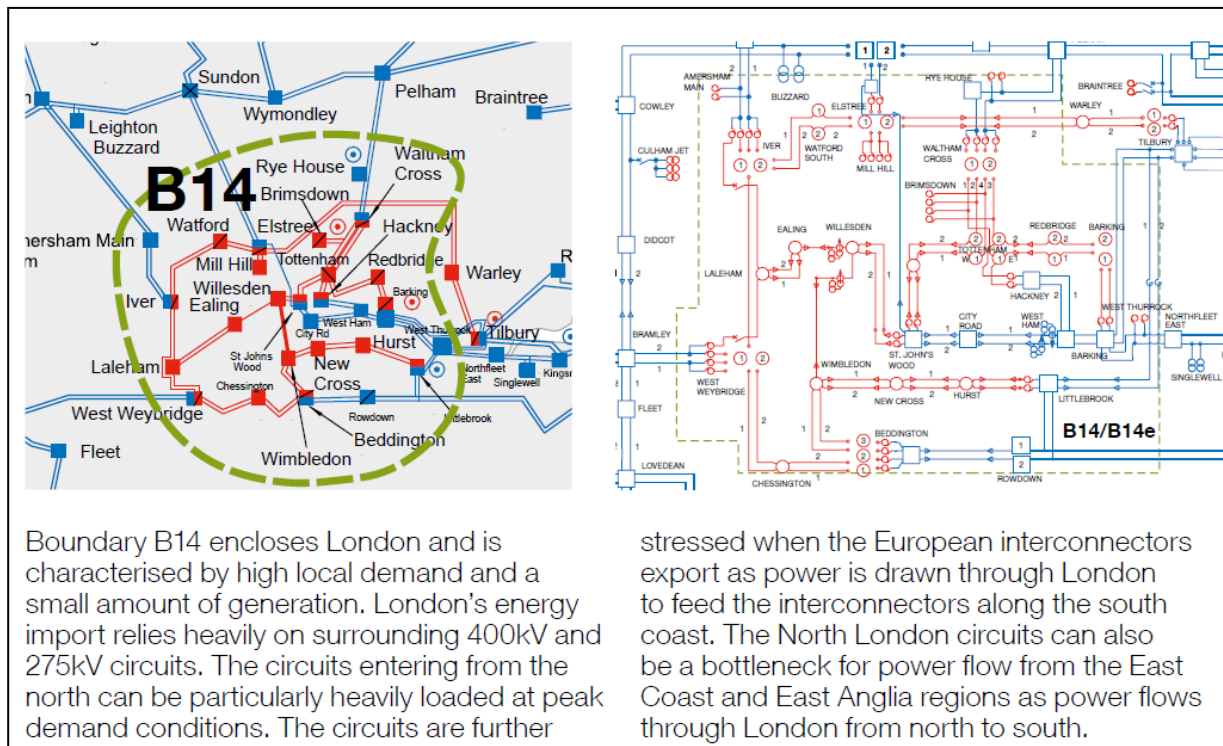


Figure 13: Regional Energy Network

### 8.3.2 Energy & Low Carbon Infrastructure

#### Current Provision

The World Energy Trilemma (energy security, energy equity, and environmental sustainability) is the driving force behind the reduction of energy consumption, cost and CO<sub>2</sub> Emissions. consuming less energy can be achieved through efficient building design and operation however this requires changes to the building fabric and potentially the infrastructure in the local area. Existing buildings in the Borough have a varied range of efficiencies, depending on the policies and regulations in place at the time the respective building was planned and constructed.

Corporately, the Council has identified three key pillars in driving forward energy efficiency improvements that will deliver a carbon reduction from across the Council's corporate estate and the Borough. These pillars frame the Council's approach, and across each of them the Council sets out a programme of new policy by which climate change and the associated costs can be mitigated:

<sup>45</sup> [GLA Data - UK Power Networks](#)

<sup>46</sup> [National Grid 10 Year Statement](#)

- Energy Management: Measuring, Monitoring, and Targeting
- Improving Procurement: Affordable Energy Buying via Development of a new London Energy Framework
- Delivering Affordable & Renewable Energy via Investments in Energy Efficiency Projects

### **8.3.3 Energy Management: Measuring, Monitoring and Targeting**

The Infrastructure and Projects Authority, in the National Infrastructure Delivery Plan (2016-2021)<sup>47</sup> have referenced the roll-out of smart meters as playing a pivotal role in the ability to monitor, measure and manage energy consumption - further enabling the attainment of energy grid polarity by means of utilising profile data to identify usage throughout the course of a given period. Energy companies have installed over 1.6 million smart meters in premises across Britain. The goal of the smart meter programme is to ultimately replace over 53 million gas and electricity meters by 2020, involving visits to over 30 million homes and small businesses.

Hounslow is actively interested in the roll out of smart metering to help residents reduce their utility costs and contribute to the reduction of the boroughs carbon footprint as well as their own. In the first instance, the Council is keen to partner with energy suppliers or delivery agencies to:

- Engage with and support borough residents particularly those in vulnerable circumstances or with pre-payment metering by promoting the take up of smart meters so that they are able to control their energy use and identifying best value tariffs; and
- Develop a borough wide plan for deployment of smart meters in all residential properties.

For **corporate buildings**, the use of a robust energy management system provides the means of monitoring the energy profile of Council operated buildings. Monitoring allows the Council to measure the performance of its operational assets, develop a clear picture of energy consumption and make informed decisions regarding the best actions to be taken to mitigate the effects of climate change and in turn reduce the associated operational costs. The Council has set a target for installation of smart metering in all operational Corporate assets. This provides the Council with a granular level of utility profile data to utilise for the multi-faceted purposes of the energy management system.

### **8.3.4 Improving Procurement: Affordable Energy Buying via Development of a new London Energy Framework**

In order to achieve a reduction in the Council's corporate carbon footprint, energy management data has a significant role to play with respect to smart energy buying. By measuring the consumption of respective utilities, the Council is able to ascertain the volumes of energy (i.e. electricity, natural gas, and water) in its operational buildings and for the landlord

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<sup>47</sup> [National Infrastructure Delivery Plan](#)

supplies across the HRA managed stock (Council owned social housing), and to aggregate these volumes, thus enabling access to the wholesale market and achieving significant purchasing power through economies of scale.

To address the corporate utility consumption, the Council believes that energy procurement and the use of energy procurement and Energy Supply Framework Services should be adopted via a Pan-London 'Once for all' approach that offers efficient use of authorities' resources.

Combined buying power (estimated £600m p.a., 64,000 supply points) is sufficiently attractive to generate market interest to gain smoother route to market and achieve contained costs (VfM) and an improvement to the overall level, capacity and consistency of services delivered.

Hounslow is an active participant in the development of a new London Energy Project (LEP) which better meets London's multi-site authorities' common business requirements. The London Energy Project operates as a leading centre of expertise for public sector energy procurement and carbon reporting. It is a unique collaboration of 40 public authorities from London and the English regions, London Fire Brigade, Metropolitan Police and NHS LPP Member Trusts and is specifically designed to meet Public Sector business requirements<sup>48</sup>.

### **8.3.5 Delivering Affordable & Renewable Energy via Investments in Energy Efficiency Projects**

With regards to the Council's corporate estate, we are able to utilise energy management data further fortifies Council's ability to target those buildings which are 'worst performing' and implement Energy Conservation Measures (ECMs) to improve efficiency - thereby reducing consumption, cost and CO<sub>2</sub> emissions. The primary means of surveying and commissioning of subsequent works is the GLA RE: FIT Framework. This has been procured by way of an OJEU compliant tendering process whereby the successful Energy Saving Company (ESCO) is selected as the primary contractor for works associated with the RE: FIT Programme.

To date, the RE: FIT Programme has enabled the Council to install ECMs in the worst performing/highest consuming operational assets – including the installation of a 1.73MW solar PV array with commercial battery storage at Western International Market – which has served to reduce consumption, cost and CO<sub>2</sub> emissions across Council's portfolio.

A further driving force behind retrofitting ECMs in Council's current assets is the 'Minimum Energy Efficiency Standards (MEES)' legislation. This came into force from April 2018 and states that all non-domestic buildings which are to be sold or leased must have a valid Energy Performance Certificate (EPC) with a rating of E or above prior to sale or lease of the property taking place.

The Council is currently in the process of delivering a 5-year rolling programme to ensure that the required EPCs have been carried out. As 'landlord' the Council can make upgrades to the respective buildings, however the available funding streams detailed above have repayment arrangements which are linked to the financial savings achieved via the respective works and the tenants are responsible for payment of utilities.

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<sup>48</sup> [London Energy Project](#)

This exercise will reduce demand on the existing energy infrastructure by way of improving the efficiency of buildings boroughwide as reduced consumption leads to lower demand on the grid. Furthermore, buildings with greater energy efficiency are less costly to run and the subsequent reduction in CO<sub>2</sub> emissions benefits the Borough as this has a direct impact on the overall carbon footprint.

80% of the building stock in use in 2050 is already built. Landlords are being encouraged and legislated upon to improve their properties and subsequently reduce the carbon emissions from the housing stock, ensuring that they play an important part in the fight against climate change and helping to alleviate fuel poverty. The Home Energy Conservation Act 1995 (HECA) recognises local authorities' ability to use their position to drive low carbon refurbishment of all types of residential accommodation (such as owner -occupied, private rented and social housing). Hounslow's HECA Progress Report March 2017<sup>49</sup> demonstrates the energy conservation measures it has adopted to improve the energy efficiency of homes in the Borough.

### **Future Growth**

The transition to a low-carbon and resource-efficient economy can be further fortified by ensuring that next-generation technologies are used. New techniques for saving energy, new and more efficient means of energy generation and storage, and new ways to finance clean technologies will ultimately be the driving force behind our low carbon economy.

Examples include smart, flexible and clean energy technologies (e.g. battery storage – demand-side response DSR). There is also potential for a combination of electric vehicles and smart grids. For example, the roll-out of electric vehicles may require important changes to the way our electricity grid works, including physical upgrades to the infrastructure and new frameworks for charging customers as they either discharge stored electricity into the grid peak times, or draw from it at others. Introduction of electric vehicles will be an essential part of the future energy system that can improve air quality and decarbonise the Borough's energy infrastructure.

#### **Corporate assets (operational buildings, schools, etc):**

Further potential RE: FIT works are on the horizon, with the Authority bringing the Borough's libraries back under Council's Corporate remit. This along with other identified buildings offer an opportunity to survey, identify and retrofit ECMs, which will provide further reductions to consumption, cost and CO<sub>2</sub> emissions. The energy contracts in place for the respective utility supplies will be brought on to Council's Corporate purchasing contracts, which will provide reduction to operational costs.

#### **London Schools RE: FIT – greenest schools in UK**

The RE: FIT Schools (London) Programme is a collaborative energy efficiency improvement framework co-owned by Local Partnerships and the Mayor of London which targets,

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<sup>49</sup> [HECA Progress Report March 2017](#)

maintained schools, faith schools, eligible academy trusts and independent school charitable trusts.

The programme is targeting to improve the energy efficiency of at least 200 of London's schools by 2020 whilst also improving the environment for pupils and staff. The main energy conservation measures ECMs are LED lighting and Solar PV with additional smaller ECMs being considered for review prior to production of the business case.

Hounslow is already setting carbon targets for its own estate and, to date, has made good progress demonstrating ambitious action towards the reduction of costs and subsequent carbon emissions by being the first to initiate the RE: FIT schools programme by targeting at least 72 of their schools, which account for 70% of our current CO2 emissions.

Council's ambitions reflect the key role in cutting the emissions and in providing leadership across London and the rest of the country. The programmed target set is to achieve at least 25 - 30% CO2 reduction in all schools against a 2016/17 baseline. This ties in nicely with the government's published green paper '*Building our Industrial Strategy*', which highlights affordable energy and clean growth as a priority for the UK and *the Clean Growth Strategy*, which sets a voluntary emissions reduction target for the wider public and higher education.

The savings achieved to date and then targeted across the remaining schools Hounslow will account for CO2 savings of 3,320 (tonnes) pa which is a 25.2% saving across the Borough's complete schools' portfolio and a 18% reduction across the total Borough carbon footprint.

This programme to date is providing £220,576 of financial savings pa to the schools with £882,306 targeted across all schools within Hounslow and £2,450,849 across the programmes target of 200 schools in London by 2020. This is providing significant operational cost savings enabling investment in front line education.

This project has recently won the coveted Energy UK Sustainable Energy Awards 2018 and was nominated as a top 4 Energy Institute Community Initiative Award 2018.

### Green Energy Schools Programme

Due to the recent cut of the Feed in Tariff 31<sup>st</sup> March 2019, another cost-effective method of continuing to install Solar PV on school roofs has been identified through a Hounslow lead PPA scheme which will deliver significant energy savings and carbon reductions to the schools within the borough, but also help generate an income stream.

Taking a level of 4MWp for suitable roof spaces and an average yield of 950kWh/kWpa a total Generation of 3.8MWh could be achieved. In effect every school would pay 30% less for the total energy required on site which would come off the bill of the current energy supplier. 3.8MWh of energy created would be the equivalent to nearly 2,000 metric tonnes of CO2 saved every year.

### Solar Farm Potential (Eastern Perimeter 3MW) – (Western International Market 9.4MW)

There are future solar farm identification & development opportunities to facilitate a transition to a low-carbon and resource-efficient economy. Local authorities have a tremendous

advantage when it comes to considering onsite renewables, for example access to low or zero interest finance and utilising land within Council ownership.

The Council is currently exploring the potential use of land for the development of Solar Farms, which could provide a source of safe, locally produced renewable energy for many years after construction. Solar is now cheaper than offshore wind, and analysis shows it will be the cheapest low-carbon technology before 2020. This opportunity has been enhanced due to, *'the European Commission announcement to end EU anti-subsidy measures on solar PV cells and modules'*. Therefore, capital costs will be significantly reduced, and enhances the business case for any scheme to be developed and implemented. For every 5MW installed, a solar farm will power 1,515 homes for a year and save 2,150 tonnes of carbon dioxide.

### Housing projects

Hounslow aims to deliver a wide range of domestic energy saving and carbon reduction schemes across the social housing properties that it owns and manages.

The Council emerging Housing Strategy includes proposals for delivering new homes and providing excellent housing services for Hounslow residents over the next four years. The Council's vision is underpinned by five objectives, one of which is 'To create a cleaner, safer and greener living environment'. Amongst other proposals, this would see the Council commit to completing all building and upgrade programmes to the highest standards of thermal efficiency.

The Council owns and manages 16,500 homes (including leasehold properties) and aims to ensure these are safe, warm and energy efficient. Planned investment across the managed social housing stock that will improve energy saving/carbon reduction includes:

- replacing old inefficient gas boilers and faulty radiators as well as upgrading heating controls;
- upgrading district heating systems and water risers / infrastructure in blocks to improve the efficiency of heating systems;
- window upgrades targeting single glazed and end of life double glazed units;
- insulation of any remaining loft or roof voids;
- external wall insulation improvements to solid walled properties;
- modernising or upgrading the lifts across Council blocks.

The Council has an obligation to undertake works to their existing stock that aim to significantly improving their energy efficiency and helping to reduce space heating costs for residents. It is not possible to reliably measure improvement in energy efficiency or societal impacts of energy efficient improvements across the social housing stock. Theoretical savings from energy efficiency measures are possible – but the Council does not have access to energy consumption data and full household attribute data from properties. Once developed, the Council's Social Housing Asset Management Strategy will seek to set targets for practical measurement of investment outcomes in respect of Council's social housing stock, for example as measured through SAP ratings, etc.

## **Cost and Funding**

Funding streams utilised for all RE: FIT works are Salix Finance and the Mayor's Energy Efficiency Fund (MEEF). As Salix Finance provide 0% interest – backed by Government incentives – this organisation serves as our principal source of funding for energy efficiency projects. Should it be the case that Salix Finance are not prepared to fund a particular ECM's installation, then we make contact with MEEF and review further potential sources of funding (e.g. CAPEX, lenders, etc.)

Battery technology is of huge importance to a range of new technologies, including the automotive sector, smart energy systems and consumer electronics. Electric vehicles are less polluting and cheaper to run and have the potential to provide electricity storage and demand flexibility that could provide benefits to consumers and our electricity system. Drawing together these battery energy storage and grid technologies is sensible because step-changes in innovation will likely involve all of them.

Investment in social housing properties: Funding sources are currently from Housing Revenue Account (HRA) reserves – which define the total investment available across the Council's social housing programmes of work. This is a finite resource and will not be able to cover the amount of investment required to improve the social housing stock to the standards required to achieve local and national energy and carbon reduction targets. However, as external funding (i.e. Energy Company Obligation [ECO]) and other internal sources of funding (i.e. Hounslow Carbon Offset Fund, CIL, etc) become available to contribute to the delivery of these projects - we will apply to switch financing as appropriate.

## **8.4 Water and Waste Water**

### **Current Provision**

In Hounslow water and waste-water facilities are provided by Thames Water. Thames Water uses the growth projection from their Water Resource Management Plan (independently procured in collaboration with 6 water companies for the South East of England) to forecast the level of sewer network reinforcement required. They then use Local Planning Authority data to investigate individual sites as they come forward in the plan

Thames Water are the statutory water and waste-water service provider for the London Borough of Hounslow although a small area to the south west is served by Affinity Water. Under the Water Industry Act 1991, water companies have a responsibility to provide, maintain and extend the network.

### **Future Growth**

Thames Water is currently undertaking a series of strategic water and waste-water infrastructure improvement projects across London to maintain its existing resources, connect new properties to the system and minimise the impacts of wastewater treatment on the area<sup>40</sup>. There are no specific shortfalls identified in Hounslow.

As with electricity and gas, connection to water and sewage infrastructure must be provided to new homes and businesses by the developer. The Thames Tideway Tunnel project is the most significant utilities project to be underway during the Local Plan period and will consist of a tunnel through east Hounslow at the most westerly section of the Tunnel. This tunnel does not provide additional wastewater capacity for new development. Any other investment in strategic infrastructure will be provided by Thames Water through the Asset Management Planning (AMP) funding process.

Growth in the Borough will also put pressure on the existing flood mitigation infrastructure, including enhancements to the sewerage network to protect against surface water flooding. This infrastructure need is explored in the Flood Mitigation Infrastructure section of this document.

### **Cost and Funding**

There are no infrastructure costs identified for utility provision in the Borough, other than those costs for the Thames Tideway Tunnel. In November 2011, DEFRA published the 'Thames Tunnel Business Case' which states the overall capital cost of the project is estimated at £4.1 billion (using 2011 prices), this document was updated in 2015, with no changes to cost estimates<sup>50</sup>.

## **8.5 Waste Management**

The Resources and Waste Strategy<sup>51</sup> was published by DEFRA in December 2018. It is structured around three key areas: the product lifecycle - production, consumption and end of life. Topical areas include waste crime, behaviour change and food waste and the bigger picture issues – international leadership, research and innovation, and data monitoring and evaluation. The strategy sets out the Government's wide-ranging ambitions in this area based on two overarching principles: maximising the value of resource use; and minimising waste and its impacts on the environment. It aims to move away from managing waste, to managing resources and references the use of behavioural insights. Broadly the strategy is ambitious and looks to the longer-term. Much of its implementation will depend on funding derived from Extended Producer Responsibility schemes. The Mayor of London published his London Environment Strategy<sup>52</sup> in May 2018 setting the objectives, targets and policies for the effective management of London's municipal waste and to accelerate the transition to a circular economy. Hounslow has prepared a Reduction and Recycling Plan (RRP) in response the London Mayors strategy and this plan was approved by the Mayor in March 2020. The plan sets out how Hounslow will meet the waste and recycling objectives as part of its work to tackle the climate emergency. The RRP sets four recycling and waste objectives:

**Objective 1** – Reduce waste focusing on food waste and single use packaging

**Objective 2** – Maximise recycling rates

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<sup>50</sup> [Costs and benefits of the Thames Tideway Tunnel 2015 update.](#)

<sup>51</sup> [Resources and waste strategy for England - GOV.UK](#)

<sup>52</sup> [London Environment Strategy | London City Hall](#)

**Objective 3** – Reduce the environmental impact of waste activities (greenhouse gas emissions and air pollutants)

**Objective 4** – Maximise local waste sites and ensure London has sufficient infrastructure to manage all waste it produces.

### ***Current Provision***

West London Waste Authority (WLWA) is a statutory waste disposal authority (WDA) which was created in 1986. It Provide facilities for receiving waste collected by the six West London boroughs Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond upon Thames. This includes the waste collected from households and at household waste sites. WLWA is primarily funded by a levy paid by the six boroughs. Some income is generated by other charges, including charges paid by businesses for the disposal of their waste

There is a rail transfer station at Transport Avenue in Brentford that handles over 150,000 tonnes of waste per year from households in Hounslow, Richmond, and Ealing. Waste is taken from this site to a Waste from Energy Plant in Avonmouth provided by SUEZ under contract to the West London Waste Authority. Food Waste is taken to Bio Collectors in Mitcham where it is converted into electricity, biogas and nutrient rich fertilisers for farmers using Anaerobic Digestion process. Garden Waste is taken to taken to purpose built sites where it is turned into compost through a process called open windrow composting. The six week process allows the green waste to breakdown naturally in the presence of oxygen, creating high quality compost that is certified to the PAS100 quality standard.

Within the Borough, residential waste and recycling collection is operated by Lampton Recycle 360 Ltd, a trading arm of the Council-owned trading company Lampton 360. For low rise properties in the borough, residual waste is collected bi-weekly in 140/240l wheeled bins A separate weekly collection of food waste is provided and an opt in bi-weekly garden waste subscription service is operated. Recycling is collected weekly using kerbside sort boxes and is taken to Southall Lane Depot, the Council’s material handling facility in the borough. For high rise and estates communal waste and recycling is collected weekly and we have started to introduce communal food waste recycling to some estates in the west of the borough. Where practicable, food waste recycling will be provided to all residents regardless on tenure during 2020/21.

The Council opened its state-of-the-art materials handling facility (MHF) in November 2017. Recycle 360 provide an efficient and cost-effective sorting and processing service that allows its recyclables to be collected and prepared for onward sale and transportation to the re-processor markets.

Commercial waste is not currently collected by the Borough, however, Recycle 360 will be introducing a commercial waste service in 2020/21 with a sack collection trial starting in the summer of 2020..

## ***Future Growth***

The MHF has a licensed capacity well in excess of the volume of materials it currently handles which in addition to handling increased domestic volumes of waste materials can in the future be used to handle other recycling collectors waste generating further income for the Council.

There is an opportunity to improve the Council's Household Waste and Recycling Centre, Space Way, which is the Council's main waste transfer station located in the west of the Borough. The site is open to both the public and trade customers 7 days a week. An improvement programme commenced in early 2020 to upgrade the facilities and increase the ability to divert more waste to the recycling streams on site. Encouraging residents to separate their recycling materials prior to visiting the site will increase the recycling rate for this site.

As part of the RRP we will be reintroducing recycling facilities on the network to provide recycling opportunities for residents living in flats above shops and for 'on the go' recycling. Materials collected from all streams will be sold to the markets through our materials sales broker increasing the income for the Council.

Hounslow's population at approximately 273,000 is growing rapidly. It is one of the fastest growing in London and the fifth highest population growth in the country with an anticipated further 3% increase per annum in future years. Whilst the overall level of deprivation is near the England average, pockets of the borough - sixteen sub areas - are now classified in the 20% most deprived in the country. Apart from anything else the growing population means we will have greater volumes of domestic waste and recycling to collect with the increased pressure on waste disposal budgets. It is vital that we reduce the amount of waste sent to energy from waste plants and capture the material that can be recycled at the source. By improving services we will divert more recycling through to the end markets.

Key projects will include food waste recycling in flats, promotion and increases in other recycle material e.g. aluminium, glass and cardboard as well as plastic bottles, plastic tubs, pots and trays.

## ***Costs and Funding***

Project Managers will be working through the project briefs to identify the costs related to the planned recycling projects for 2020/21 onwards. Food waste in flats project will be partly funded by West London Waste who has committed a spending of up to £3m on the six borough food waste projects with the long term waste reduction targeting annual savings of £8m. £400k has been added to the General Fund capital programme for 2019/20 onwards for improvements to Space Way. £1.124m existing General Fund capital programme will continue to support the new and replacement recycling and waste bin and container projects including new and replacement wheeled bins and recycling boxes for the low-rise kerbside service

## **8.6 Telecommunications & Digital Connectivity**

The NPPF states that local planning authorities should support the expansion of digital connectivity networks, including telecommunications and high-speed broadband services (paragraph 43). Local authorities should support applications for telecommunications infrastructure so long as the application is supported by the necessary evidence (paragraph 45). The NPPF also outlines digital infrastructure limiting actions that are not encouraged, such as imposing Article 4 directions over wide areas to prevent telecommunications development. As stated in Policy EC4 of the Local Plan, Hounslow is committed to enhancing connectivity throughout the Borough by supporting infrastructure improvements such as electronic communications networks such as high-speed broadband. The Council recognizes that digital services are integral to people and businesses of Hounslow to enhance civic inclusivity and participation society and the local economy.

### ***Current Provision***

Telecommunications networks across the Borough are provided by various private suppliers, including but not limited to: BT, Virgin Media and Vodafone.

### ***Future Growth***

Telecommunications networks will need to expand with future development. Hounslow will work with infrastructure providers to adhere to the NPPF's guidelines on supporting high quality infrastructure (paragraphs 42 to 46).

### ***Cost and Funding***

Telecommunications infrastructure is supplied to the Borough through private providers and is therefore not within the Council's funding portfolio.

The Council has secured £1.1m external funding through the Strategic Impact Pot for a major extension of the high-speed fibre network, particularly targeting areas affected by persistently slow internet speeds ("not-spots") that are located in mandated growth and regeneration areas. Numerous public buildings including libraries and council assets located in such slow-broadband areas will be connected directly to the super-fast fibre network from their local TfL stations, which are currently being equipped with high speed fibre nodes by TfL as part of its modernisation plans using LFFN funding. The core benefits for Hounslow are two-fold – the initial network roll out will have a significant impact on council offices and local residents. Furthermore, it will open up the market and further investment in the Borough, widening the impact to local businesses as installation of the core network will make it cost effective for other providers to utilise the new infrastructure.

The Council is also working with the private sector providers to enable fibre roll out across the social housing stock and other council assets providing low cost broadband for residents to support digital inclusion.

# Appendix A: Infrastructure Delivery Schedule

Phase 1: 0-5 years

Phase 2: 6-10 years

Phase 3: 10-15 years

Type of Infrastructure	Area	Infrastructure Item and Description	Phase	Total Estimated Infrastructure Costs 2015-2030	Sources, Amount and Status of Funding	Funding Gap Identified	Delivery Provider	Baseline Evidence	How Funding Gap could be met
<b>Education</b>									
Early Years	Borough Wide	To build Day Nurseries to offer free entitlement places for disadvantaged 2 year olds, all 3 & 4 year olds and 3 & 4 year olds for working families in order to meet the Council's statutory duty to provide sufficient free childcare places to meet demand from these groups.	Phase 1	£4,000,000	<b>Anticipated</b> £1,000,000 - Capital funding £1,500,000 - Depart. for Education	<b>£1,500,000</b>	Corporate Property	Childcare Act 2006, sections 6, 7,9a. Childcare Act 2016, sections 1 & 2	Multiple sources, including Developers contributions, Council Capital programme
<b>EDUCATION SUBTOTAL</b>				£4,000,000	£2,500,000	<b>£1,500,000</b>			

Energy Efficiency & Low Carbon									
Corporate Operational Assets	Borough-Wide	Schools PPA Programme (Solar PV)	Phase 1 1- 3 years	£3,400,000 Corporate Operational Assets (Schools)	<b>Secured</b> £3,400,000 – MEEF	<b>£0</b>	TBC	-The emerging Corporate Hounslow Energy Action Plan <sup>53</sup> -The Climate Emergency Action Plan	Developers contributions, Council Capital programme
Corporate Operational Assets (Council Buildings)	Borough-Wide	GLA London RE: FIT Programme Energy Efficiency Upgrades	Phase 1- 3 years	£150,000	<b>Anticipated</b> £49,500 - Salix Finance	<b>£100,500</b>	TBC	-The emerging Corporate Hounslow Energy Action Plan <sup>53</sup> -The Climate Emergency Action Plan Mayor of London (GLA) RE:FIT programme <sup>54</sup>	Developers contributions, Council Capital programme
	Borough-Wide	GLA Schools RE: FIT Programme Energy Efficiency Upgrades	Phase 1- 3	£1,145,000	<b>Anticipated</b> £767,150 - Heathrow Consequential Improvement Fund	<b>£377,850</b>	Asset Plus	-The emerging Corporate Hounslow Energy Action Plan -The Climate Emergency Action Plan -Mayor of London (GLA) RE:FIT and RE: FIT Schools programmes <sup>55</sup>	Developers contributions, Council Capital programme
	Borough-Wide	Energy Performance Certificates (EPCs) Energy Efficiency Upgrades	5-year Rolling Programme 2018-2023	£500,000	<b>Anticipated</b> £350,000 - Capital funding	<b>£150,000</b>	ARP Energy Services	- The emerging Corporate Hounslow Energy Action Plan -The Climate Emergency Action Plan -Energy Performance of Buildings (England and Wales) Regulations 2012. -New regulations under Minimum Energy Efficiency	Developers contributions, Council Capital programme

<sup>53</sup> To be adopted in 2020

<sup>54</sup> The programme aims to cut carbon emissions in London by 60per cent by 2025 as outlined in the London Plan (policy 5.1). This project's objective is to retrofit key corporate buildings with energy conversation measures to save on average 25 - 30% of their annual energy costs with an average payback period of 5/6 years.

<sup>55</sup> The programme is the first major programme to address energy efficiency in schools and is targeting 200 of London's schools (70 in Hounslow). This will enable significant financial investment in school buildings to improve their energy efficiency while also improving the environment for pupils and staff.

								Standard (MEES). <sup>56</sup>	
Corporate Land Assets	Borough-Wide	Solar PV Farm (Eastern Perimeter Road)	Potential 1 – 4 years	£2,000,000	<b>Anticipated</b> £1,800,000 - Capital or Power Purchase Agreement	<b>£200,000</b>	TBC	- The emerging Corporate Hounslow Energy Action Plan - The Climate Emergency Action Plan - Sound business case – the Council will generate significant income by self-generating green energy <sup>57</sup>	Developers contributions, Council Capital programme
	Borough-Wide	Solar PV Farm (Western International Market)	Phase 2	£6,500,000	<b>Anticipated</b> £5,850,000 - Capital or Power Purchase Agreement	<b>£650,000</b>	TBC	- The emerging Corporate Hounslow Energy Action Plan (to be adopted in 2020). - The Climate Emergency Action Plan - Sound business case – the Council will generate significant income by self-generating green energy <sup>58</sup>	Developers contributions, Council Capital programme
<b>ENERGY SUBTOTAL</b>				£13,695,000	£12,216,650	<b>£1,478,350</b>			

<sup>56</sup> This 5-year EPC programme is to ensure that from April 2018 all energy performance certificates for properties within Hounslow's commercial property portfolio align with new regulations under the Minimum Energy Efficiency Standard (MEES).

<sup>57</sup> There is genuine financial and environmental benefit in finding alternative sites to ensure some of Council's land is more revenue earning than it is currently.

<sup>58</sup> There is genuine financial and environmental benefit in finding alternative sites to ensure some of Council's land is more revenue earning than it is currently.

Health									
Expanded Health Facilities (Hubs)	Brentford	<b>Brentford Health Centre</b> New build health centre to replace the existing facility on a NHS freehold site owned by NHS PS. New facility will house 3 x local GP practices and will deliver a range of primary and community local services. Bid relates to the provision of new medical equipment, furniture and fixtures	Phase 1	£11,000,000	<u>Secured</u> £200,000 - Developers contributions <u>Anticipated</u> £6,000,000 Capital funding secured through mixed use development of NHS land and associated re-investment	<b>£4,800,000</b>	Hounslow NHS CCG	NHS North West London Five Year Strategic Plan (draft, in collaboration with CCGs)	Multiple sources, including CCG Capital funding, developers' contributions
	Heston	<b>Heston Health Centre</b> New build health centre to replace two out-dated small buildings. New facility will house 5 x local GP practices and will deliver a range of primary and community local services.	Phase 1	£7,500,000	<u>Secured</u> £39,147 -Developers contributions <u>Anticipated</u> £2,000,000 Capital funding secured through mixed use development of NHS land and associated re-investment	<b>£5,460,853</b>	Hounslow NHS CCG	NHS North West London Five Year Strategic Plan (draft, in collaboration with CCGs)	Multiple sources, including CCG Capital funding, developers' contributions
	Turnham Green	<b>Chiswick Health Centre</b> New build health centre to replace the existing facility on a NHS freehold site owned by NHS PS. New facility will house 3 x local GP practices and will deliver a range of primary and community local services. Bid relates to the provision of new IT and medical equipment, furniture and fixtures	Phase 1	£10,500,000	<u>Secured</u> £88,433- Developers contributions <u>Anticipated</u> £7,000,000 Capital funding secured through mixed use development of NHS land and associated re-investment.	<b>£3,411,567</b>	Hounslow NHS CCG	NHS North West London Five Year Strategic Plan (draft, in collaboration with CCGs)	Multiple sources, including CCG Capital funding, developers' contributions

Renovations to Existing Facilities	Hounslow Heath	<b>Heart of Hounslow Centre for Health</b> Undertake adaptations to an existing health centre to provide fit for purpose accommodation and to increase clinical capacity.	Phase 1	£1,700,000	<b>Secured</b> £100,000 - Developers contributions <b>Anticipated</b> £200,000 Capital funding	<b>£1,400,000</b>	Hounslow NHS CCG	NHS North West London Five Year Strategic Plan (draft, in collaboration with CCGs)	Multiple sources, including CCG Capital funding, developers' contributions
	Feltham West	<b>Feltham Centre for Health</b> Adaptations to increase the utilisation of the health centre	Phase 1	£500,000	<b>Secured</b> £175,000 - Developers contributions Capital funding	<b>£325,000</b>	Chelsea and Westminster Hospital NHS Foundation Trust	NHS North West London Five Year Strategic Plan (draft, in collaboration with CCGs)	CCG Capital funding, developers' contributions
	Isleworth	<b>West Middlesex Hospital</b>	Phase 1	Unknown	<b>Anticipated</b> Central capital funding Unknown	<b>Unknown</b>	Hounslow NHS CCG	NHS North West London Five Year Strategic Plan (draft, in collaboration with CCGs)	CCG Capital funding, developers' contributions
	Hounslow South	<b>Maswell Park Health Centre</b>	Phase 1	£1,500,000	<b>Anticipated</b> Capital funding Unknown	<b>£0</b>	Hounslow NHS CCG	NHS North West London Five Year Strategic Plan (draft, in collaboration with CCGs)	CCG Capital funding, CCG to bid for developers' contributions
	Hounslow Central	<b>Thornbury Road Centre for Health</b> Extension of current health centre with part refurbishment	Phase 1	£400,000	<b>Secured</b> £127,704 - Developers contributions	<b>£272,296</b>	Hounslow NHS CCG	Hounslow CCG Business Plan	CCG Capital funding, developers' contributions
	Isleworth and Brentford	<b>Cherry Tree Mental Health Facility</b>	Phase 1	£250,000	<b>Secured</b> £200,000- Developers contributions	<b>£50,000</b>	West London NHS Trust	NHS North West London Five Year Strategic Plan (draft, in collaboration with CCGs)	CCG Capital funding, developers' contributions
	<b>HEALTH SUBTOTAL</b>			<b>£33,350,000</b>	<b>£16,130,284</b>	<b>£15,719,716</b>			

Heritage & Arts									
Heritage at Risk	Borough-wide/ Gunnersbury	Gunnersbury Phase 2 Refurbishment of Small mansion and stables	Phase 1	£11,000,000	<b>Secured</b> £360,000 - Highways England and Historic England £2,250,000 - Highways England <b>Anticipated</b> £4,000,000 - external partners and Heritage Lottery Funds	<b>£4,390,000</b>	LB Ealing /LBH/ Gunners bury CIC/ Gunners bury Develop ment Trust/HE	Regeneration Masterplan Phase 1 delivered Secured funds for scope surveys currently in progress and Design Specification.	Heritage funding, Developers contributions
	Borough-wide	Gunnersbury Phase 3 The building of a new sports hub and setting out of new sports pitches	Phase 3	£15,000,000	<b>Secured</b> £15,000,000 - Capital funding and external funding inc. Sports England	<b>£0</b>	London Borough of Ealing/LB H	Regeneration Masterplan; Sports Strategy; Park Life England	
	Brentford and Isleworth	Boston Manor House restoration works	Phase 1	£5,800,000	<b>Secured</b> £5,400,000 - Heritage Lottery Fund and other funders incl. House project Lottery award 2018 <b>Anticipated</b> £150,000 - Capital and external funding -to be applied for mid project	<b>£250,000</b>	Heritage & Arts/ Parks & Open Spaces	Options Appraisal; Brentford Regeneration Strategy	Heritage funding, Developers contributions, Council capital funding
	Brentford and Isleworth	Boston Manor Park include – path improvements, refurbishment of the Activity Hub building, improving woodland and lake.	Phase 1	£5,300,000	<b>Secured</b> £4,930,000 - National Lottery Heritage Fund and other funders incl. Park project Lottery award 2020	<b>£370,000</b>	Heritage & Arts/ Parks & Open Spaces	Options Appraisal; Brentford Regeneration Strategy	Developers contributions, Council Capital funding
<b>HERITAGE &amp; ARTS SUBTOTAL</b>				<b>£37,100,000</b>	<b>£32,090,000</b>	<b>£5,010,000</b>			

Open Space, Parks and Leisure

Masterplans	West Area (Feltham North, Feltham West, Bedfont)	<b>Feltham Parks. Improvement</b> works include the restoration of public realm connecting five key parks, refurbishment and installation of access, paths, play and recreation refurbishment, sport pitches and ancillary infrastructure to develop Feltham as one of Hounslow's major sports hub	Phase 1-2	£7,000,000	<b>Secured</b> £1,371,000 - Public Health funding  £329,000 - Developers contributions	<b>£5,300,000</b>	Parks and Leisure	Phase 1 in progress. Feltham Parks Masterplan, Play and Pitch Strategy 2017-2030, Local Football Facilities Plan 2019-2029, Feltham Masterplan.	Multiple sources, incl. Developers' contributions <sup>59</sup> .
	Isleworth and Brentford	<b>Redlees Park</b> Improvement to access, paths and public realm	Phase 1	£325,000	<b>Secured</b> £150,000 - Developers contributions	<b>£175,000</b>	Parks and Leisure	In progress - Redlees Park Masterplan	Developers contributions, Council capital funding
	Chiswick	<b>Dukes Meadows</b> Improvement to entrances and paths, improvement of the Thames towpath (blue infrastructure), refurbishment of boathouse (sport facility) and a new pedestrian bridge connecting the towpath either side of the existing bridge.	Phase 1	£6,000,000	<b>Secured</b> £1,400,000 - Thames Path, LMCT and Thames Water  £600,000 - Developers contributions	<b>£4,000,000</b>	Parks and Leisure	In progress- Local plan. Dukes Meadows Masterplan,	Multiple sources, including Council capital funding, Developers contributions
	Bedfont	<b>Bedfont Lakes Improvement</b> works include the restoration of public realm, access paths and key infrastructure.	Phase 1-2	£6,000,000	<b>Anticipated</b> £100,000 from CIL Heathrow development, bid submitted	<b>£5,900,000</b>	Parks and Leisure	Feasibility to be completed. Bedfont Lakes Masterplan The emerging Greener Borough Strategy.	Developers contributions
	Hanworth	<b>Hanworth Air Park.</b> Improvement works include the restoration of public realm, access paths and key	Phase 1-2	£2,500,000	Housing development on site can generate S106 and CIL	<b>Unknown</b>	Parks and Leisure	Feasibility to be completed. Development of a masterplan to link in line with housing strategy. Improvement at	Developers contributions

<sup>59</sup> Football Foundation can potentially contribute, grant funding not available yet but possibly not more than 100K so CIL contribution is important to remain as an option. Other funding opportunities: capital investment of a possible operator of the facilities.

		infrastructure.						Hanworth to include the de-culverting of the river, play infrastructure, pathway, signage, The emerging Greener Borough Strategy.	
	Hounslow Heath	<b>Hounslow Heath.</b> Improvement works include the restoration of public realm, access paths and key infrastructure.	Phase 1-2	£4,000,000	<b>Secured</b> £80,000 from S106 possible further funding from Heathrow development, bid submitted	<b>£3,920,000</b>	Parks and Leisure	Feasibility to be completed Masterplan in development. The emerging Greener Borough Strategy.	Developers contributions
	Heston West	<b>Beaversfield Park.</b> Improvement works include the restoration of public realm, access paths and key infrastructure.	Phase 1-2	£1,100,000	<b>Anticipated</b> Possible S106 linked to existing development proposal for the Barracks	<b>Unknown</b>	Parks and Leisure	Beaversfield masterplan. The emerging Greener Borough Strategy.	Developers contributions
Parks Improvements	Across the borough	Key parks infrastructure improvements include: Access, Path Surfacing, Boundaries/Fencing, Furniture, Event Infrastructure, signage, gates, towpaths & river frontages, footbridges	Phase 1	£6,000,000	<b>Secured</b> £100,000 Developers contributions £1,000,000 - Responsive Maintenance budget, parks capital funding	<b>£4,900,000</b>	LBH	Capital Infrastructure Survey, Thames Strategy Kew to Chelsea, Thames Landscape Strategy, Crane Valley Partnership, Colne and Crane Valleys Green Infrastructure Strategy 2019 TFL.	Multiple sources, including Council capital funding, Developers contributions
	Across the borough	<b>Parks &amp; Leisure buildings</b> – investment to save. This will include refurbishment of buildings that can be let out for income generation purpose. It includes the buildings at Inwood Park, Avenue Park and at Bedfont Lakes	Phase 1	£1,000,000	<b>Unknown</b>	<b>Unknown</b>	LBH, Parks and Leisure	Buildings Asset Survey, feasibility to be completed	Multiple sources, including Council capital funding, Developers contributions

	Across the borough	Play and fitness (sports facilities) - refurbish-ment and installation of 47 play areas and 14 outdoor gyms, basketball, tennis courts and Multi Use Game areas.	Phase 1	£6,675,000	<b>Secured</b> £345,000 - Developer contributions <b>Anticipated</b> £911,000 FA and FF £250,000 - Developers contribution towards Robin Grove improvements	<b>£3,644,000</b>	Parks & Leisure	The Local Football Facility Plan and the Playing Pitch Strategy 2017-2030, Annual Play Safety Inspections, Capital Infrastructure Report, Physical Activity Framework Emerging parks strategy Greener borough strategy	Multiple sources, incl. Council capital funding, the Football Foundation, the Football Association and Developer contributions
Parks Improvements	Across the borough	Allotments inc. upgrade of boundary fencing and security, water system and standpipes, path networks, toilets, signage and community hubs	Phase 1	£2,500,000	Unknown	<b>Unknown</b>	Parks & Leisure	LBH Allotment Strategy 2020	Multiple sources, incl. Council capital funding , Developers' contributions
	Across the borough	Tree planting	Phase 1	£500,000	Unknown	<b>Unknown</b>	Parks & Leisure	Greener Borough Strategy 2020	Multiple sources, incl. Council capital funding, Developers' contributions
	Across the borough	Park Signage, inc notice boards	Phase 1	£500,000	Unknown	<b>Unknown</b>	Parks & Leisure	The Council's Parks Annual Infrastructure Survey,	Multiple sources, incl. Council capital funding, Developers' contributions
	Across the borough	Lighting inc. upgrading columns, and LED lamps, CMS lighting system	Phase 1	£250,000	<b>Anticipated</b> £150,000 - external funding	<b>£100,000</b>	Parks & Leisure	The Council's Parks Annual Infrastructure Survey,	Multiple sources, incl. Council capital funding
	Across the borough	Wifi and digital connectivity in parks (inc. digital surveillance)	Phase 1	£100,000	Unknown	<b>£100,000</b>	Parks & leisure	Feasibility to be completed	Multiple sources,incl. Council capital funding

Active Spaces	Across the borough	Improvement to infrastructure for wildlife and biodiversity	Phase 1	£500,000	Unknown	Unknown	Parks & Leisure	Biodiversity Strategy, Greener Borough Strategy	
Cemeteries	Across the borough	Implementation of the cemetery strategy.	Phase 1	£750,000	<u>Anticipated</u> GLA/external funding unknown amount	Unknown	Parks & Leisure	Cemetery Strategy	Multiple sources, incl. Council capital funding, Developers' contributions
Leisure Facilities	Across the borough	Infrastructure improvement programme for leisure centres - improvement of the current dated infrastructure of our leisure centres including Osterley, Isleworth, Chiswick, Hanworth and Heston Leisure centres.	Phase 1	£4,000,000	Unknown	Unknown	Parks and Leisure	Asset Surveys, Leisure Strategy	Multiple sources, incl. Council Capital funding , Developers contributions
	Brentford	Redevelopment of the Brentford Fountain Leisure centres	Phase 1	£25,000,000	<u>Anticipated</u> Linked to a housing redevelopment	Unknown	Parks and Leisure	Asset Surveys, Housing Strategy	Multiple sources, incl. Council Capital funding , Developers contributions
Blue Infrastructure	Brentford	Towpath upgrades 1.8km Brentford to M4/footbridge (Bridge 205E, Sidebridge Lock 98)	Phase 1 (0-5yrs)	£900,000	<u>Anticipated</u> £360,000 TfL Healthy Streets Cycling Programme £90,000 Developers' contributions £90,000 LIP funding	£360,000	Canal & River Trust	Development of Brentford, 7,500 new homes and 405,000m2 of employment and commercial space in GWC; towpath provision needs to respond to growth and increased use; supports expansion of walking and cycling network, connecting strategic routes	Multiple sources, incl. TfL Healthy Streets Cycling Programme, Developers' contributions, LIP (TfL)
	Brentford	Upgrades to Boston Manor Park Footbridge connecting Boston Manor Park with Grand Union Canal Walk over the River Brent	Phase 2	£900,000	Unknown	Unknown	CRT, Parks and Leisure, Friends	Feasibility to be completed	Multiple sources, incl. Council Capital funding, Developers contributions

	Brentford	Towpath access point upgrades Brentford to M4/footbridge (Bridge 205E, Sidebridge Lock 98): <ul style="list-style-type: none"> <li>• Bridge 208, Great West Rd</li> <li>• Bridge 207A, Orbit Footbridge</li> <li>• Access ramp from Transport Avenue west of Orbit Bridge</li> <li>• Access from Transport Ave (Lock 99, Clitheroes Lock)</li> <li>• Bridge 207, Gallows Bridge</li> <li>• Bridge 206 underbridge, M4 Road bridge</li> </ul>	Phase 1 (0-5yrs)	£550,000 <ul style="list-style-type: none"> <li>• £188,000</li> <li>• £188,000</li> <li>• £62,000</li> <li>• £6,000</li> <li>• £94,000</li> <li>• £12,000</li> </ul>	<u>Anticipated</u> £150,000 TfL Healthy Streets Cycling Programme £125,000 Developers' contributions £50,000 LIP funding	<b>£175,000</b>	Canal & River Trust / LB Hounslow / Developers	Development of Brentford, 7,500 new homes and 405,000m2 of employment and commercial space in GWC; towpath provision needs to respond to growth and increased use; supports expansion of walking and cycling network, connecting strategic routes	Multiple sources, incl. TfL Healthy Streets Cycling Programme, Developers' contributions, LIP (TfL)
	West of Borough	Donkey Wood and Brazil Wood- improvement to the environment and connectivity along the River Crane	Phase 1 (0-5yrs)	£500,000	<u>Secured</u> £15,000 (Hounslow Community Fund)	<b>£485,000</b>	LBH and FORCE	Colne and Crane Valleys Green Infrastructure Strategy 2019	Developers' contributions, LIP (TfL)
<b>OPEN SPACES PARKS &amp; LEISURE SUBTOTAL</b>				<b>£77,550,000</b>	<b>£7,666,000</b>	<b>£30,159,000</b>			

Libraries									
Libraries	Cranford	<b>Beavers Library</b> Replace old furniture Installation of Infrared Radio Identification self-service device.	Phase 1	£30,000	£0	<b>£30,000</b>	LBH	Poor condition of furniture. The technology will bring this library in line with the Borough standards for libraries.	Developers' contributions
	Bedfont	<b>Bedfont Library</b> Improve premises and replace old furniture. Major works required including replacing roof covering, windows, pipework and brickwork. Redesign and improve community spaces. Create 'Library of Things' kiosk – a programme to connect people by sharing. Requires 15m space (£30k) Installation of Infrared Radio Identification self service device.	Phase 1	£365,000	<u>Secured</u> £286,000 - Council Capital funding	<b>£79,000</b>	LBH	Survey of premises and poor condition of furniture. The technology will bring this library in line with the Borough standards for libraries.	Developers' contributions
	Brentford	<b>Brentford Library</b> Improve premises and replace old furniture. Essential work required, including Asbestos removal & boiler replacement. Installation of Infrared Radio Identification self service device.	Phase 1	£300,000	<u>Secured</u> £220,000 - Council Capital funding	<b>£80,000</b>	LBH	Survey of premises and poor condition of furniture. The technology will bring this library in line with the Borough standards for libraries.	Developers' contributions
	Turnham Green	<b>Chiswick Library</b> Improve premises and replace old furniture. Essential work required including brickwork, stonework, replace pipework, windows & remedial redecoration	Phase 1	£380,000	<u>Secured</u> £321,000 - Council Capital funding	<b>£59,000</b>	LBH	Survey of premises and poor condition of furniture.	Developers' contributions

Cranford	<b>Cranford Library</b> Improve premises and replace old furniture. Essential work required including, gas and electrical water systems, replacing. pipework and removal of asbestos. Redesign and improve community spaces. Create 'Library of Things' kiosk – a programme to connect people by sharing. Requires 15m space (£30k. Installation of Infrared Radio Identification self service device.	Phase 1	£230,000	<u>Secured</u> £150,000 - Council Capital funding	<b>£80,000</b>	LBH	Survey of premises and poor condition of furniture. The technology will bring this library in line with the Borough standards for libraries.	Developers' contributions
Hanworth	<b>Hanworth Library</b> Replace old furniture	Phase 1	£40,000	£0	<b>£40,000</b>	LBH	Poor condition of furniture.	Developers contributions
Feltham West	<b>Feltham Library</b> Improve premises including replacing ceiling tiles & remedial redecoration. Replace old furniture. Installation of Infrared Radio Identification self service device.	Phase 1	£155,000	<u>Secured</u> £105,000 - Council Capital funding	<b>£50,000</b>	LBH	Survey of premises and poor condition of furniture. The technology will bring this library in line with the Borough standards for libraries.	Developers' contributions
Heston East	<b>Heston Library</b> – undertake essential work to improve premises including, replacing gutters & downpipes & brickwork. Replace old furniture & flooring.	Phase 1	£105,000	<u>Secured</u> £65,000 -Council Capital funding	<b>£40,000</b>	LBH	Survey of premises and poor condition of furniture.	Developers' contributions

	Osterley & Spring Grove	<b>Osterley Library</b> Redecoration, install emergency lighting, replace water pipework & replace old furniture. Redesign and improve community spaces. Installation of Infrared Radio Identification self service device.	Phase 1	£90,000	<u>Secured</u> £17,000 - Council Capital funding	£73,000	LBH	Survey of premises and poor condition of furniture. The technology will bring this library in line with the Borough standards for libraries.	Developers' contributions
	Isleworth	<b>Isleworth Library</b> Replace old furniture	Phase 1	£50,000	£0	£50,000	LBH	Poor condition of furniture	Developers' contributions
<b>LIBRARIES SUBTOTAL</b>				£1,745,000	£1,164,000	£461,000			
<b>Telecommunications &amp; Digital Connectivity</b>									
<b>Digital Infrastructure</b>	Borough wide	Phase 1: Roll out of fibre cable via TfL stations to enable superfast broadband across the whole borough tackling not and low spots in growth areas, supporting business growth & retention and resident digital inclusion.	Phase 1	£25,000,000	<u>Secured</u> £19,000,000 - TfL and LLFN £1,000,000 - SIP funding	£5,000,000	TfL	The Government's Digital Inclusion Strategy <sup>60</sup>	Multiple sources, including Council capital funding , Developers contributions
	Borough wide	Phase 2: Continuation of fibre roll out across our public sector asset network and 5G enablement	Phase 2	£20,000,000	<u>Anticipated</u> £10,000,000 - Greater London Authority	£10,000,000	TBC - Open to tender		Multiple sources, including Council capital funding, Developers contributions
<b>TELECOMMUNICATIONS SUBTOTAL</b>				£45,000,000	£30,000,000	£15,000,000			

<sup>60</sup> A major extension of the high-speed fibre network is needed to target areas affected by persistently slow internet speeds - so called "not-spots"- that are also located in mandated growth and regeneration areas. Local public buildings including libraries, schools, public and council offices located in such slow-broadband areas could be connected directly to the super-fast fibre network. The strategy states that offline households are missing out on savings of £560 per year from shopping and paying bills online, or being able to keep in touch with family members and friends

Transport									
Road Network and Public Transport Improvements	Bedfont	Junction Optimisation- Clockhouse Roundabout grade separation	Phase 2/3	£30,000,000	<u>Anticipated</u> £27,000,000 - LIP (TfL)/Heathrow	£3,000,000	TfL	Heathrow sustainable access enhancement (southern road tunnel)	Developers contributions
	Feltham West	Junction Optimisation- Lower Feltham Triangle	Phase 2/3	£1,000,000	<u>Anticipated</u> £700,000 - LIP (TfL)/Heathrow	£300,000	Highways England	Junction optimisation (further scoping & feasibility to be undertaken)	Developers contributions
	Bedfont	Junction Optimisation- A312/A314	Phase 2/3	Unknown	Unknown	Unknown	LBH/TfL	Junction Optimisation	
	Bedfont	Junction Optimisation- Bedfont lane/A315	Phase 2/3	£1,000,000	<u>Anticipated</u> £700,000 - LIP (TfL)/Heathrow	£300,000	LBH/TfL	Roundabout/additional filter lanes (further scoping and feasibility to be undertaken)	Developers contributions
	Feltham North	Junction Optimisation- A312/A315/A244 triangle	Phase 2/3	£2,000,000	<u>Anticipated</u> £1,400,000 - LIP (TfL)/Heathrow	£600,000	LBH/TfL	Junction optimisation (further scoping and feasibility to be undertaken)	Developers contributions
	Cranford	Junction Optimisation- A312/Cranford High Street	Phase 2/3	£2,000,000	<u>Anticipated</u> £1,400,000 - LIP (TfL)/Heathrow	£600,000	LBH/TfL	Junction optimisation (further scoping and feasibility to be undertaken)	Developers contributions
	Hounslow Heath	Junction Optimisation- A3063 optimisation (Wellington Road orbital route)	Phase 2/3	£3,000,000	<u>Anticipated</u> £2,100,000 - LIP (TfL)/Heathrow	£900,000	LBH/TfL	Junction optimisation (further scoping and feasibility to be undertaken)	Developers contributions
	Cranford	Jolly Waggoners Roundabout	Phase 2/3	£25,000,000	<u>Anticipated</u> £22,500,000 - LIP (TfL)/ Heathrow	£2,500,000	TfL	Reduce congestion and improve safety at key junction of A4/A312	LIP (TfL)/Heathrow, Developers contributions
	Bedfont	Southern Rail Access to Heathrow inclusive of a station at Bedfont	Phase 2/3	£1,000,000,000	<u>Anticipated</u> £900,000,000 - Central government funding, DfT, TfL/GLA	£100,000,000	Network Rail, DfT, LBH, TfL	LBH's proposal also delivers a new station in Bedfont which will unlock significant regeneration opportunity	DfT, TfL/GLA, Developers contributions

West Area	<b>Heathrow Bus improvements.</b> Improvement schemes likely linked to Heathrow Expansion Turn up and go bus service for all airport bus routes. Euro VI minimum fleet Expansion of free fare zone. Bus priority to link to a new restricted access southern road tunnel to the Central, Terminal Area	Phase 2: 5-10 years	£5,000,000	<u>Anticipated</u> £3,500,000 - Heathrow, LBH, LIP (TfL)	<b>£1,500,000</b>	LBH/TfL, Heathrow	Schemes likely to be necessary to achieve Heathrow's 'no more traffic pledge' / accommodate changes in distribution of highway trips associated with expansion.	Heathrow, LB, Hounslow, LIP (TfL), Developer contributions
Great West Corridor	A package of bus enhancements designed to improve services between the GWC and stations / local centres (e.g. H91, E8 frequency increases and route changes)	Phases 1-2	£5,000,000	<u>Anticipated</u> £3,500,000 – LIP(TfL)	<b>£1,500,000</b>	TfL	TfL monitor the need for frequency increases as demand changes, for example as a result of new development.	LB Hounslow, LIP (TfL), Developer contributions
Great West Corridor	A4 Bus Rapid Transit: Introduction of an express bus service with extensive bus priority measures along A4 corridor	Phases 1-2	£10,000,000	<u>Anticipated</u> £7,000,000 - external sources	<b>£3,000,000</b>	TfL	Further feasibility work will be required before proceeding.	LB Hounslow, LIP (TfL), Developer contributions
Borough-Wide	Improvements to station capacity for all (including non-mobility impaired people), accessibility and customer experience. Particular focus on Gunnersbury and Kew Bridge stations where capacity issues already apparent.	Phase 1-3	£20,000,000	<u>Secured</u> £1,900,000 -Developer contributions £720,000 - LIP funding (TfL) £300,000 - Train operator <u>Anticipated</u> £8,540,000 - LBH, Train Operating Companies, and developer contributions	<b>£8,540,000</b>	LBH /TfL	The Council prioritises the following in the next 2 years: - Kew Bridge - £750k required for feasibility. - Chiswick, Hounslow - £100k each required for feasibility - Isleworth - estimated total cost £3.5m	LB Hounslow, Train Operating Companies, Developer contributions

Great West Corridor	Rail capacity upgrades: Piccadilly & District Lines and SWR Hounslow Loop Upgrade	Phases 1 & 2	£50,000,000	<b>Anticipated</b> £50,000,000 - Rail operators and TfL <sup>61</sup> .	<b>£0</b>	TfL/SWR /Network Rail		
Great West Corridor	<b>Southall Rail Link:</b> Shuttle rail service running to a new station in the GWC	Phases 1&2	£100,000,000	<b>Anticipated</b> £70,000,000 - Central government funding, DfT, TfL/GLA, LIP.	<b>£30,000,000</b>	LBH/ Network Rail/DfT/ TfL	GRIP 3 study to complete 2019.	Central government funding, DfT, LIP(TfL), Developer contributions
Great West Corridor	West London Orbital Rail: A new service linking Hounslow to North West London and New station at Lionel Road	Phases 1-3	£100,000,000	<b>Anticipated</b> £90,000,000 - External funding.	<b>£10,000,000</b>	Network Rail, TfL, DfT, LBH and WLA Partner Boroughs	Proposal 88 in MTS for delivering a new London Overground link between Hounslow & Cricklewood /West Hampstead via Old Oak Common.	Network Rail, TfL, DfT, Council Capital funding, WLA Partner Boroughs and Developer contribution
GWC and Borough wide	Strategic Active Travel Infrastructure - Cycle Superhighway 9: upgraded cycle facilities along Chiswick High Road and the A315	Phase 1	£100,000,000	<b>Secured</b> £100,000,000 - Developer contributions and LIP funding (TfL)	<b>£0</b>	TfL/LB Hounslow	Active (cycling)	
Syon	Segregated cycle track Active (cycling) Boston Manor Road A3002 – A4 to Boston Manor Tube (Borough Boundary with LB Ealing.	Phase 1	£1,005,000	<b>Secured</b> <u>Project phase 1</u> £521,000 - LIP funding £194,000 - Developer contributions <b>Anticipated</b> <u>Project phase 2</u> £150,000 - HEDF bid	<b>£140,000</b>	LBH/TfL	Project phase 1 complete (Boston Manor Tube to University of West London) In the event that £150,000 is not secured from Highways England, the funding gap will be £290,000	Developers contributions
Feltham North	Segregated cycle facilities – on carriage: A315 Staines Road – A244 Hounslow Road to Bedfont	Phase 1	£800,000	<b>Anticipated</b> £400,000 - LIP funding and other TfL grant funding.	<b>£400,000</b>	LBH/TfL	Active (cycling)	Developers contributions

<sup>61</sup> The cost is likely to be greater than £50,000,000, however the amount is not confirmed. No local funding required. Tube line upgrades part of TfL business plan.

	Cranford	A315 Staines Road – Green Ln to A244 Hounslow Road	Phase 1	£3,500,000	<u>Anticipated</u> £1,750,000 – LIP funding and TfL funding.	£1,750,000	LBH/TfL	Segregated cycle facilities– on carriage	Multiple incl. Council Capital funding, Developers contributions
	Hanworth Park	A244 High Street/Ashford Road – Feltham TC to Sunbury Road	Phase 1	£1,000,000	<u>Anticipated</u> £500,000 - LIP funding and TfL funding.	£500,000	LBH/TfL	Segregated cycle facilities– on carriage	Multiple sources, incl. Council Capital funding, Developers contributions
	Hounslow West	A3006 Bath Road – Rosemary to A4; A3006 Bath Road – Hounslow Town Centre to A4	Phase 1	£1,000,000	<u>Secured</u> £500,000 - CIL <u>Anticipated</u> £500,000 - HEDF	£0	LBH/TfL	Segregated cycle facilities– on carriage.	
	Bedfont	Bedfont Road – Railway to Clockhouse to Bedfont Road Bridge; Bedfont Road Cycle Links - Bedfont Road Bridge to Chertsey Road (Phase 2)	Phase 1	£1,000,000	<u>Anticipated</u> £150,000 – HEDF £425,000 - London Implementation Plan funding.	£425,000	LBH/TfL	Segregated cycle facilities– off carriage & cycle improvements on Bedfont Road.	Developers contributions
	Hanworth	Hounslow Road, Hanworth – A312 to A316	Phase 1	£1,200,000	<u>Secured</u> £250,000 - LIP funding <u>Anticipated</u> £650,000 - HEDF	£300,000	LBH/TfL	Segregated cycle facilities– on carriage.	Developers contributions
	Hounslow West	Staines Road A315 – Bell Corner to Wellington Road North	Phase 1	£1,500,000	<u>Secured</u> £440,000 - LIP funding <u>Anticipated</u> £530,000 – TfL funding	£530,000	LBH/TfL	Mandatory cycle lanes– on carriage.	Multiple sources, incl. Council Capital funding , Developers contributions and TfL
Active Travel (Cycle)	West Area	West Area Greenways	Phase 1	£500,000	<u>Secured</u> £228,000 - LIP funding £272,000 - TfL	£0	LBH/TfL		
	Borough-wide	Hounslow Priority Cycle Network	Phases 1 - 3	£5,000,000	<u>Secured</u> £430,000 - LIP funding <u>Anticipated</u> £2,285,000 - TfL funding	£2,285,000	LBH	Choice of first route to be confirmed.	Multiple sources, including LIP (TfL), Council Capital funding , Developers contributions
	West Area	Bus priority and cycling improvements in Lower Feltham	Phase 1	Unknown	<u>Unknown</u>	Unknown	LBH/TfL	Feasibility to be completed.	

	West Area	Shared use route from borough boundary to Saxon Avenue	Phase 1	Unknown	Unknown	Unknown	LBH/TfL	Feasibility to be completed.	
	Chiswick	Devonshire Rd Cycle Improvements	Phase 1	Unknown	Unknown	Unknown	LBH/TfL	Feasibility to be completed.	
	Chiswick	Quietway - Cycle Improvements along A316	Phase 1	Unknown	Unknown	Unknown	LBH/TfL	Feasibility to be completed.	
	Heston & Cranford	High Street, Cranford and Southall Lane Improvements	Phase 1	Unknown	Unknown	Unknown	LBH/TfL	Feasibility to be completed.	
Active Travel (Walking/Footbridge/ cycle bridge)	Borough-wide	<b>Severance reduction programme</b> – bridge enhancements to facilitate improved pedestrian & cycle access in: West Area Greenways & Strategic Walking network enhancement (e.g. Thames Path); Clockhouse Lane Foot and Cycle Bridge; Whitton Road; Hounslow Road (LB Richmond); Baber Bridge; Windmill Lane; Boston Manor Station – Golden Mile green link	Phases 1-3	£30,000,000	<u>Anticipated</u> £150,000 - HEDF £14,925,000 - Hounslow Capital funding, TfL	<b>£14,925,000</b>	LBH	Remove severance impact of major roads and railway which acts as an impediment to delivering active travel corridors.  Highways England Designated Fund Application submitted for Windmill Lane for £150k.	Multiple sources, including LIP (TfL), Developers contributions
	Chiswick Riverside	Thames Path National Trail connections in Dukes Meadows (bridge under Barnes rail bridge)	Phase 1	£3,300,000	<u>Secured</u> £100,000 - LIP funding £1,950,000 - TfL grant funding 'Liveable Neighbourhoods' £250,000 - Hounslow Council funding <u>Anticipated</u> £1,000,000 - Hounslow Council funding	<b>£0</b>	LBH	Feasibility study being progressed in 2019/20 for Thames Path walkway under Barnes Rail Bridge, Dukes Meadows.	

Great West Corridor	Healthy Streets – within Development Site Boundary: A high standard of active travel permeability and attractive public realm within new developments	Phase 1	£0	Expect developer to implement Healthy Streets initiatives as part of the development.	£0	LBH/Developers		
Great West Corridor	Healthy Streets - Local Connections Package: A set of walking and cycling infrastructure enhancements designed to connect workplaces and residential areas to transport hubs, retail areas and leisure facilities.	Phases 1-3	£12,000,000	<b>Secured</b> £510,000 - London Implementation Plan 'Better Streets' Improvement Fund £90,000 - London Implementation Plan 'Cycle Parking Fund' <b>Anticipated</b> £5,700,000 TfL funding	£5,700,000	LBH/TfL		Multiple sources, incl. LIP (TfL), Council Capital funding, Developers contributions
Feltham North	Feltham Station Interchange and Town Centre Major Scheme including Hounslow Road railway bridge.	Phase 1	£16,617,090	<b>Secured</b> £7,732,000 - LIP (TfL) £1,250,000 - London Implementation Plan £5,500,000 - Network Rail £542,000 - Heathrow funding £1,593,090 - Developers contribution	£0	Network Rail LBH	Phase 1 works began winter 2018, due for completion by summer 2019. Phase 2 to start summer 2019.	
Feltham	Feltham Town Centre 'Liveable Neighbourhood' including further cycling and walking improvements.	Phases 1 - 2	£3,200,000	<b>Unknown</b>	£0	LBH	Priority should be given to feasibility costs which are c.£120,000	Multiple incl. LIP (TfL), Council Capital funding, Developer contributions
Feltham	Widening of existing bridge to facilitate improved pedestrian and cycle access at New Road, Feltham	Phases 2 - 3	£1,000,000	<b>Anticipated</b> £500,000 - LIP (TfL)	£500,000	LBH		Multiple sources, incl. Council Capital funding, Developers contributions

TRANSPORT SUBTOTAL			£1,536,622,090	£1,343,227,090	£190,195,000		
<b><u>TOTAL</u></b>			<u>£1,749,062,090</u>	<u>£1,444,994,024</u>	<u>£259,523,066*</u>		

\* Funding Gap reflects projects where source of funding is known, entries with no known funding and resultant Funding Gap over £250,000 were excluded from the total