

## 9 Core Policies - Transport and Infrastructure

**9.1** The transport policies set out in this chapter promote sustainable forms of transport with an overall aim of improving quality of life and reducing private car dependency. This chapter considers where links and connections can be improved, how public transport can support growth and regeneration, what transport measures are needed for Heathrow Airport, and how the Council can improve accessibility to services and encourage active travel.

**9.2** The delivery of a sufficient amount of physical, social and green infrastructure to underpin planned growth in Hillingdon is also a key priority for this Hillingdon Local Plan: Part 1- Strategic Policies. The provision of community infrastructure is central to the delivery of key objectives in the Sustainable Community Strategy, such as 'improving health and wellbeing' and 'strong and active communities'. This chapter will outline the findings of Hillingdon's infrastructure planning process and identify the key infrastructure proposals that will enable delivery of growth.

### Main challenges

**9.3** The principal challenge is to enable access to 9,000 new jobs and an average of 620 new homes per annum within the Heathrow Opportunity Area during the plan period. Access will have to be provided within the context of a congested road network and crowded public transport system. In order to accommodate this growth, high trip generating uses will only be located where they have good access to public transport. Uses that have to rely on the road network, for example distribution, will be located only at sites with good existing road access. New developments will be steered towards locations with minimal impact on the transport system and all developments will have good cycling and pedestrian provision.

**9.4** The current public transport provision in Hillingdon has an east-west orientation while the borough has a distinct north-south shape, as shown on the key diagram (Map 4.1). It is vital that this Hillingdon Local Plan: Part 1- Strategic Policies addresses the challenge of poor north-south links in Hillingdon.

**9.5** Hillingdon's carbon emissions from transportation are much higher than the London average. The number of people travelling into and out of Hillingdon is major contributing factor. It has also led to impacts on air quality, particularly around Heathrow where hotels and office accommodation have been developed.

**9.6** Uxbridge is a Metropolitan town centre, shown on the Key Diagram (Map 4.1), but is deficient in good public transport links despite being the terminus of the Metropolitan and Piccadilly Underground Lines and numerous bus routes. Uxbridge lacks direct and fast connections with its neighbouring Metropolitan town centres and does not compare favourably with other equivalent urban centres in terms of journey time to central London by public transport<sup>(59)</sup>.

**9.7** The aim of the transport policies in this section is to provide a sustainable transport system that addresses whole length journeys, reduces car dependency, supports the economy, encourages active travel and improves quality of life. The policies also aim to reduce congestion and smooth traffic flow. These aims reflect the six goals set out in the draft Mayor's

59 Comparisons from journey planners at [www.tfl.gov.uk](http://www.tfl.gov.uk) and [www.nationalrail.co.uk](http://www.nationalrail.co.uk)

Transport Strategy (MTS)<sup>(60)</sup> and seek to ensure that the design of new infrastructure respects the local environment and historic assets. The Hillingdon Local Plan: Part 1- Strategic Policies supports sustainable travel by locating new growth including housing, retail, commercial, leisure and community facilities near public transport interchanges.

**9.8** The cycling and walking networks form part of a comprehensive transport network. Journeys by foot have reduced in recent years, while there has been only a slight increase in cycle journeys. These modes of transportation have an important role in helping to create healthier lifestyles and reduce the level of harmful emissions from vehicles.

**9.9** The quantity, quality and accessibility of social and community infrastructure, such as schools, culture and leisure facilities, make a direct contribution to the quality of life in Hillingdon. Further social infrastructure provision will be required to meet the needs of Hillingdon's growing population and also to accommodate additional housing and employment growth.

**9.10** The Infrastructure planning process has also identified the importance of other forms of physical infrastructure to the delivery of the Hillingdon Local Plan: Part 1- Strategic Policies objectives. The Hillingdon Local Plan: Part 2-Development Management Policies Local Development Document will need to contain appropriate policies to ensure this is delivered in support of planned growth and individual development proposals.

## Accessible Local Destinations

### Strategic Objectives

- SO3: Improve the quality of and accessibility to, the borough's open spaces, including rivers and canals as areas for sports, recreation, visual interest and bio-diversity. In addition, address open space needs by providing new space identified in Hillingdon's Open Space Strategy.
- SO6: Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, green space and cultural facilities for all in the borough, particularly for residents living in areas of identified need.
- SO12: Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans.
- SO17: Link deprived areas with employment benefits arising from the development of major sites and existing key locations.

60 Mayor's Transport Strategy: Public Draft (Greater London Authority, October 2009) The goals are: Support economic development and population growth; Enhance the quality of life for all Londoners; Improve the safety and security of all Londoners; Improve transport opportunities for all Londoners; Reduce transport's contribution to climate change and improve its resilience; Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

- SO18: Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport.
- SO25: Maintain support for operational uses within the existing airport boundary that do not increase environmental impacts and continue to reduce existing impacts.

Related Policy: T1

**9.11** Table 3.1 in Chapter 3 identifies three main challenges relating to accessible local destinations:

- Congestion causing traffic delays, particularly in the 30 identified congestion hotspots;
- Poor and unsustainable access to and from local destinations, including shopping centres, employment and leisure concentrations/ areas; and
- High dependency on private vehicles and low proportion of trips made by cycling, walking and public transport.

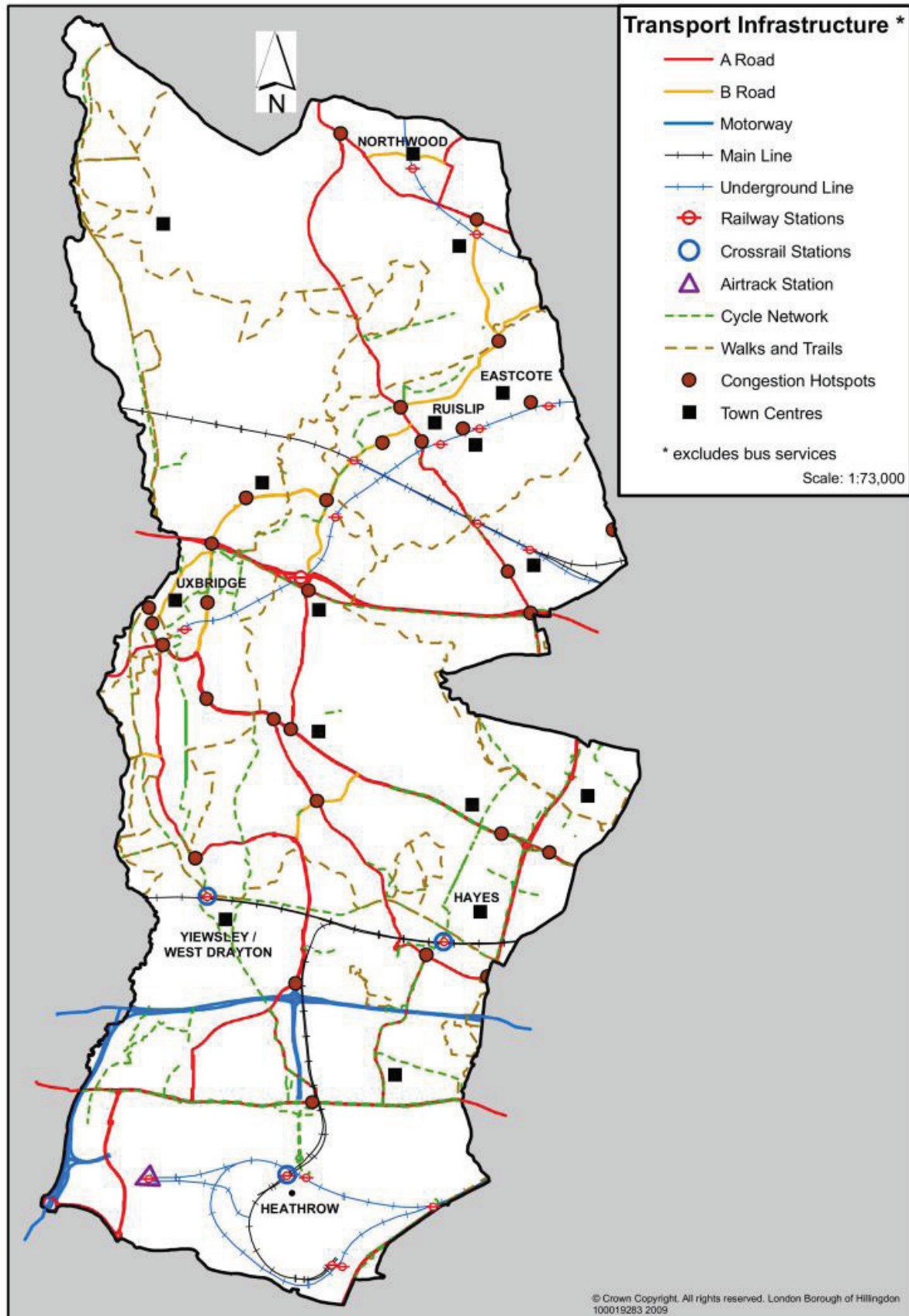
**9.12** Ensuring that local destinations are accessible by good quality, safe and convenient transport is essential to achieving sustainable development. 'Local destinations' are locations which provide services and amenities including health, education, employment and training, local shopping, community, culture, sport and leisure facilities. It is vital for people to be able to access these types of destinations through well planned routes and integrated public transport, especially for those without a car and for those in more remote parts of the borough.

**9.13** A central aim of national, regional and local transport plans, programmes and strategies is to meet an increasing proportion of travel demand by walking and cycling, both for short journeys and as part of longer journeys by public transport. If more people switch from cars to cycling and walking this would make a major contribution to meeting targets for reducing climate change emissions. This Hillingdon Local Plan: Part 1- Strategic Policies plans for sustainable and active travel which means services and amenities will be more accessible by walking, cycling and public transport. Many services are located in existing town and neighbourhood centres which are shown on Map 9.1. The river and canal network in Hillingdon provide opportunities for sustainable transport, including walking and cycling, and water based leisure and recreation (see policy EM3 and Map 9.1). The Council is working with schools to introduce sustainable means of transport to and from school through engineering works, education and encouragement of walking and cycling. Schools are encouraged to prepare and implement Travel Plans to reduce congestion and improve safety. Further details of community infrastructure can be found at Appendix 2 and Policy C11.

**9.14** The Council will encourage walking and cycling through initiatives such as improved street signage showing distances and likely journey times between major destinations. Provision for cyclists include the integration of facilities at either end of the journey in both new developments and through retrofitting, for example at interchanges and business parks.

New development can contribute to these much needed provisions through developer contributions or other initiatives. The Council will also require developers to think about more forms of sustainable transportation methods beyond cycling, walking and public transport. The installation of electric vehicle charging points can help those who are car-dependant to reduce their emissions and in turn their contribution to climate change. Other initiatives as prioritising car parking for low emissions vehicles and car clubs are simple measures that can also contribute to the reduction of harmful emissions. Developers will be expected to demonstrate the integration of some or all of these sustainable transport measures through the submission of travel plans.

Map 9.1 Transport infrastructure



**9.15** The Hillingdon Local Plan: Part 1- Strategic Policies growth areas of Uxbridge and the Heathrow Opportunity Area, including the Hayes/ West Drayton Corridor, are important destinations for employment and services. A number of these are located in proximity to existing congestion hotspots on Hillingdon's road network<sup>(61)</sup> which are shown on Map 9.1. The options for addressing congestion on the road network do not include new road construction and the extent of new growth will depend on the implementation of other measures, such as highway improvements and more efficient public transport services.

### **Policy T1: Accessible Local Destinations**

The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision

The Council will ensure access to local destinations which provide services and amenities.

The Council will promote active travel through improvements to Hillingdon's public rights of way.

### **Implementation of Policy T1: how we will achieve this**

- Policy T1 will be delivered through the Local Implementation Plan which includes targets for cycling, provides the basis for considering all highway, maintenance and cycling schemes, as well as the allocation of resources.
- Providing demand-responsive transport to link deprived areas with employment benefits arising from the development of major sites and existing key locations.
- Through the Rights of Way and Permissive Routes Improvement Plan (2009-2019).
- Travel planning, implementing policies T2 and T3.
- Working with Transport for London, Highways Agency, transport providers and other partners.
- Developer contributions, Transport for London funding.
- Encouraging freight road transport to use the highest order roads wherever possible.

### **Monitoring of Policy T1: how we will measure success**

- Policy T1 will be monitored through regular travel and congestion surveys of road users, public transport users, pedestrians and cyclists.
- BV178 - Hillingdon's Public Rights of Way performance indicator.

61 Congestion hotspots are identified in Hillingdon's Local Implementation Plan 2006/6-2010/11 (London Borough of Hillingdon, March 2006): Appendix 9

## Public Transport Network

### Strategic Objectives

- SO18: Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport.
- SO20: Improve facilities at bus and underground/rail interchanges to promote sustainable growth in Uxbridge, Heathrow, the Hayes/ West Drayton corridor and accessibility to other town centres.
- SO21: Improve public transport services between the north and the south of the borough to ensure easier access between residential areas such as Northwood and South Ruislip, Hillingdon Hospital, Brunel University, Stockley Park and Heathrow Airport.
- SO22: Promote efficient use of public transport and particular, the enhancement of Underground services to Uxbridge and faster services to central London.

Related Policies: T2, T3

**9.16** Table 3.1 in Chapter 3 identifies four main challenges relating to public transport:

- Poor north/south public transport links
- Slow and deficient public transport access between Uxbridge and central London and other key centres.
- Delivery of planned public transport improvements at Heathrow, Hayes, West Drayton Uxbridge and West Ruislip.
- High dependency on private vehicles and low proportion of trips made by cycling, walking and public transport.

### Public Transport Interchanges

**9.17** The development of an efficient, integrated public transport network is a key factor in ensuring sustainable growth in Hillingdon over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Should proposed housing and employment growth take place without such improvements, the resulting levels of private car use would place considerable pressure on Hillingdon's road network, particularly around congestion hotspots.

**9.18** There are opportunities to enhance public transport interchanges at five key locations in the borough; Uxbridge, Heathrow, Hayes, West Drayton and West Ruislip. Heathrow is well connected to the rest of the country, with five rail stations and the UK's second busiest coach station. There is substantial potential for improved transport interchanges, both between Airtrack and Crossrail, and between the UK's busiest bus and coach station and the rest of the borough in general, and Uxbridge in particular.

**Uxbridge**

**9.19** Uxbridge is home to a regionally important Underground / bus interchange that cannot accommodate current or future demand without significant improvements. The bus station has inadequate capacity for the number of vehicles which currently use it. The surrounding area is in need of upgrading to improve accessibility for people with restricted mobility.

**9.20** Uxbridge town centre has, despite its attractive geographic position, deficient rail connections with its neighbouring Metropolitan and out of London town centres, central London, counties to the west and even Heathrow Airport. Public transport and cycle access to its catchment area is very deficient in general and to the villages located to the west and north-west of the M25 in particular.

**9.21** This Hillingdon Local Plan: Part 1- Strategic Policies identifies Uxbridge Metropolitan town centre for employment and retail growth, along with new housing at RAF Uxbridge, which will create significant new users of public transport in Uxbridge (see Policy E4). The redevelopment of the bus/Underground station is an important infrastructure improvement which will help to exploit the town's Metropolitan status and create a gateway to Uxbridge and the borough as a whole. There is scope to improve both the frequency and travel times of Underground services between Uxbridge and London, and establish public transport links to the north and south of the borough.

**9.22** In addition to improvements to the Metropolitan Line, the Council has an aspiration for securing an extension of the Central Line to Uxbridge by means of a spur in the area to the west of Ruislip Gardens. This proposal would contribute towards the Mayor's aspirations for growth in outer London, support growth in the borough and reduce congestion on the road network. The Council supports the view of TfL (as set out in a report in February 2009), that there may be a long term business case for the Central Line extension to Uxbridge and will work to keep this under review.

**9.23** The Hillingdon Local Plan: Part 1- Strategic Policies provides opportunities to encourage more active forms of transportation, particularly for shorter journeys. New development will be required to promote cycling and walking, and the Council will seek developer contributions where appropriate. There is limited cycle parking at Uxbridge underground station and addressing this issue could help facilitate an increase in cycling.

**Hayes and West Drayton**

**9.24** Crossrail will provide a direct link from Maidenhead to the City, east London, Essex and Kent, travelling through the southern part of Hillingdon on the route of the existing Paddington line. Two existing stations (Hayes and West Drayton) will be upgraded as part of the Crossrail works. It is envisaged that these works will take place during the period 2015/ 2016. The improved Crossrail stations will provide the catalyst for the regeneration of Hayes and West Drayton (see Table 5.3) and will bring extra travellers through these stations who will need to travel to and from their original destination by feeder mode.

**9.25** Proposed public transport improvements, such as improved interchanges, are located in close proximity to growth areas (see Map 5.1). The location of public transport interchanges and Crossrail stations are shown in Map 9.1.

**9.26** As noted elsewhere in this Hillingdon Local Plan: Part 1- Strategic Policies, the Council will seek to make the most of the Grand Union Canal as a regeneration opportunity. Projects that help to meet this objective, such as the upgrade of the canal towpath as a pedestrian cycle link, will be supported.

### West Ruislip

**9.27** West Ruislip station offers good access to central London from the north of the Borough (via the Underground Central Line and Chiltern Railway to Marylebone). This station serves a substantial and expanding residential catchment and also acts as a railhead/park and ride facility to cyclists and car users. West Ruislip station needs to be enhanced to maximise its potential, particularly to facilitate more feeder trips by public transport, walking and cycling. The option of a new station close to the current location will be investigated to offer direct access to the Central, Metropolitan and Piccadilly Underground lines and the Chiltern Railway.

### Policy T2: Public Transport Interchanges

The Council will facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle.

### Implementation of Policy T2: how we will achieve this

Policy T2 will be delivered through the Local Implementation Plan (LIP) and partnership working with Transport for London, transport providers and other partners. Land will be safeguarded through the Hillingdon Local Plan: Part 2 -Site Specific Allocations LDD. Developer contributions will be required where appropriate.

### Monitoring of Policy T2: how we will measure success

Policy T2 will be monitored through regular travel and congestion surveys of road users, public transport users, pedestrians and cyclists, and through analysis of third party reports.

### North-south sustainable transport links

**9.28** Whilst there are strong east-west public transport links to and from the borough, north-south journeys are usually slow and often indirect. Road traffic pressures across the A40 create a major barrier severing the north from the south. There is a need for better orbital bus and rail routes to supplement the radial corridors and to create a more effective total network across the whole Borough. There is insufficient bus capacity in parts of the Borough, with passengers having to stand up on buses or not able to board at all, especially

at peak times. Equally important is the need to achieve reliable and reasonably frequent services as the norm. Greater integration of transport modes through improved interchanges at key locations in the borough would also benefit the network.

**9.29** Poor accessibility impacts heavily on the capacity of the borough to deliver jobs<sup>(62)</sup>. Better north-south links will help connect local people with jobs in the borough, for example connecting Stockley Park to Hayes and West Drayton will make it a more accessible and sustainable office location. Routes for improved north-south public transport links are shown on the key diagram (Map 4.1).

**9.30** The proposed preferred London-Birmingham route for HS2 would run from London Euston via Old Oak Common (near Wormwood Scrubs prison) then via Ruislip, through the Chilterns to Birmingham. A connection to Heathrow is proposed to be provided by an interchange with Crossrail at a new Old Oak Common station. The proposal is to start pre-construction works in 2015 and begin construction in 2017. Given the uncertainty about HS2, particularly in terms of the preferred route and timescales for implementation, the implications of the proposal have not been fully considered in the Hillingdon Local Plan: Part 1- Strategic Policies at this stage.

### **Policy T3: North-South Sustainable Transport Links**

The Council will improve north-south public transport links in the borough and link residential areas directly with employment areas and transport interchanges.

#### **Implementation of Policy T3: how we will achieve this**

Policy T3 will be delivered through the Local Implementation Plan and partnership working with Transport for London, transport providers and other partners, making effective use of the most up to date intelligent transport systems to promote increasingly sustainable travel, and implementation of Policies T1, and T4.

#### **Monitoring of Policy T3: how we will measure success**

Policy T3 will be monitored through regular travel and congestion surveys of road users, public transport users, pedestrians and cyclists.

62 GLA Economy Working Paper 39: Borough employment projections to 2031 (Greater London Authority, November 2009)

## Heathrow Airport

### Strategic Objectives

- SO18: Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport.
- SO21: Improve public transport services between the north and the south of the borough to ensure easier access between residential areas such as Northwood and South Ruislip, Hillingdon Hospital, Brunel University, Stockley Park and Heathrow Airport.
- SO24: Optimise the potential employment and educational benefits of Heathrow airport for local residents.
- SO25: Maintain support for operational uses within the existing airport boundary that do not increase environmental impacts and continue to reduce existing impacts.

Related Policy: T4

**9.31** Table 3.1 in Chapter 3 identifies four main challenges relating to Heathrow:

- Delivery of planned public transport improvements at Heathrow, Hayes, West Drayton Uxbridge and West Ruislip.
- Pressures on the road and public transport network from the high volume of vehicles associated with Heathrow Airport
- Poor and unsustainable access to and from local destinations, including shopping centres, employment and leisure concentrations/areas
- High dependency on private vehicles and low proportion of trips made by cycling, walking and public transport.

**9.32** Heathrow is the largest and busiest airport in the United Kingdom and has a significant impact on the London Borough of Hillingdon, particularly as the largest single generator of traffic in the UK<sup>(63)</sup>. There are currently over 76,500 people directly employed at the airport and just under 9,000 of these are Hillingdon residents<sup>(64)</sup>. The airport also has a significant impact on travel patterns in the borough. A high proportion of Heathrow employees travel to the airport by car (61.4% lone, 6.9% car share), including nearly 50% of Hillingdon residents<sup>(65)</sup>. Parking at the airport has been regulated and bus services have been extensively improved in recent years. A network of cycle routes has been created on the airport and there is an ongoing effort to raise awareness of travel options. Single occupancy car use

63 The Heathrow Airtrack Order, Heathrow Airtrack Environmental Statement, Volume 6: Transport Assessment (Heathrow Airport Ltd and Temple Group Ltd, June 2009)

64 Heathrow Employment Survey 2008/09: summary report (Heathrow Airport Limited, March 2010)

65 Heathrow Employment Survey 2008/09: summary report (Heathrow Airport Limited, March 2010)

has reduced by 10 percentage points since 2004<sup>(66)</sup>. The target will be revisited as the next Surface Access Strategy for Heathrow is developed and will undoubtedly strive for a further improvement on these figures. However, this still means a very high number of trips being taken by car which impact on air quality and the capacity of road networks, particularly in the Air Quality Management Area (see Map 8.4 and Policy EM8). Activities related to the operation of Heathrow, and associated businesses such as logistics and distribution, also impact on the capacity of road networks.

**9.33** Heathrow is a major public transport interchange, and includes air, rail, underground, coach, bus, cycle and road links to London and the UK. The airport and transport interchange will play an essential part in delivering the 2012 Olympic and Paralympic Games as both an international gateway to London and by enabling participants and spectators to continue their journey to the Games. This Hillingdon Local Plan: Part 1 -Strategic Policies will increase the number of journeys to the airport by public transport, for both employees and passengers.

**9.34** Heathrow Airport makes an important contribution to the economy in Hillingdon (see Chapter 5 and Policy E3). The Heathrow Opportunity Area (see Key Diagram and Map 5.1) is one of the key areas for employment growth in this Hillingdon Local Plan: Part 1- Strategic Policies and the Council will support access to 9,000 new jobs and 620 new homes per annum in the Heathrow Opportunity Area during the plan period. The infrastructure required to support this level of growth is identified in the schedule contained in Appendix 2 of this document. Where appropriate, Hillingdon will work and consult with adjoining authorities on improved cross boundary sustainable transport links.

### **The Council's Policy on Heathrow Expansion**

**9.35** Whilst recognising the economic importance of the airport to the borough, the Council remains firmly opposed to any proposal to expand Heathrow Airport beyond its present boundaries.

#### **Policy T4: Heathrow Airport**

Recognising the economic importance of the airport to the borough this Hillingdon Local Plan: Part 1 -Strategic Policies will support the sustainable operation of Heathrow within its present boundaries and growth in the Heathrow Opportunity Area by facilitating improvements to public transport and cycle links, enhancing the public transport interchange to provide the opportunity for a modal shift from the use of private cars and from short haul air to sustainable transport modes and providing transport infrastructure to accommodate economic and housing growth whilst improving environmental conditions, for example noise and local air quality for local communities.

66 Heathrow Employment Survey 2008/09: summary report (Heathrow Airport Limited, March 2010)

**Implementation of Policy T4: how we will achieve this**

Policy T4 will be delivered through the Local Implementation Plan, partnership working with Transport for London, transport providers and other partners, including the Heathrow Transport Forum. The Council will continue to work with BAA who have identified a significant on-going capital programme to ensure the operational capacity of the airport.

The Council will require developers within the Heathrow Opportunity Area to develop a sustainable transport solution that includes public transportation, walking, cycling and as well the use of electric vehicles, low emission vehicles and car clubs.

**Monitoring of Policy T4: how we will measure success**

Policy T4 will be monitored through regular travel and congestion surveys of road users, public transport users, pedestrians and cyclists.

**Crossrail**

**9.36** As noted at paragraph 3.11, Crossrail is a major strategic infrastructure project for London which will be routed through the southern part of Hillingdon alongside the existing Paddington main line. The Council supports the principle of Crossrail and recognises the associated regeneration benefits it will bring for Hillingdon.

**9.37** Work on the project began in 2008 and the main civil engineering construction works are expected to be completed by 2017, with services commencing in 2018. There will be a new station at Heathrow Airport and two existing stations in the borough at Hayes and West Drayton will be upgraded as part of the Crossrail works. It is expected that these works will be undertaken during the period 2015/2016. The Council will actively pursue funding for this project from major commercial development proposals through the implementation of its Section 106 planning powers.

**Policy T5: Crossrail**

Subject to the other local priorities set out in this Local Plan: Part 1- Strategic Policies and other Part 2 Policies, the Council will seek planning contributions from appropriate commercial development towards the provision of the Crossrail project in accordance with the requirements of the London Plan.

**Implementation of Policy T5: how we will achieve this**

The Council will seek appropriate contributions from developers of commercial retail and office developments which will benefit from the provision of the Crossrail project in their area towards the overall costs of the project.

**Monitoring of Policy T5: how we will measure success**

Contributions towards Crossrail from appropriate commercial developments will be monitored via the Council's regular quarterly reviews of Section 106 receipts.

**Community Infrastructure****Strategic Objectives**

- SO6: Promote social inclusion through equality of opportunity and equality of access to social, educational, health, employment, recreational, green space and cultural facilities for all in the borough, particularly for residents living in areas of identified need.
- SO8: Promote healthier and more active lifestyles through the provision of access to a range of sport, recreation, health and leisure facilities.

Related policies: CI1, CI2 and CI3.

**Hillingdon's Strategic Infrastructure Plan**

**9.38** Hillingdon's infrastructure planning process has been undertaken through the production of a Strategic Infrastructure Plan (SIP). This document has been prepared in support of the Hillingdon Local Plan: Part 1- Strategic Policies to identify:

- Existing provision of physical, social and green infrastructure in the borough;
- Current shortfalls in infrastructure provision based on current standards of provision; and
- Additional infrastructure required to accommodate future population growth and deliver the policies and proposals contained in the Hillingdon Local Plan: Part 1- Strategic Policies.

**9.39** The following aspects of infrastructure provision will be addressed in the SIP: :

- **Transport and Connectivity:** Roads, public transport provision, walking, air
- **Energy, Utilities and Waste:** Electricity, gas, water, waste
- **Health:** Primary and acute care, taking account of recent changes to Government policy on health
- **Education and Learning:** Primary, secondary, further, higher
- **Recreation:** Provision of green spaces and water resources
- **Other Community Infrastructure:** such as emergency services and affordable housing provision

**9.40** The Council recognises that delivery of appropriate social, physical and green infrastructure is essential to underpin sustainable development and growth. The SIP has been produced to meet the requirements of guidance prepared by the Planning Advisory

Service (PAS). As far as possible, the document identifies the needs, costs and timescales for delivery; funding sources and responsibilities for infrastructure development. It also identifies the extent to which infrastructure plans are realistic and where possible identifies a contingency where proposals are uncertain.

**9.41** The production of the SIP has highlighted the high level of uncertainty associated with the infrastructure planning process. Infrastructure providers work to different timescales and many have not identified considered long term plans up to 2026. Many providers have not identified the cost of provision or an appropriate contingency should proposals not go ahead.

**9.42** The SIP recognises the above challenges and will be refined over the period of the Hillingdon Local Plan: Part 1-Strategic Policies as more information on the infrastructure planning process becomes available.

### **Social and Community Infrastructure Provision**

**9.43** The quantity, quality and accessibility of social infrastructure such as libraries, health facilities, community and faith centres, cultural facilities, emergency services and educational services, make a direct contribution to the quality of life in Hillingdon.

**9.44** Social infrastructure is essential in providing people with better life opportunities and creating a sustainable community and the Council will seek to resist the loss of such facilities. Hillingdon has benefited from significant capital spend on social infrastructure provision. New library, sport and leisure facilities are currently being delivered and further improvements are expected to come on stream over the period of the Hillingdon Local Plan: Part 1 -Strategic Policies.

**9.45** Chapter 3 of this Hillingdon Local Plan: Part 1- Strategic Policies notes the contrasts that exist in Hillingdon. Improved access to social infrastructure will form a key part of the Council's Strategy to address deprivation, particularly in and around areas of identified need. Further work will be undertaken to clearly identify the extent deficiencies and the measures to address this issue.

**9.46** Further social infrastructure provision will be required to meet the needs of Hillingdon's growing population and also to accommodate additional housing growth. The Council's SIP highlights that recent above average birth rates have put particular pressure on school provision. Ensuring that sufficient primary places are available will be a key strategy for the Council going forward to 2026. Policies in forthcoming Hillingdon Local Plan: Part 2 - Local Development Documents will also address the needs of Hillingdon's ageing population.

**9.47** It is essential that the capacity of social infrastructure should be increased to reflect the inevitable increase in demand as new people move into the borough. In the case of expansion of existing facilities required to meet the needs of additional housing, this will be negotiated through planning obligations, where appropriate. The provision of social infrastructure will need to reflect the changing needs of the population over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Policies in subsequent LDDs will need to make provision for the facilities required by an ageing population.

**9.48** It will be important to safeguard sites for future education, health and community service needs and also to protect existing sites and premises. Furthermore, community facilities and services should be located so they have maximum accessibility for potential users. Some may be best located in a town centre or key local centre. The Council recognises key services will have an important role to play in protecting the vitality and viability of town and local centres over the period of the Hillingdon Local Plan: Part 1- Strategic Policies.

**9.49** Birth rates in Hillingdon have risen for several consecutive years with record highs in 2006, 2007 and 2008. Births in 2008 were exceptionally high at 4,126 children and demographic projections indicate a prolonged period of births at or around this level. Hillingdon's primary and secondary school provision will need to react to changing demographics and this Hillingdon Local Plan: Part 1 -Strategic Policies supports proposals to address the needs arising from an increase in the school age population. In the short term the most pressing need is to provide an estimated 18 new forms of entry in Hillingdon's primary schools. The Council recognises that the capacity of existing school sites is becoming increasingly limited and that these very special circumstances may necessitate the release of greenfield or Green Belt sites. Such sites will only be identified where the need for additional forms of entry cannot feasibly be met through the expansion of existing schools or new development on suitable brownfield land.

**9.50** In addition to primary and secondary provision, Hillingdon contains highly respected places of further and higher education. Policies will be developed in subsequent LDDs to ensure that a high standard of teaching can continue to be provided in these establishments over the period of the Hillingdon Local Plan: Part 1 -Strategic Policies. The Council will continue its collaborative working arrangements with these institutions (e.g. Brunel University) during the preparation of the Hillingdon Local Plan and during subsequent monitoring and reviews.

#### **Policy CI1: Community Infrastructure Provision**

The Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:

1. Resisting of the loss of community facilities, and where the loss of these facilities is justified it will seek to ensure that resulting development compensates these uses to ensure no net loss;
2. Supporting the retention and enhancement of existing community facilities;
3. Supporting extensions to existing schools and the development of new schools and youth facilities;
4. Encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location;
5. Promoting innovation in service provision and recognising that there are a range of modes appropriate for providing for all sections of the community;

6. Requiring development to contribute towards the provision of community facilities to meet the needs of new communities and mitigate impacts on existing communities;
7. Locating libraries, health facilities, police facilities, leisure facilities and community centres in town centres or other accessible locations to maximise community access, sustainable transport and build a sense of local community identity;
8. Ensuring new facilities demonstrate how they will tackle climate change, in line with Policy EM1;
9. Providing facilities and services that are accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status; and
10. Implementing a borough-wide Community Infrastructure Levy (CIL) to fund community infrastructure provision.

#### **Implementation of Policy CI1: how we will achieve this**

- Provide school places to accommodate an additional 400 children by 2012, through the expansion of existing schools and the development of new schools.
- The development of integrated health centres in areas to be agreed in areas to be agreed with the Primary Care Trust.
- Delivery of appropriate social infrastructure through the consideration of planning applications for new housing development.
- Implementation of a borough-wide CIL.

#### **Monitoring of Policy CI1: how we will measure success**

- Addressing the issues identified in Hillingdon's Joint Strategic Needs Assessment
- Completion of the refurbishment of libraries

### **Leisure, Recreation and Culture**

**9.51** The focus on delivering a sporting and cultural legacy is significant. In order to deliver real legacy for residents in Hillingdon, the focus is on expanding much of the creative and dynamic work that is already beginning to happen within local communities around sports, arts and culture as well as maximising opportunities to create new and innovative events, activities and projects.

**9.52** Sport and cultural activities can also make a real and lasting contribution towards developing civic pride within local communities and a sense of being part of and proud of their local environment. The importance of these issues is reflected in priority two of the

Council's Sustainable Community Strategy: A borough where communities are strong and cohesive, and local people have a real opportunity to take an active part in local life, leisure and culture.

**9.53** Sport and physical activity are a means to achieve outcomes across a number of crosscutting themes, both in terms of promoting healthy, active lifestyles, promoting community participation and improving general health and well-being. This work can also contribute to providing sustainable communities, reducing levels of obesity and providing positive activities for young people that can in turn aid community safety work by providing diversionary activities.

**9.54** Sport and physical activity gives people opportunities to learn skills, to express their identities, and to share experiences. It gives them a sense of community and a stake in the places where they live, contributing to a feeling of Civic Pride.

**9.55** 'Active Hillingdon'- A Sport and Physical Activity Strategy, 2007-2012 (revised July 2009) reinforces the Council's commitment to becoming a more active, healthy successful sporting borough. This includes enhancing the borough's cultural offer (including sport and leisure) as well as making further improvements to sports provision, increasing the participation of residents in active recreation and using the 2012 Olympics as a springboard to encourage the uptake of healthy lifestyles.

### **Securing the legacy of 2012**

**9.56** Although the regeneration legacy of the London 2012 Olympic and Paralympic Games will focus on east London, the benefit of the Games themselves should be felt throughout the capital.

**9.57** Hillingdon intends to use the Games to inspire young people, residents and businesses, using this as a vehicle to encourage volunteering and community engagement. A part of this will be to ensure the borough continues to have good access to sports and recreational facilities. The Games also offers the opportunity to raise the profile of Hillingdon as a place to stay within London and to stimulate local tourism.

### **Assets**

**9.58** The Borough has a wide range of leisure and recreational facilities and hosts a variety of different events across the Borough each year. These include 6 swimming pools (including the open air-pool at Hillingdon Sports & Leisure complex), 3 sports centres, an athletics stadium and a separate stand alone fitness centre. The new flagship leisure centres in Uxbridge and Hayes. Hillingdon Sports and Leisure Complex in Uxbridge includes not only the refurbished lido but also the first new 50m, 8 lane pool in London for over 40 years. Botwell Green Sports and Leisure Centre provides new and extended facilities including a dedicated gymnastics facility to replace ageing and inefficient buildings in the Hayes area. The Council recognises the borough's green infrastructure network, and in particular the Grand Union Canal, as an important leisure resource.

### Policy CI2: Leisure and Recreation

The Council will, in partnership with other bodies, seek to secure good quality, well maintained leisure and recreation facilities to address identified deficiencies and meet the needs of local communities, particularly deprived groups, by:

- Safeguarding the existing viable leisure and recreational facilities and supporting proposals for new and improved facilities;
- Seeking to improve the geographical spread of leisure and recreational facilities across the borough by:
  - Promoting 'community sport hubs';
  - Improving and upgrading facilities to both modernise and maximise their capacity to meet current leisure trends and demands including refurbishment of Highgrove Pool, extension of facilities at Minet cycle track and Hillingdon Sports & Leisure Complex;
  - Increased and improved facilities for specialist sports facilities to accommodate year round provision and standard of competition where local need can be identified. Such potential opportunities currently include indoor tennis courts, velodrome facilities and indoor bowls;
  - Encouraging cultural and sporting facilities for schools and other institutions which can be shared with the community through new facilities provided by existing providers (at Brunel University and Uxbridge College) and sports club facilities (such as Eastcote Hockey Club); and
  - Opening up formal pay and play community access to school facilities.
- Increasing the provision of indoor facilities to address the needs of older people;
- Ensuring that development proposals will not result in the loss of existing leisure and recreational facilities unless satisfactory alternative provision is made or it can be demonstrated that the asset is no longer needed;
- Encouraging shared use of private leisure and recreational facilities;
- Capitalising on opportunities to supply new sporting and associated facilities in the Borough to support the legacy of the 2012 Olympics;
- Seeking developer contributions towards improvements to the quality and quantity of leisure and recreational facilities; and
- Seeking new and existing developments to promote the need to have inclusive and accessible design, to tackle climate change and to include facilities that promote sustainable transportation.

### Implementation of Policy CI2: How we will achieve this

- Through the criteria contained in Policy CI2.
- Development of new sport and leisure facilities outlined in the SIP.
- The promotion of 'community sport hubs' across the borough.

**Monitoring of Policy CI2: how we will measure success**

- Provision and protection of leisure and recreational facilities will be considered in determining planning applications. Individual allocations of land relating to leisure and recreation will be set out in the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD .
- Reporting on progress in implementing the 'Active Hillingdon' Strategy will provide information which will be included in the Annual Monitoring Report, when available.

**Culture**

**9.59** Hillingdon is relatively well served by cultural facilities such as libraries. Some existing facilities need to be upgraded to provide shared facilities to reflect the varying cultural interests of different communities. Where there is a recognised need for new facilities, these will be encouraged.

**9.60** All libraries are being upgraded as part of the 'Libraries Refurbishment Plan'. Libraries at Ickenham, Yiewsley, Charville, Northwood, Manor Farm, Harefield and West Drayton have been completely refurbished and a brand new library at Ruislip Manor has been built. Policy CI1 notes that further refurbishment projects will come forward over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. The aim is to transform the borough's local libraries as local 'community hubs' that are accessible to all members of the community offering a range of facilities from reading materials, free access to electronic information and increasing opportunities for informal learning that can lead to qualifications and employment.

**9.61** Data from the 'Culture Map London' indicates that the highest numbers of visitors to arts facilities live in the north-east of the borough which is not well served by cultural facilities. In addition, new cultural facilities will need to be provided in the proposed Heathrow Opportunity Area particularly Yiewsley/ West Drayton. Uxbridge Town Centre has been identified as a night-time economy cluster of sub-regional importance in the London Plan (2011). The development of a 'cultural quarter' within the RAF Uxbridge site would mean that Uxbridge has the potential to become a cultural 'hub' with national quality facilities.

**9.62** Limited access to cultural opportunities is one of the key barriers to broadening cultural experience and enhancing people's quality of life. Understanding the needs of Hillingdon's existing and future communities will assist in removing some of these barriers and increase participation levels.

**9.63** Protection and enhancement of existing facilities will remain a key aspect of future strategy and opportunities to maximise the historic environment as a cultural resource will be identified wherever possible. More emphasis will be placed upon their improved and more flexible use to meet the needs of local communities, particularly the needs of young and older people. Opportunities will be created through new development, particularly in towns, to improve the range of facilities on offer.

**Policy CI3: Culture**

To ensure that cultural uses help improve the quality of life of residents and visitors, a strong and well-developed cultural provision will be established by:

- Safeguarding the quality of existing viable cultural facilities and supporting proposals for new and improved cultural facilities;
- Identifying the need for new culture and arts facilities in the north of the borough and in the identified Opportunity Areas of Yiewsley/ West Drayton;
- Protecting the historic environment as a cultural resource;
- Promoting Uxbridge Town Centre, Compass Theatre (Ickenham), Manor Farm (Ruislip) and Beck Theatre (Hayes) as key cultural centres for the arts serving Hillingdon and the wider sub-region;
- Ensuring all facilities promote walking, cycling and sustainable transport measures. The inclusion of cycle storage and electric charging points will be encouraged in new facilities and installed in existing facilities;
- In locations where new development needs access to cultural facilities, developer contributions will be sought to provide for new and expanded services.

**Implementation of Policy CI3: How we will achieve this**

The Council will support the implementation of Council's strategies which help to identify current and future needs for culture and arts facilities in the Borough, including:

- Cultural Strategy (to be implemented in 2011);
- Library Improvement Plan (2002-06).

As this work progresses, the outcomes will continue to be fed into the Local Plan, via the Hillingdon Local Plan: Part 2- Development Management Policies LDD and Supplementary Planning Documents.

**Monitoring of Policy CI3: how we will measure success**

Provision and protection of leisure and recreational facilities will be considered in determining planning applications. Individual allocations of land relating to leisure and recreation will be set out in the Hillingdon Local Plan: Part 2- Site Specific Allocations LDD.

The Annual Monitoring Report will review the progress of Policy CI3 against the objectives of the Council's Cultural Strategy.