

London Borough of Ealing

Infrastructure Delivery Plan

Part Two: Infrastructure Delivery Schedule

Reference:

09 February 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 287323-15

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1. Introduction

1.1 Purpose of the Infrastructure Delivery Plan

Ove Arup and Partners was commissioned by Ealing Council in January 2023 to prepare an Infrastructure Delivery Plan (IDP) in support of its new Local Plan. The purpose of the IDP is to set out the infrastructure that will be required to deliver planned growth across the borough. The IDP draws on existing studies and strategies produced by the council, the Greater London Authority (GLA), and infrastructure providers. It has been informed by stakeholder consultation.

The council consulted on the Regulation 18 draft Local Plan (30 November 2022 – 8 February 2023), alongside the Ealing Infrastructure Topic Paper which brought together evidence to summarise existing infrastructure provision across the borough and highlight any known capacity issues. Feedback from the Regulation 18 consultation covered a range of issues related to infrastructure provision with key themes surrounding the provision of healthcare facilities, sports and leisure facilities and transport. The representations made have informed the development of this IDP.

The new Local Plan will cover the period 2024 to 2039. Ealing Council is working towards a Regulation 19 Local Plan for consultation to be held in early 2024. This will be the proposed submission version of the new Local Plan. The six-week consultation period will provide an opportunity for people to comment on the Local Plan before it is examined by a planning inspector. The Local Plan is currently scheduled for adoption in 2024.

The IDP will form a key element of the council's evidence base to support the Local Plan. Its purpose is to identify the infrastructure needed to respond to constraints and support new development at the earliest stage possible. It also provides the focus for Ealing Council to work with infrastructure providers and stakeholders to proactively plan for and enable the delivery of infrastructure.

Within the context of limited and diminishing funding, establishing a reliable and concise IDP will ensure any investment decisions are based on a sound understanding of infrastructure requirements and growth. This will offer greater certainty to service providers, funders and developers about how infrastructure will be funded and delivered, enabling growth and encouraging investment.

The IDP will also be used by the council as part of the development management process, to underpin the development of Ealing's Community Infrastructure Levy (CIL) charging and negotiations for developer contributions, as well as the ongoing monitoring and prioritisation of projects.

1.2 Links to IDP Part One

This Part Two Infrastructure Delivery Schedule Report is intended to be read in conjunction with the Part One Infrastructure Baseline Report, which provides the baseline context for existing infrastructure capacity in Ealing by:

- Analysing infrastructure and service providers' investment plans;
- Providing an understanding of infrastructure services, networks and facilities in the borough, and identifying any existing capacity surpluses and deficits on a local authority wide basis; and
- Identifying how these infrastructure capacity constraints might have implications for the Local Plan, including setting out any issues that might constrain future growth.

The Part Two Infrastructure Delivery Schedule Report and accompanying schedule sets out the infrastructure requirements to deliver the development strategy of the Regulation 19 Local Plan. It includes:

- The required infrastructure, including details of the responsible infrastructure service provider, delivery partners, capacity required, likely cost, prioritisation, timescales for delivery and funding gap where known; and
- A clear identification of the methodology taken to assess infrastructure requirements, identify infrastructure surpluses and deficits and calculate costs.

IDPs are, by their very nature, a ‘snapshot in time’, and as different infrastructure providers respond to their own unique challenges, the information will naturally date and alter over time. It is therefore recommended that the IDP is updated on a regular basis by the council.

1.3 Ealing IDP scope

The scope of the IDP addresses the infrastructure listed in Table 1, including local services but also in some cases wider strategic provision of services across administrative boundaries. It should be noted that for some sub-topics there have not been any projects identified in the Infrastructure Delivery Schedule due to ongoing work by service providers. Once known, further projects will be added to the schedule as this is a ‘living document’.

Table 1 Infrastructure Delivery Plan Scope by Topic

Infrastructure topic	Sub-topic
Community facilities	Libraries
	Community centres
Green infrastructure / Open space	Parks and gardens
	Amenity green space
	Natural and semi-natural greenspace
	Allotments
	Cemeteries
Sports and leisure	Sports facilities
	Sports halls
Education	Early years
	Primary education
	Secondary education
	16-18 years education
	Special Educational Needs and Disabilities (SEND)
Health and social care	Primary healthcare
	Secondary healthcare
	Social care
	Children’s Centres
Transport	Highways
	Public transport (rail, underground, overground)
	Public transport (bus)

Infrastructure topic	Sub-topic
	Walking, cycling and micromobility
Waste management facilities	Waste & recycling
Flood management	Flood mitigation
Emergency services	Ambulance
	Police
	Fire
Energy and utilities	Potable water
	Wastewater
	Gas supply
	Electricity supply
Digital connectivity	Broadband/wired and fixed mobile communications

1.4 Document Structure

This report is structured as follows:

- **Section 2** provides a breakdown of growth anticipated to be delivered over the plan period.
- **Section 3** identifies the future infrastructure required to support growth over the plan period.
- **Section 4** provides an overview of the approach undertaken to develop the Infrastructure Delivery Schedule.
- **Section 5** presents the Infrastructure Delivery Schedule for Ealing (breakdown by both geographic towns and infrastructure type).

2. Proposals for growth

In Stage 1 of the IDP, initial engagement with infrastructure stakeholders in February/March 2023 sought to understand the existing provision of infrastructure across the borough, highlight any known capacity constraints and identify any known planned projects.

Following further work to develop the housing trajectory, updated figures reflecting the final housing targets for Ealing were shared with stakeholders to enable them to provide feedback on the level of additional infrastructure required to support growth in Ealing. The Infrastructure Delivery Schedule in this Part 2 IDP document has been produced based upon an overall dwelling quantum for the plan period from 2024 to 2039 of **41,571**. Table 2 below shows the breakdown of this total number of dwellings by town, separated out by:

- **Pipeline and pending sites** – dwellings proposed through existing planning permissions, as well as sites which have pending planning decisions, or are awaiting the signing of legal agreements, where evidence suggests delivery will occur within the first five years of the plan period;
- **Allocated large sites** – dwellings which have been allocated within the Local Plan, with some sites already benefiting from planning permission;
- **Windfall large sites** – dwellings which are likely to be delivered through policy interventions, rather than through site allocations, e.g. through a mixed-use intensification approach at designated employment sites; and
- **Small sites** – dwellings coming forward with a site size of less than 0.25ha, based on a proportion of the LPA London Plan target divided by the spatial extent of each town.

Table 2 Boroughwide breakdown of dwellings included in this Part 2 Infrastructure Delivery Schedule

Town	Pipeline and pending sites	Allocated large sites	Windfall large sites	Small sites	Total net units
Acton	2,523	3,151	1,871	750	8,295
Ealing	1,734	3,304	319	1,560	6,917
Greenford	2,159	1,887	0	915	4,961
Hanwell	837	934	153	555	2,479
Northolt	347	1,295	0	915	2,557
Perivale	278	335	0	495	1,108
Southall	6,359	7,002	723	1,170	15,254
Total	14,237	17,908	3,066	6,360	41,571

For employment growth, there are no set levels over the plan period, but it is anticipated there will be a net increase through mixed intensification policies in the emerging Local Plan. Therefore, the implications of employment growth for infrastructure were not specifically assessed as part of this IDP exercise and the infrastructure requirements identified should be considered to be the minimum required.

3. Future infrastructure required to support growth

3.1 Community facilities

Library services

While there is currently an adequate level of existing service provision in Ealing, capacity issues may arise in the future as demand for both council-run and community-managed libraries continues to grow.

Once the council has secured a new site for a community hub, it is expected that Greenford Library will relocate. Further detail on this project is provided in the Infrastructure Delivery Schedule. There had been previous plans to review library provision as part of the office retrofit at Perceval House, however, these are now on hold.

Community centres

Community centres form an integral part of the local council's public service offering and are important in promoting community cohesion and well-being. It is noted that the current provision may not be easily accessible to all residents across Ealing, as there is only one community centre each in Greenford and Perivale, and only two in Acton. Some facilities are also in need of redevelopment to provide high quality provision.

Ealing also has three youth centres which specifically cater to the needs of young people in the borough. It is recognised that youth services provision will need to be reviewed going forward to ensure there are sufficient facilities to support the existing and future young people in the borough.

The community halls at Hanwell Community Centre and Dominion Community Centre (Southall) are both in need of renovation. Northolt Grange Community Centre is currently closed for redevelopment. The restoration of Hanwell Community Centre requires funding, and an Expression of Interest for Heritage Lottery Funding will be submitted shortly.

Further detail is provided in the Infrastructure Delivery Schedule.

3.2 Green infrastructure and open space

Green infrastructure and open space are important for physical and mental well-being, as well as providing wider environmental benefits including green transport links and resilience to climate change.

As part of the council's strategic objective of tackling the climate crisis, the Ealing Council Plan 2022 – 2026 sets out a priority of protecting and enhancing Ealing's parks and open spaces. This includes creating 10 new parks and open spaces, 10 new community growing spaces in housing estates and new developments as well as planting an additional 50,000 trees over the four-year period. In particular, Ealing Council is committed to delivering a new regional park (in excess of 400 hectares), which would contribute to urban greening and support the well-being of local residents. Stakeholders have also noted that the new Regional Park will be important in serving borough-wide programmes identified within the Ealing Cultural Infrastructure Plan.

To address the need for burial space, Ealing Council is currently procuring to extend Greenford Cemetery with works due to start on site in January 2024 and the first available plot being delivered in May/June 2024. This extension will provide around seven years' supply. Further work is currently being scoped out to provide a 30-year burial space strategy for the borough.

In terms of future provision for parks and gardens, current redevelopment plans for the Southall Green Quarter includes new areas of open space, as well as links across a canal.

Further detail is provided in the Infrastructure Delivery Schedule.

3.3 Sports and leisure facilities

Sports and leisure facilities are important assets providing venues for residents to take part in a range of sports and recreational activities which promote physical health and well-being.

While existing capacity levels in Ealing vary across the respective facility types, it is generally expected that current provision will not be able to support future population growth. For example, all Ealing sports halls have reached maximum capacity during the weekly peak period, and there is a deficit of swimming pool provision across the borough.

There are several planned projects for specific sport and leisure projects identified in the Infrastructure Delivery Schedule to address some of the issues raised with the capacity of these facilities in the borough. These include:

- New indoor sports facilities at Gurnell Leisure Centre, Dormers Wells Leisure Centre and at a new location in the Green Quarter; and
- New outdoor sports facilities at Warren Farm Sports Ground, and the former Barclays Bank Sports Ground.

The Indoor and Outdoor Sports Facility Strategy and Action Plan 2022–2031 has identified the need to address capacity constraints across a number of types of facilities including football, rugby and cricket pitches, tennis courts, other outdoor sports facilities and indoor sports centre facilities and sports halls. However, specific proposals have not yet been developed to address these capacity constraints. The Infrastructure Delivery Schedule will be updated as proposals are developed, and once further details of future projects are known.

3.4 Education

The Department of Education tool has been used to estimate the additional pupils or 'pupil yield' for Early Years, Primary, Secondary and Post 16 sectors as a result of planned development in the borough. This tool combines data from the ONS and National Pupil Database to look at the number of children living in properties completed between 2008 and 2022 drawing on data from all housing developments that have 10 or more dwellings¹.

Housing data from the last five years across all housing types in the borough was used to identify an average pupil yield that can be applied to future development proposals to help estimate the need for additional education infrastructure. The estimates are therefore based on the assumption that future growth will have a broadly similar housing mix and tenure to that delivered over the previous five years. In the last five years, the majority of housing completions have either been one-bed or two-bed units, with a much smaller proportion of larger units.

There are some limitations with this approach and the pupil yields in this section should be treated as indicative estimates.

Table 3 Average pupil yield

Education phase	Pupil yield
Early years	0.040
Primary	0.143
Secondary	0.086
Post 16	0.037

Projects have been identified to address existing issues with capacity in schools. However, further work is needed to identify how future need associated with Local Plan growth will be accommodated. This is likely to be through a combination of making use of existing capacity (including bringing capacity back into use within schools which have reduced their planned admission numbers in recent years in response to falling demand) as well as new and expanded provision.

Early years

Ealing has sufficient levels of early years facilities and childcare places for 0 to 4 years to meet current demand in the borough, particularly given a reduction in demand due to a combination of factors including falling birth rates and post-Brexit immigration changes. Some early year facilities are having to close as there is limited funding and rising costs of operation.

Table 4 outlines the estimated total need for early years school places per town over the plan period, using an average pupil yield of 0.04 which was derived from the DofE tool as outlined above. These figures show demand for 2, 3 and 4-year-old provision rather than for the government extended provision, which will be introduced on a phased basis this year. In April 2024, eligible working parents of 2-year-olds will gain access to 15 hours of childcare support. In September 2024, 15 hours of free childcare will be extended to all children from the age of 9 months. Finally, from September 2025 working parents of all children under the age of five will be entitled to 30 hours of free childcare a week.

¹ Department for Education (2023) Estimating pupil yield from housing development. Available at: https://assets.publishing.service.gov.uk/media/64d0f71be5491a00134b5940/Estimating_Pupil_Yield_from_Housing_Development.pdf

Table 4 Early years school places per town

School places	Acton	Ealing	Greenford	Hanwell	Northolt	Perivale	Southall
Early years	332	277	198	99	102	44	610

The council is working to understand the implications of the extension of the 30-hour entitlement for early years provision in the borough, as well as undertaking a review of the future need associated with planned growth and they will develop projects to address this need.

Primary education

There has been an overall decrease in demand for primary school places across the borough due to a fall in birth rates and the impact of migration patterns from Brexit and the pandemic, though there are pockets of sustained high demand particularly in central, south, and east Ealing. Taking the most recent five years of data, the average pupil yield per completed property for primary education across all housing types in Ealing is 0.143. Taking account of the future growth outlined in the housing trajectory and applying the pupil yield, this equates to the following pupil numbers per town over the plan period as outlined in Table 5.

Table 5 Primary school places per town

School places	Acton	Ealing	Greenford	Hanwell	Northolt	Perivale	Southall
Primary	1,186	989	709	355	366	158	2,181

One form of entry for primary school is calculated as 30 places per year group for 7 years which equates to 210 school places. The number of primary school forms of entry needed for each town to support the level of anticipated growth over the plan period is outlined in Table 6.

Table 6 Primary school form of entry per town

Form of Entry	Acton	Ealing	Greenford	Hanwell	Northolt	Perivale	Southall
Primary	6	5	3	2	2	1	10

To address this need Ealing Council will negotiate with developers when bringing forward strategic sites to ensure there are sufficient school places to accommodate the demand. Further understanding will be required of phasing and assumptions around tenure mix to input into further pupil forecasting work.

Currently, the council is undertaking the school condition programme which is an on-going programme of local authority investment in education facilities, with a pipeline of more than 30 annual projects planned for 2024/25 and in future years based on criteria set out by the local authority.

There are two planned primary school projects in Ealing:

- Proposed redevelopment of Stanhope Primary School to provide improved facilities.
- The provision of two FE class schools at Southall Waterside and Middlesex Business Centre developments has been secured through relevant S106 Agreements.

Further details on these projects are provided in the Infrastructure Delivery Schedule.

Secondary education

Most secondary schools in the borough are oversubscribed with capacity issues being particularly acute in Southall. There will be further strain on existing provision due to the future growth planned through the Local Plan. Using the most recent five years of data, the average pupil yield per completed property for secondary education across all housing types in Ealing is 0.086. Taking

account of the future growth outlined in the housing trajectory and applying the pupil yield, this equates to the following pupil numbers per town over the plan period as outlined in Table 7.

Table 7 Secondary school places per town

School places	Acton	Ealing	Greenford	Hanwell	Northolt	Perivale	Southall
Secondary	713	595	427	213	220	95	1312

One form of entry is calculated as 30 places per year group for 5 years which equates to 150 school places, the total need for secondary school forms of entry for each town to support the level of anticipated growth over the plan period is outlined in Table 8.

Table 8 Secondary school form of entry per town

Form of Entry	Acton	Ealing	Greenford	Hanwell	Northolt	Perivale	Southall
Secondary	5	4	3	1	2	1	9

To address the existing acute demand and capacity constraints there are currently two planned secondary school projects in the borough:

- Villiers High School (Southall) - adding an additional form of entry (1 FE) and one Additionally Resource Provision (ARP) (subject to statutory process), which provides classrooms and support facilities specifically designed for specialist and targeted support for children with special educational needs (SEN). This scheme has been approved to progress.
- Northolt High School (Northolt) – Planned redevelopment of existing provision to provide new facilities with potential to add an ARP (subject to statutory process). This scheme has been approved to progress.

There is an on-going programme of local authority investment in education facilities, including the projects outlined above. The future pipeline of projects to address the anticipated need will be developed based on further pupil forecasting work and negotiations with developers.

Further details on these projects are provided in the Infrastructure Delivery Schedule.

16-18 year old education

Generally, there is sufficient provision for pupils in the borough, with Ark Soane Academy taking on its first year 12 pupils in September 2026.

Based on the most recent five years of data, the average pupil yield per completed property for 16-18 years education across all housing types in Ealing is 0.037. Taking account of the future growth outlined in the housing trajectory and applying the pupil yield, this equates to the following pupil numbers per town over the plan period as outlined in Table 9.

Table 9 16-18 school places per town

School places	Acton	Ealing	Greenford	Hanwell	Northolt	Perivale	Southall
Post 16	307	256	184	92	95	41	564

Ealing Council will continue to review the future need for 16-18 years education and will address additional requirements going forward.

SEND education

Since the pandemic there has been a significant increase in demand for SEND provision which cannot currently be met within the borough. The council is utilising both non-maintained and independent specialist provision to address the need.

Based on the most recent five years of data, the average pupil yield per completed property for SEND education across all housing types in Ealing is 0.0086. Applying the pupil yield to the future growth outlined in the housing trajectory results in the need for SEND places outlined in Table 10.

Table 10 SEND school places per town

School places	Acton	Ealing	Greenford	Hanwell	Northolt	Perivale	Southall
SEND	71	60	43	21	22	10	131

Planned projects to increase SEND provision are listed below:

- Planned expansion at St Ann's School, John Chilton School, and Mandeville School to provide additional special school places to meet continued increased demand.
- Creation of a new secondary phase ARP at Northolt High School and Villers High School to support pupils with special education needs in mainstream settings. The two schemes have been approved to progress.

Other projects are also currently under review to meet the anticipated the need for 500 specialist places borough-wide by 2028. Further details on these projects are provided in the Infrastructure Delivery Schedule.

3.5 Health and social care

Primary healthcare

There is insufficient capacity within the existing estate to meet the increasing demand for primary healthcare. There has been investment to improve the utilisation and quality of the existing estate and the emerging ICP Estates Strategy identified three projects that were recently completed, or at early planning stage to support local growth:

- Chiswick Family Practices - Estate and Technology Transformation Fund (ETTF) funds were allocated to improve the estate [complete]
- Cloister Road - S106 monies for a small adaptation within practice to create additional consulting room only [complete]
- Grand Union Village - S106 monies for an internal reconfiguration to optimise utilisation (expansion of primary care/void reduction works [to be completed in early Summer 2024])

Consultation with NHS stakeholders has identified a number of projects needed to support the anticipated growth in the borough as listed below. Further work is needed to develop the scope and proposed means of delivering these projects.

- Ealing Hospital/St Bernard's – to provide a new Medium Secure Unit and review options to move the existing mental health services to a new 90-bed low secure unit on site.
- Southall Solution (Hub & Spoke Model) – to develop a hub and bespoke healthcare solution within the Green Quarter & Park Avenue development sites.
- Central Ealing Hub – to provide a primary care at scale hub for central Ealing.
- Northolt Hub/Solution – a solution to address population growth and health needs for the area/community.
- Acton Health Centre (East Ealing Hub) – refurbishment/redevelopment of the existing centre.
- Grand Union Village (GUV) – expansion of primary care at Grand Union Village Health Centre.
- North Ealing Hub (Greenford Green Site) – opportunity to provide a shell and core unit at Greenford Quay site and condense all neighbouring facilities into one fit-for-purpose facility.
- Corfton Road – to provide a fit-for-purpose primary care site to serve the population growth and health needs for the area/community.
- Jubilee Gardens – reduction in vacant and unused bookable space to increase healthcare services at this site.
- Hillcrest Surgery Relocation – business case for the relocation of Hillcrest Surgery is currently underway with delivery planned for the financial year of 2024/25.

Further details on these projects are provided in the Infrastructure Delivery Schedule.

Secondary healthcare

The London North West University Healthcare strategy 2023-2028 points to the need to improve the quality of its estate and address backlog maintenance. The strategy also highlights the need to create gynaecology and general surgery centres of excellence, and to expand the emergency department at Ealing Hospital.

The need to modernise Ealing Hospital to meet today's best practice health and care standards as well as to meet the additional demands of population growth means major future redevelopment will be required. LNWHT is in the process of working up a future Development Control Plan for a

range of capital schemes on the Ealing Hospital site. This programme includes A&E department expansion, theatre and critical modernisation, outpatients refurbishment, endoscopy expansion and investments in site infrastructure. Delivering the schemes in the Development Control Plan will have significant funding challenges for the Healthcare agencies and partners in North West London, including Ealing Council². A joint approach will be required to effectively plan for and support the delivery of the programme of planned improvements.

Greenford Green Clinic which provides physiotherapy, community nursing, podiatry, speech and language therapy services and Featherstone Road Health Centre which provides a range of physical health services, are both in need of either re-provision, development or improvements to help support future growth.

Adult social care

There is good overall provision of residential care homes across the borough and two operational extra care schemes, though the loss of complex residential and nursing provision in recent years is posing challenges.

Ealing Council is working on a review of accommodation for adults with care needs in the context of increased demand, an ageing population and significant funding challenges. This has identified a need for a greater range of sheltered and supportive housing to be delivered so that people who receive, or are in need of, social care have greater freedom and can live at home for as long as possible. Options are being identified to help support future growth, however, they are at the early stages of scoping. There are no known current planned projects for adult social care provision.

Children's centres

Children's centres tend to be multi-functional sites, alongside health and maternal services, with some sites being located on school premises. Although there are no current planned projects for additional provision of children's centres, services to support families will be provided in new health hubs that are being proposed to deliver primary healthcare services.

² Note: As per the outcome of the landmark case of 'R (University Hospitals of Leicester NHS Trust) v Harborough District Council (Holgate J, 13 February 2023)', contributions towards acute healthcare provision are not deemed retrievable from development sites.

3.6 Transport

Highways infrastructure

Traffic congestion on highways is a significant problem in the borough and the key highway corridors (A406, A4000, A4020, A4127, A3005) are at capacity (whole corridors or specific sections)³, with much of the congestion issues caused by the short car trips undertaken by residents⁴. Other key highways issues include highway severance from major highways to other road users, including those walking and cycling (between and within towns), air quality issues primarily within town centres, noise pollution, and road safety concerns, as people walking and cycling are disproportionately involved in road traffic collisions⁵. Increasing population and employment in the borough could exacerbate congestion and poor air quality issues further⁶.

Additionally, much of the kerbside in the borough is devoted to car parking which is impacting the delivery of new active travel infrastructure and is likely to create traffic congestion. Ealing Council is also seeking to reduce parking at new developments, to encourage mode shift to more sustainable modes⁷.

There are currently 700 on-street electric vehicle (EV) charging points in the borough and Ealing Council has plans for further expansion of the EV charging network⁸.

In response to the issues identified above, future highway schemes are primarily focused on traffic calming, congestion reduction, active travel improvements, bus priority measures and road safety improvements across the borough, including reduction of on-street parking. Key highway schemes include the White Hart roundabout reconfiguration, A312 corridor active travel and bus priority improvements, and Healum Avenue which is a new road that will improve bus and active travel provision in Southall. Schemes to reduce congestion include Liveable Neighbourhood Schemes. Other interventions include increasing the number of EV charging points across the borough and reducing on-street car parking.

In addition, a key objective for highway interventions in the borough is transforming predominantly vehicular and industrial servicing environments north and south of the railway lines in Southall with new high-quality and well-proportioned streets.

A mitigation scheme has been developed for the A312 Bulls Bridge roundabout and M4 Junction 3 as part of the Green Quarter development. In the wider area around the borough, key highway schemes include the North Acton Gyratory works within OPDC.

The Infrastructure Delivery Schedule sets out the proposed projects for highways.

Public transport (National Rail, London Underground and London Overground)

While the borough has an extensive underground and surface-level rail network, this is not evenly distributed across the borough. There are especially strong east-west connections, however, north-south (orbital) connections are slower and less frequent and there is a divide in public transport provision between the north and south of the borough⁹.

The Transport Strategy notes that Ealing Council will continue to lobby TfL for improvements to the London Overground network in terms of frequencies and destinations¹⁰. Large areas of the central

³ Available at: <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

⁴ Available at: https://www.ealing.gov.uk/downloads/download/7016/transport_topic_paper

⁵ Available at: https://www.ealing.gov.uk/downloads/download/7016/transport_topic_paper

⁶ Available at: <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

⁷ Available at: https://www.ealing.gov.uk/downloads/download/5418/ealings_transport_strategy_2019-2022

⁸ Available at: https://www.ealing.gov.uk/downloads/download/7016/transport_topic_paper

⁹ Available at: https://www.ealing.gov.uk/downloads/download/7016/transport_topic_paper

¹⁰ Available at: https://www.ealing.gov.uk/downloads/download/5418/ealings_transport_strategy_2019-2022

part of the borough are more than 1km from a London Underground station, meaning they have poor accessibility to central London. Another issue for rail is that much of the infrastructure pre-dates the introduction of legislation for step-free access, with the exception of Acton Mainline, Ealing Broadway, West Ealing, Hanwell and Southall stations as a result of the introduction of Elizabeth line services. However, many other rail stations in the borough require modernisation to help make the stations more accessible to a range of users.

In addition, crowding issues are noted at Ealing Broadway station and on the Elizabeth line services, expected to be exacerbated in the future.

In response to issues identified above, a series of strategic and other key projects are currently planned for the borough. Strategic planned projects include the Brentford to Southall rail link and the West London Orbital. Other key projects include improvements to the Piccadilly line and step free access to stations in the borough.

Other strategic rail schemes in the wider area include the new Heathrow southern rail access, improvements to the Park Royal station as part of OPDC, a new station as part of the OPDC (Old Oak Common Lane Overground station) and upgrades to the North Acton station as part of OPDC. The future Old Oak Common station is outside the scope of the Ealing IDP. However, the potential impacts on the railway network in the borough should be acknowledged.

It is acknowledged that some of the identified issues, such as crowding at Ealing Broadway station and potential requirements for London Overground frequency improvements may need to be addressed separately in the future.

The Infrastructure Delivery Schedule sets out the proposed projects for public transport (National Rail, London Underground and London Overground).

Public transport (bus)

The bus network within the borough is centred around Ealing Broadway. Further to the west (Southall and Northolt), the bus network is more dispersed due to the more suburban environment. In these areas, there are also barriers to north-south movement caused by rail lines and the A40, with a very limited number of crossing points which are often congested¹¹.

The Local Implementation Plan for transport¹² and the Transport Strategy¹³ identify current plans for improvements to the bus services in the borough. With regards to Southall in particular, the Southall Reset Spatial Planning Framework, which forms part of the Regulation 18 consultation for the Local Plan, identifies a list of spatial principles for improving sustainable transport connectivity in Southall¹⁴.

In response to the key issues identified with the bus network in the borough, current planned improvements relate to bus priority and capacity (e.g., in Southall and Northolt, as well as borough-wide), bus permeability (Healum Avenue scheme), as well as multi-modal interchanges (e.g., bus hubs near Northolt station and White Hart Centre). Other bus related interventions include replacing/retrofitting of existing buses with cleaner vehicles, as part of the London wide bus fleet modernisation and improvement of bus stopping arrangements in Ealing.

The full list of bus provision projects is contained within the Infrastructure Delivery Schedule.

Walking, cycling and micromobility

Current challenges with regards to active travel include issues with the quality and general provision of walking and cycling infrastructure within the borough. Parts of the borough's walking

¹¹ Available at: https://www.ealing.gov.uk/downloads/download/7016/transport_topic_paper

¹² Available at: https://www.ealing.gov.uk/downloads/download/5398/local_implementation_plan_lip_for_transport

¹³ Available at: https://www.ealing.gov.uk/downloads/download/5418/ealings_transport_strategy_2019-2022

¹⁴ Available at: https://www.ealing.gov.uk/download/downloads/id/18426/southall_reset_%E2%80%93_spatial_planning_framework.pdf

and cycling network are fragmented due to physical barriers to movement such as railways, canals and main roads, resulting in long detours to active travel routes.

The Ealing Cycle Plan outlines that attitudinal barriers are also a key issue, with concerns and perceptions about safety being one of the most common reasons residents in the borough do not cycle. Another barrier to cycling in the borough, as identified in the Cycle Plan, is the lack of secure cycle parking which deters residents from making trips by active travel and notes that cycle parking in the borough is now nearing full capacity¹⁵.

A comprehensive list of active travel interventions across the borough was identified in the 2022 London Borough of Ealing Transport Topic Paper. The Ealing Council Cycle Plan includes a list of measures for improving and encouraging cycling and the Southall Reset Spatial Planning Framework identifies a series of spatial principles for improvements to active travel in Southall. In addition to physical infrastructure projects, several other projects are taking place within the borough to help facilitate attitudinal change towards active travel, including a Travel to School Report. This will help meet the Transport Strategy objectives of encouraging modal shift, improving road safety, and reducing transport contribution to air pollution.

Although outside the scope of this IDP, the impact on the borough of the planned improved active travel links as part of the Old Oak Common regeneration area and the large-scale development itself should be acknowledged.

Proposed active travel projects include new active and improved active travel routes, new bridges / underpasses over railway lines and canals, new green corridors, additional cycle parking, healthy streets schemes, 20-minute neighbourhoods, and borough-wide night-time safety improvements. Ealing is also continuing the School Streets programme, as well as undertaking other travel awareness and behavioural change initiatives.

The full list of projects is contained within the Infrastructure Delivery Schedule.

¹⁵ Available at: https://www.ealing.gov.uk/download/downloads/id/14470/cycle_plan_2019-22.pdf

3.7 Waste management facilities

The Council Plan sets out a number of initiatives to align with the waste hierarchy set out in the London Plan. These initiatives include the first Library of Things and piloting the borough's first ultra-low waste zone.

Acton Waste & Recycling Centre is currently being scoped to be repurposed as a circular economy recycling centre with facilities to re-use and repair on site, aligning with the ambitions of the West London Waste Annual Report and with the council plan.

There is currently sufficient capacity in waste management facilities provided by both public and private bodies to meet demand. While there are no known planned projects for additional waste management provision, council officers have identified the need for additional staffing needs of up to 10 crews to meet the growing demand for waste and recycling collection services.

3.8 Flood management

Flood prevention and mitigation within Ealing is the joint responsibility of the Lead Local Flood Authority (LLFA), Thames Water, and the Environment Agency (EA). The cumulative impact of growth on flooding and flood mitigation infrastructure should be carefully considered as sites come forward for development.

The Environment Agency has highlighted the need to further assess the condition of assets along the River Brent, particularly those under riparian ownership, to determine where further investment may be required. Additionally, it will be critical for the Environment Agency, the LLFA and the London Borough of Ealing to collaborate to ensure that development is planned appropriately and incorporates sustainable drainage and flood mitigation measures to ensure it does not worsen flooding within the borough.

There are several flood mitigation scheme projects in the borough proposed or recently completed by the EA and the LLFA:

- Dean Gardens Flood Alleviation Scheme: completed summer 2023.
- Northfields Flood Alleviation Scheme: November 2023 – March 2025.
- Belevue SuDS scheme: to be commenced March 2024.
- Glade Lanes sewer daylighting (daylighting a pipe means using potholing to expose underground utility lines and pipes): delivery within the next year or two, currently in progress.
- For the Greenford Flood Alleviation Scheme an initial study has been completed. Outline business case produced for the Flood and Coastal Erosion Risk Management (FCERM) funding allocation. Project has been technically approved but cannot be fully approved until the gap funding is secured: to be delivered 2025-2028.
- Perivale Park Flood Alleviation Scheme: project to be completed within the next 5 years.
- Carr Road Flood Alleviation Scheme is to be delivered in Harrow with benefit to Ealing: delivery summer 2024.

Further details on these projects are provided in the Infrastructure Delivery Schedule.

The Environment Agency has highlighted the following planned projects, with further detail to be developed:

- Bollo Lane Flood Alleviation Scheme
- Boston Road Flood Alleviation Project
- Critical Drainage Area 005 - Yeading Lane, Southall
- Ealing Common Flood Alleviation Project
- Horsenden FAS Feasibility Study
- North Acton Flood Alleviation Project
- Southall Flood Alleviation Project
- West Ealing and Pitshanger Flood Alleviation Project

The Environment Agency also identified the following areas where there is an opportunity to protect properties that are at risk of flooding from surface water and to consider flood risk management interventions:

- Bollo Lane catchment
- Boston Road catchment
- Northolt, Horsenden and Ealing Common Areas
- North Acton, Southall and West Ealing areas
- Yeading Brook Meadows

In addition to the schemes that will impact localised flooding within the borough, the Thames Tideway project is due for completion in 2025. As outlined in the wastewater section, this will increase sewer capacity across London, including Ealing, and therefore will reduce the number of sewer flooding incidents.

3.9 Emergency services

The demand for emergency services varies across the respective service types but is driven by demographic profile, as outlined below. There are currently no known capacity issues.

Ambulance

The ambulance service is provided at a regional scale and the level of capacity within the service will not prohibit Ealing in accommodating growth.

As indicated in the London Ambulance Service (LAS) strategy, improvements to the ambulance service infrastructure are required, and these could potentially be funded through development contributions, such as S106 and CIL, brought forward throughout the plan period. However, there are not any specific requirements within Ealing at the time of preparing this IDP.

Police

Additional housing provision in Ealing has implications for police services, though the number of staff and facilities needed to police an area is based on levels of crime rather than being directly related to population growth. This is influenced by a range of factors including housing, population profile and density, and whether there is a stable population. This makes it difficult to assess future demand for policing services as a result of housing growth, though additional demands are anticipated.

In terms of planned service provision, the Metropolitan Police Service identified the 'Strongest Ever Neighbourhood Policing' initiative, which would see investment by the Metropolitan Police in more local police officers and police community support officers (PCSOs) in the neighbourhood. The Infrastructure Delivery Schedule also identifies some future works required for Ealing Police Station.

Fire rescue

Fire Service assets are located according to several principles and factors including the need to maintain published attendance standard times. An increase in housing and other development may not attach a greater risk level, this will depend on the type of housing and where it is located. Overall, new housing is likely to be safer than older properties. Future growth is likely to result in an increase in demand on staffing and resources, although it is unlikely to directly impact the estate. An increase in population and the supporting infrastructure is likely to lead to increased demand for prevention and protection services.

3.10 Energy and utilities

Potable water

Affinity Water provides potable water supply to the western side of Ealing with Thames Water providing water supply to the eastern side of Ealing.

There are currently no known constraints to Affinity Water or Thames Water meeting their legal requirement to supply water to new developments. Although significant strategic projects and investment is planned to maintain supply, these are not specific to or located within Ealing. This investment is planned through the water companies' business plans and water resource management plans.

Generally, water and growth planning are coordinated effectively and there are limited instances of potable water delivery impacting delivery of growth. Large windfall sites cause the biggest risk, but if developers provide information on location, scale, and phasing the risks for water supply can be mitigated.

Further upgrades and extensions to the potable water network may be required to support the delivery of strategic sites across the borough. The water provider should be consulted at the earliest possible phase of development so that any necessary network upgrades and extensions do not restrict the timings of development delivery.

During Stage 2 consultation with stakeholders, Thames Water indicated that the project in Ealing to replace 440m of main water supply pipes around Larden Road and Valetta Road to improve resilience within the network is complete. Further detail is provided in the Infrastructure Delivery Schedule.

Affinity Water does not currently have any planned infrastructure projects within Ealing.

Wastewater

Thames Water is the statutory sewerage undertaker for Ealing. The majority of Ealing's wastewater is treated at Mogden Sewage Treatment Works (STW). A small portion arising in the east of the borough (Acton) is treated at Beckton STW in Newham.

In recent years, Thames Water has significantly extended Mogden STW to reduce the number of times partially treated sewage overflows into the River Thames when the works become overloaded after heavy rain. These capacity upgrades are due for completion in 2025.

Beckton STW currently has sufficient capacity to treat the wastewater that is transferred there from Ealing. The STW has been undergoing upgrades over the last few years to increase capacity of the site to ensure it can treat the sewage of the growing population and accommodate flows from the Thames Tideway Tunnel, which is due for completion in 2024. Further upgrades to the Beckton STW works are planned for the next funding period to ensure that the site can allow the additional storm flows from the Thames Tideway Tunnel to be pumped out and transferred for treatment.

The Thames Tideway Tunnel will also increase the sewage network capacity in Ealing. This project will help to reduce pressure on the combined sewer system across London, including in Ealing. This will therefore reduce incidents of surface water flooding caused by capacity issues within the network as well as reducing overflows into the River Thames. The project is currently on track for completion in 2024.

There are currently no planned infrastructure projects for the wastewater network in Ealing. As with potable water, it is critical that Thames Water are informed of developments at the earliest possible phase so that any necessary network upgrades and extensions do not restrict the timings of development delivery. It is also important Ealing Council ensures new development incorporates sustainable drainage techniques which reduce the volume and rate of surface water that runs directly into drains and sewers.

Heat and gas

Ealing is located within the Cadent North London region. Network capacity requirements often change due to growth in housing and the rise in gas-fuelled power generation sites over the medium term. According to Cadent's Long Term Development Statement (2023), in the North London region there is ongoing general reinforcement work, focused predominantly on road crossings. This is in response to the refurbishment of historical buildings and the emergence of new large-scale developments.

The major gas main in South Ealing Road was replaced in 2019. There are currently no more publicly announced plans to upgrade gas infrastructure in the borough.

To support current policy and legislation and work towards net zero, new infrastructure will have to be constructed to facilitate the use of alternative sources of heating outlined in the baseline report. In November 2023, OPDC secured £36M from the Green Heat Network Fund to develop a heat network that utilises waste heat from data centres. The funding will support the commercialisation and construction of the network. Additional funding has been provided by the Mayor of London's Local Energy Accelerator (LEA) to fund the technical expertise required to deliver the network. The scheme will deliver 95GWh heat between 2026 and 2040¹⁶.

Electricity supply

Scottish and Southern Electricity Networks (SSEN) is the electricity Distribution Network Operator (DNO) for Ealing. SSEN's distribution network is connected to the National Electricity Transmission System, owned by National Grid Electricity Transmission and operated by the National Grid Electricity System Operator (NGESO). The majority domestic and commercial users would receive their electricity supply from SSEN's distribution network.

Electricity demand is predicted to increase as the UK moves away from traditional carbon dense power sources to an increasing reliance on electricity for heating and transport. At the same time, the generation of electricity is also shifting away from traditional carbon dense sources of power to renewable sources.

According to the GLA's West London Electrical Capacity report published in 2022, there has been a surge of connection requests from data centres operators in West London. This is attributed to West London's proximity to the fibre optic cables that run along the M4. Consequently, there has been a significant increase in electricity demand within Ealing which has led to capacity constraints on both the distribution and transmission networks.

The following planned reinforcement works will be undertaken by SSEN:

- Upgrade the transformers at Southfield Road BSP
- Reinforcement at Ealing 66kV GSP.
- Fault level reinforcement at Ealing (D) 22/11kV substation.
- Reinforcement at Leamington Park primary substation.
- Reinforcement at Harvard Lane primary substation.

Further detail on each of these projects is provided in the Infrastructure Delivery Schedule.

SSEN is collaborating with National Grid Transmission, ESO, and the Greater London Authority to investigate potential solutions for mitigating network constraints. The outcome of this has been the implementation of an interim phasing solution, which enables projects to connect and ramp their capacity up to 1MW per annum (to a maximum of 10MW) without triggering transmission upgrades. This solution is currently live.

¹⁶ <https://www.london.gov.uk/who-we-are/city-halls-partners/old-oak-and-park-royal-development-corporation-opdc/opdc-media-centre/opdc-press-releases/opdc-awarded-ps36m-keep-thousands-homes-warm-waste-heat-data-centres-uk-first>

3.11 Digital connectivity

While Ealing generally has a good level of digital connectivity (both fixed and mobile communication), continued investment will be needed to accommodate and support the future levels of growth across the borough. It is also noted that pockets of areas in Greenford, Perivale and Southall have relatively lower levels of superfast fibre coverage than other areas in the borough.

The council should continue to engage with broadband and mobile providers to understand the future plans for improved connectivity and identify any barriers. For large sites coming forward, applicants should engage with telecommunications operators, so connectivity providers can understand the anticipated scale of growth and the potential demand from future proposed developments. As this infrastructure provision is reliant on private providers who are in competition with one another, the information on projects in the pipeline to address any capacity constraints is limited.

The West London Alliance (WLA) is currently working with Ealing Council to upgrade digital connectivity in public buildings (e.g. community centres and libraries), and under a separate contract BT is undertaking fibre network upgrades to Ealing's public buildings. It is noted that communication providers are continuing their investment in macro and small cells sites in order to improve digital connectivity in the borough. BAI communications is currently facilitating 4G and 5G connections across the TfL network, with access to all TfL assets including lamp posts, buses, CCTV and surface level traffic management. There are no projects listed in the Infrastructure Delivery Schedule as they are undertaken by competitive communication providers and the specific details are confidential.

4. Approach to the Infrastructure Delivery Schedule

4.1 Inclusions in Infrastructure Delivery Schedule

The Infrastructure Delivery Schedule in Section 5 sets out the details of each specific infrastructure investment currently anticipated within Ealing over the plan period through to 2039. Each of the items included in the Schedule has been identified through one of the following routes (or several in combination):

- Initial engagement with infrastructure providers undertaken as part of the Part 1 Baseline IDP, with details reported within that document;
- Subsequent follow-up engagement with infrastructure providers undertaken specifically to support the Part 2 Infrastructure Delivery Schedule, i.e. once the details of strategic sites proposed for inclusion in the Local Plan were known. Details of this follow-up engagement are set out in Section 4.2;
- The identification of other desired interventions and corporate priorities by Ealing Council, where linked to growth or the need to address existing infrastructure deficits.

The Infrastructure Delivery Schedule sets out information about each infrastructure intervention in a consistent manner. The schedules include the following columns:

Topic - Some interventions are cross-cutting across several different infrastructure types, for example transport 'package' measures which are relevant to several transport modes.

Scale – Many infrastructure interventions affect several towns, and/or also affect local authorities outside Ealing. Other interventions are of boroughwide relevance.

Location – The town to which each infrastructure intervention relates.

Infrastructure provider - The infrastructure provider and/or public body with responsibility for delivery of an infrastructure intervention. Responsibility may be shared between several organisations.

Delivery period – where known the anticipated time period for when the intervention is likely to be delivered.

Prioritisation - The infrastructure interventions included in the Schedule in Section 5 have been listed as either *critical-delivery*, *critical-local plan*, *required* or *desirable*. The definition of each priority is set out in Table 11.

Table 11 Infrastructure requirement prioritisation criteria

Priority	Criteria
Critical – Delivery (C-D)	Critical - Delivery infrastructure is that which must be delivered in order for development to be unlocked. It most commonly involves connections to transport and utility networks. It is usually triggered by the commencement of development activity.
Critical – Local Plan (C-LP)	Critical – Local Plan infrastructure is that which must happen in order to successfully deliver the objectives of the Local Plan; tackling the climate crisis, fighting inequality and creating good jobs and growth. It most commonly involves new education, healthcare, and sports and leisure projects.
Required (R)	Required infrastructure is that which supports the local community and future growth in the Local Plan in a way that is sustainable, for example, provision of active travel routes and the enhancement of health facilities.

Priority	Criteria
Desirable (D)	Desirable infrastructure is that which is needed to achieve good place making objectives, but the absence of which is unlikely to prevent development in the short to medium term or to significantly affect the delivery of key Local Plan objectives.

Cost estimate/project cost – The best estimate of cost for each infrastructure intervention is provided. The cost estimate has been developed by a range of approaches as detailed in Section 4.3. For some interventions it has not been possible to obtain or estimate a cost at this stage. This is either due to a lack of detail on the intervention at this stage, or because costs have not yet been formulated by the delivery body. Project costs indicated in the Infrastructure Delivery Schedule are based upon the latest published costs provided by infrastructure providers, which are generally subject to indexation (to adjust for inflation and other influences) over time. Actual costs and funding gaps should therefore be treated as indicative, with more detailed re-calculation being necessary in future updates of the IDP and at the time development comes forward (for example, for the purposes of negotiating a Section 106 agreement).

Funding secured – Where funding has been secured to contribute to all or part of the overall total cost of the project this has been noted. However, there are a number of uncertainties around service provision and funding from Government departments that may affect how infrastructure gaps and planning for future provision are considered.

Anticipated funding source - The likely source of funding for a specific infrastructure intervention. There are two main sources:

- Developer contributions – for infrastructure investments necessary to make development acceptable on individual sites, or which are necessary on a cumulative basis because of development arising on a combination of sites.
- External funding sources such as from government through national capital programmes or funding delivered by the GLA – for infrastructure of a higher-scale or more strategic nature, too expensive to be funded by development.

Potential Gap - The best estimate of the residual funding gap, based upon secured developer contributions from contributing sites or other known means of funding. This funding gap could be bridged by the indicated anticipated funding source in the previous column.

4.2 Stakeholder engagement for Part 2

The production of the Part 1 Baseline IDP document included a comprehensive programme of engagement with infrastructure providers, and other relevant stakeholders. This engagement helped to inform understanding of the baseline position of infrastructure capacity within Ealing.

To inform the preparation of Part 2, Arup has carried out further stakeholder engagement with infrastructure providers to understand what infrastructure investment and interventions would be required to support proposed housing growth (based on housing growth figures, as set out within Section 2). This has allowed a more specific understanding of necessary infrastructure interventions for inclusion in the Infrastructure Delivery Schedule.

The full list of stakeholder bodies engaged with at Stage 2 provided in Table 10.

Table 12 Stakeholders engaged with for Stage 2 of the IDP

Infrastructure type	Stakeholders engaged
Community facilities	Ealing Council
Green infrastructure and open space	Ealing Council
Sports and leisure facilities	Ealing Council
Education	Ealing Council
Health and social care	NHS West London NHS Trust London North West University Healthcare NHS Trust Ealing Council
Transport	Transport for London National Highways Network Rail Ealing Council
Waste management facilities	Ealing Council
Flood management	Ealing Council Environment Agency
Emergency services	Metropolitan Police London Fire Brigade
Energy and utilities	SSEN Affinity Water Thames Water
Digital connectivity	Ealing Council WLA

All schemes identified through stakeholder engagement are set out in the Infrastructure Delivery Schedule included in Section 5.

4.3 Approach to assessing infrastructure needs and costing

The assessment of infrastructure need was based on stakeholder engagement insights, strategy review and analysis. In the case of education, infrastructure requirements were calculated using the DfE tool to establish a pupil ratio which was applied to the housing numbers as set out in Section 2.

We have established infrastructure costs through a variety of approaches, specific to each infrastructure type. These are derived from the stakeholder engagement and document review set out within the Part 1 IDP Baseline and are summarised for each infrastructure type (or group of infrastructure types) below.

Each of the sites proposed for allocation in the Local Plan (and considered in the IDP) has its own specific circumstances, and previous infrastructure costs are therefore not a perfect indicator of what future infrastructure costs might be. Many of these costs are set out as a range, recognising that costs are likely to change over time, and that further technical analysis and scheme design will refine final infrastructure costs in many cases. The final costs for any infrastructure items will be subject to further inputs from statutory providers (where relevant) and will be subject to refinement as and when detailed discussions take place as part of the development management process of determining future planning applications for each site.

In many instances, the proposed projects have insufficient information around scope (scale, nature and programme) to provide indicative costings. Therefore, these projects will be subject to further refinement at the planning stage and/or in future updates of the IDP to identify likely costs. A split of the projects that have been costed compared to those that need to be costed is provided in Table 13. Where costs have not been provided, Arup has used assumptions based on experience and standards to provide high level indicative costs where possible.

Table 13 Overview of costed projects

Sector	Total number of projects	Number of costed projects
Community facilities	2	0
Green Infrastructure and Open Space	5	1
Sports and Leisure	6	6
Education	8	6
Health and social care	20	14
Transport	30	30
Waste Management	1	0
Flood management	12	0
Emergency Services	1	1
Energy and Utilities	6	2
Total	91	60

The costs provided in Table 14 do not include the following:

- Professional fees (design and project management, surveying, land agency, legal, etc.)
- Client direct costs (e.g. internal management & staffing costs associated with the project)
- Inflation

- Archaeology
- Environmental mitigation measures
- Demolition and land remediation works
- Contaminated arisings or dealing with invasive species
- Flood protection / mitigation measures
- Statutory Charges and Fees - (e.g. Planning Fees, Building Control Fees and the like)
- S106, S278 Agreements / Contributions, etc.
- Community Infrastructure Levy
- Land Purchase
- VAT

As indicated above, the estimation is based on approximate quantities and rates. Due to the lack of design information, assumptions have been made from the project description to determine the best fit building type and corresponding unit rate. Quantities have been estimated from google map footprints in most cases. Where the Google Maps location could not be used, assumptions have been based on benchmark data from projects of similar nature to arrive at approximate quantity. Cost ranges have been derived from benchmark costs extracted from the Building Cost Information Service and other published sources. This benchmark data has then been adjusted to reflect regional variations and brought to a base date of fourth quarter 2023. No provision is included for inflation beyond this base date as specific dates for each project are not identified.

Table 14 below sets out the value of all costed projects, by infrastructure type. It is important to note however, that not all projects are sufficiently developed to be costed.

Table 14 Sector-wise cost summary

Sector	Total known cost	
Community facilities		TBC
Green infrastructure and open space	£	2,810,000
Sports and leisure	£	173,570,000
Education	£	133,200,000
Health and social care	£	300,646,217
Transport	£	7,810,750,000
Waste Management		TBC
Flood management		TBC
Emergency services	£	7,860,000
Energy and utilities	£	8,300,000
Total	£	8,437,136,217

4.4 Next steps and ongoing status of the Infrastructure Delivery Schedule

An IDP is intended to be a 'living document' that can be updated and reviewed at regular intervals. Where new or different information is received by Ealing Council, or indeed the council's own evidence base changes, it will be appropriate to review the IDP and amend the identified infrastructure requirements where necessary. This is particularly the case given the site-specific nature of the assessment of infrastructure needs in the IDP, which is based upon the sites proposed for inclusion in Ealing's Local Plan at the time of writing. The IDP may need to be updated further as the Local Plan's Examination in Public progresses, to ensure an up-to-date understanding of infrastructure requirements.

It is also important to note that some of the sites are not expected to be built out until towards the end of the plan period, and the context and circumstances of these sites may therefore have changed by the time a planning application is submitted to the Local Planning Authority. Subsequent updates to the IDP are therefore likely to supersede the assumptions set out in this document over time. The timescales for updating the IDP will depend on the extent to which circumstances change. It is recommended that updates are made as required as circumstances change, and a comprehensive refresh is undertaken on a bi-annual basis drawing on engagement from across Ealing Council and other infrastructure providers.

The importance of physical, social and green infrastructure is recognised for the future development of the borough. The council is not directly responsible for the provision of all the infrastructure in the borough therefore it is essential that the council maintain strong relationships with infrastructure providers to ensure that when capacity issues are identified, the necessary steps can be taken forward to ensure delivery and continue to keep this document updated.

5. Infrastructure Delivery Schedule

Borough	Topic	Sub Topic	Project Name	Project Description	Scale (e.g. Strategic, Borough, Town)	Location / Town	Site Served (if relevant)	Infrastructure Provider	Delivery Period	Prioritisation	Cost Estimate			Project Cost	Funding Secured	Anticipated funding source	Potential Gap
											Total Cost (Lower)	Total Cost (Upper)	Total Cost				
London Borough of Ealing	Community facilities	Community centres	Northolt Grange Community Centre redevelopment	Northolt Grange Community Centre is currently closed for redevelopment.	Town	Northolt		Ealing Council	TBC	Required	TBC	TBC	TBC	TBC	Developer Contributions	TBC	
London Borough of Ealing	Community facilities	Community centres	Hanwell Community Centre restoration	The restoration of Hanwell Community Centre requires funding and an expression of interest for Heritage Lottery Funding will be submitted shortly.	Town	Hanwell		Ealing Council	TBC	Required	TBC	TBC	TBC	TBC	Developer Contributions	TBC	
London Borough of Ealing	Waste Management	Waste & recycling	Circular Economy Hub	Reduce & reuse hub in Acton to repair, reuse and recycle different goods including electronics and furniture.	Borough	Acton		Ealing Council	0-5 years	Critical - Local Plan	TBC	TBC	TBC	TBC	capital funds	TBC	
London Borough of Ealing	Education	Primary Education	2x two-form entry schools at Southall Waterside and Middlesex Business Centre developments	Provide new schools secured through S106 Agreements	Town	Southall	Southall Waterside and Middlesex Business Centre	Ealing Council	TBC	Critical - Local Plan	£3,640,000	£4,620,000	£4,130,000	TBC	Developer Contributions	£3,640,000 to £4,620,000	
London Borough of Ealing	Education	Primary Education	Stanhope Primary School redevelopment	Redevelopment to provide improved facilities	Town	Greenford		Ealing Council	TBC	Required	£2,100,000	£2,600,000	£2,350,000	TBC	Developer Contributions	£2,100,000 to £2,600,000	
London Borough of Ealing	Education	Secondary Education	Villiers High School adding one form of entry	Adding an additional form of entry (1 FE)	Town	Southall		Ealing Council	TBC	Required	Total cost known	Total cost known	£26,000,000	£26,000,000	External – likely to be prohibitively expensive capital cost for school itself.	£0	
London Borough of Ealing	Education	Secondary Education	Northolt High School redevelopment	Planned redevelopment of existing provision to provide new facilities with potential to add an ARP (subject to statutory process)	Town	Northolt		Ealing Council	TBC	Required	£56,840,000	£117,600,000	£87,220,000	TBC	External – likely to be prohibitively expensive capital cost for school itself.	£56,840,000 to £117,600,000	
London Borough of Ealing	Education	Special educational needs and disability (SEND)	St Ann's School Expansion	Planned expansion to increase capacity	Town	Hanwell		Ealing Council	TBC	Required	Total cost known	Total cost known	£3,500,000	£3,500,000	External – likely to be prohibitively expensive capital cost for school itself.	£0	
London Borough of Ealing	Education	Special educational needs and disability (SEND)	John Chilton School Expansion	Planned expansion to increase capacity	Town	Northolt		Ealing Council	TBC	Required	Total cost known	Total cost known	£10,000,000	£10,000,000	External – likely to be prohibitively expensive capital cost for school itself.	£0	
London Borough of Ealing	Education	Special educational needs and disability (SEND)	Mandeville School Expansion	Planned expansion to increase capacity	Town	Northolt		Ealing Council	TBC	Required	TBC	TBC	TBC	TBC	Developer Contributions	TBC	
London Borough of Ealing	Education	Special educational needs and disability (SEND)	Villiers High School Additional Resourced (ARP) Provision	Additionally Resource Provision (ARP) (subject to statutory process), which provides classrooms and support facilities specifically designed for specialist and targeted support for children with special educational needs (SEN)	Town	Southall		Ealing Council	TBC	Required	TBC	TBC	TBC	TBC	Developer Contributions	TBC	
London Borough of Ealing	Emergency Services	Police	Ealing Police Station	The police station is in need of refurbishment and on-going routine works such as forward works, life cycles works and building refurbishment.	Town	Ealing		Metropolitan Police Service	TBC	Required	£6,900,000	£8,820,000	£7,860,000	TBC	Developer Contributions	£6,900,000 to £8,820,000	
London Borough of Ealing	Energy and Utilities	Electricity Supply	Upgrade the transformers at Southfield Road BSP	Need to upgrade the transformers at Southfield Road BSP and all developments to be supplied from Southfield Road BSP will be required to wait to 2026 due to these required upgrades. Proposed solution from Network Development Report 2022 remains.	Town	Acton		SSEN	0-5 years	Critical - Delivery	TBC	TBC	TBC	TBC	SSEN funding	N/A	
London Borough of Ealing	Energy and Utilities	Electricity Supply	Reinforcement at Ealing 66kV GSP.	Proposed solution from Network Development Report 2022 is currently under review. Final project details to be confirmed.	Town	Ealing		SSEN	TBC	Critical - Delivery	TBC	TBC	TBC	TBC	SSEN funding	N/A	
London Borough of Ealing	Energy and Utilities	Electricity Supply	Fault level reinforcement at Ealing (D) 22/11kV substation.	Replace 17 x 22kV Circuit Breakers. Resolves fault level issues at Ealing (D) 22/11kV substation and provides adequate headroom for fault increase for future demand growth and new generation connection on the SSEN distribution network. Proposed solution from Network Development Report 2022 remains.	Town	Ealing		SSEN	TBC	Critical - Delivery	Total cost known	Total cost known	£1,500,000	TBC	SSEN funding	£1,500,000	
London Borough of Ealing	Energy and Utilities	Electricity Supply	Reinforcement at Learnington Park primary substation.	Reinforce 18km of 6.6kV underground cable with 18km of 11kV underground cable. Proposed solution from Network Development Report 2022 remains.	Town	Acton		SSEN	TBC	Critical - Delivery	Total cost known	Total cost known	£6,800,000	TBC	SSEN funding	£6,800,000	
London Borough of Ealing	Energy and Utilities	Electricity Supply	Reinforcement at Harvard Lane primary substation.	Proposed solution from Network Development Report 2022 is currently under review. Final project details to be confirmed.	Strategic	Chiswick		SSEN	TBC	Critical - Delivery	TBC	TBC	TBC	TBC	SSEN funding	N/A	
London Borough of Ealing	Energy and Utilities	Heat Network	Proposed Ealing heat network	Proposed area in Hanwell has been identified and designated as best suited for a heat network as a low cost and low-carbon solution.	Borough	Hanwell		TBC	TBC	Required	TBC	TBC	TBC	TBC	TBC	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Perivale Park Alleviation Scheme	A study has been done but funding is not currently available, so the project is on hold.	Town	Perivale		TBC	0-5 years	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding, Developer Contributions	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Dean Gardens	Improve sewer capacity	Town	Ealing		Thames Water	0-5 years	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding, Developer Contributions	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Belvue Park	Improve sewer capacity and SuDS scheme	Town	Northolt		Thames Water	0-5 years	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding, Developer Contributions	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Northfields	Improve sewer capacity as part of the FCRM programme	Town	Ealing		EA and Thames Water	0-5 years	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding, Developer Contributions	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Bollo Lane catchment	Feasibility studies on critical drainage areas including potential flood mitigation measures.	Town	Acton		EA	TBC	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Boston Road catchment	Feasibility studies on critical drainage areas including potential flood mitigation measures.	Town	Hanwell		EA	TBC	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Northolt, Horsenden and Ealing Common Areas	Feasibility studies on critical drainage areas including potential flood mitigation measures.	Town	Northolt, Horsenden, Greenford, Perivale and Ealing Common		EA	TBC	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding	TBC	
London Borough of Ealing	Flood management	Flood mitigation	North Acton, Southall and West Ealing areas	Feasibility studies on critical drainage areas including potential flood mitigation measures.	Town	North Acton, Southall and West Ealing		EA	TBC	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Yeading Brook Meadows	Feasibility studies on critical drainage areas including potential flood mitigation measures.	Town	Hillingdon		EA	TBC	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Glade Lanes sewer daylighting	Putting in daylighting within next year or two, currently in the detailed design phase.	Town	Southall		TBC	0-5 years	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding, Developer Contributions	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Carr Road Alleviation Scheme	Scheme is to be delivered in Harrow with benefit to Ealing. Delivery in next 1 – 2 years.	Strategic	Harrow		TBC	0-5 years	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding, Developer Contributions	TBC	
London Borough of Ealing	Flood management	Flood mitigation	Greenford Flood Alleviation Scheme	Study completed. Outline business case produced for FCRM funding allocation. Project has been technically approved but can't be fully approved until gap funding secured.	Town	Greenford		TBC	0-5 years	Critical - Delivery	TBC	TBC	TBC	TBC	EA funding, Developer Contributions	TBC	
London Borough of Ealing	Green Infrastructure and Open Space	Parks and Gardens	New open space at Southall green quarter	Current redevelopment plans for the Southall Green Quarter includes new areas of open space as well as links across a canal.	Town	Southall		TBC	TBC	Required	TBC	TBC	TBC	TBC	Developer Contributions	TBC	
London Borough of Ealing	Green Infrastructure and Open Space	Parks and Gardens	New Regional Park	Provision of a strategic green infrastructure asset.	Strategic	Borough-wide		Ealing Council	TBC	Required	TBC	TBC	TBC	TBC	capital funds	TBC	
London Borough of Ealing	Green Infrastructure and Open Space	Parks and Gardens	10 New Parks	Network of new parks to increase permeability and movement throughout the borough.	Borough	Borough-wide		Ealing Council	TBC	Required	TBC	TBC	TBC	TBC	capital funds	TBC	
London Borough of Ealing	Green Infrastructure and Open Space	Amenity green space	Planting 50,000 trees	Increasing the proportion of the borough covered by tree canopies to 25% by doubling the number of trees the council plant each year.	Borough	Borough-wide		Ealing Council	0-5 years	Critical - Local Plan	TBC	TBC	TBC	TBC	capital funds	TBC	
London Borough of Ealing	Green Infrastructure and Open Space	Cemeteries	Extend Greenford Cemetery	The extension will provide around 7 years supply. Works due to start on site January 2024 with first plot available in May/June 2024.	Borough	Greenford		Ealing Council	0-5 years	Critical - Local Plan	Total cost known	Total cost known	£2,810,000	£2,810,000	capital funds	£0	
London Borough of Ealing	Health and social care	Primary & secondary healthcare	Ealing Hospital / St Bernard's	Additional work to be undertaken with both Trusts to understand what they need in terms of their short and long-term plan. St Bernard's Hospital is a grade II listed mental health facility, owned and occupied by West London Trust. It is located south of the Uxbridge Road. In May 2012, West London Trust was granted planning permission and listed building consent to provide a new Medium Secure Unit which would meet the Department of Health's Care Quality Commission (CQC) standards. The Trust commissioned a valuation and masterplan based on this current planning application, but there has been little progress due to a funding gap. The Trust received SOC approval at their Trust board in December 2021, but affordability and lack of capital have meant the Trust have not been able to progress further with an OBC. West London Trust continue to review options to move the existing mental health services from its original Victorian listed building to a new build 90-bed low secure unit on the site. This will release surplus land for alternative use. The desired outcome envisaged to be a residential development. Delivery of this scheme is likely to be beyond 2027.	Town	Hanwell		North West London Integrated Care Board (ICB)	0-5 years	Required	TBC	TBC	TBC	TBC	ICB capital funds	TBC	
London Borough of Ealing	Health and social care	Primary healthcare	Southall Solution (Hub & Spoke model)	Addresses the exploration of two primary care lease expirations. Solution being sought to develop a hub and bespoke healthcare solution within the Green Quarter & Park Avenue development sites.	Town	Southall	Southall Green Quarter & Park Avenue	North West London Integrated Care Board (ICB)	5-10 years	Critical - Local Plan	TBC	TBC	TBC	£1,841,606.16 (Available spend)	ICB capital funds, Developer Contributions	TBC	

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											Total Cost (Lower)	Total Cost (Upper)	Total Cost	Funding Secured	Anticipated funding source	Potential Gap
London Borough of Ealing	Health and social care	Primary healthcare	Central Ealing Hub	A solution here is still being explored, however this is linked to the Matlock Lane Health Centre and Gordon House Surgery. Currently, these sites house existing GP practices with others scattered around close by. The idea is to bring these together to deliver a 'primary care at scale' hub. These are located in the Walpole ward of Ealing, south of the town/Uxbridge Road within the railway line (to avoid going into another catchment area). Discussions are taking place with Ealing Local Authority to explore options, including potentially using existing Ealing Local Authority Estate. Some further discussions to also take place with LNWTH regarding Matlock Lane Health Centre to flesh out further.	Town	Ealing		North West London Integrated Care Board (ICB)	5-10 years	Critical - Local Plan	TBC	TBC	TBC	£1,048,839.55 (Available spend for Crofton Road and Central Ealing Hub)	ICB capital funds, Developer Contributions	TBC
London Borough of Ealing	Health and social care	Primary healthcare	Northolt Hub	A solution is required to address population growth and the health needs of the area/community. This would follow a similar hub development plan as detailed in the overarching Estates Strategy and across other pipelined projects. Exact location being confirmed, but this would be around the border with Northolt West End and Northolt Mandeville. We recognise that growth will be greater around Acton, North Greenford and Ealing, however it's recognised that a health care at scale response is still required in this area of Ealing. This would be one of our medium to longer-term projects.	Town	Northolt		North West London Integrated Care Board (ICB)	10-15 years	Critical - Local Plan	TBC	TBC	TBC	£192,462.56 (Available spend)	ICB capital funds, Developer Contributions	TBC
London Borough of Ealing	Health and social care	Primary healthcare	Acton Health Centre (East Ealing Hub)	This project relates to long-standing discussions between the NHS, Countryside Developers and Ealing Local Authority. A solution is required in this area to address increasing population growth and health needs. Initial discussions between the NHS, Countryside Developers and Ealing were looking at building a health hub(s) and residential block. This involved the Acton Health Centre and Michael Flanders Day Centre, which are currently located opposite one another. Due to changes in personnel over time and covid-related disruptions, progress had stalled. However, the NHS is keen to start moving forward with a solution. The NHS is keen to understand whether Ealing Council would still be interested in keeping Michael Flanders Centre in scope or whether this is no longer an option. If not, the NHS would like to progress with exploring a refurbishment/redevelopment of the existing Acton Health Centre, which would house a mix of primary care and community services in collaboration with West London Trust (WLT). There is also another site based close by, Avenue House, which we could also explore. Both Avenue House and Acton Health Centre are owned by WLT. Discussions are ongoing but the NHS are interested in progressing with feasibility studies. This will help us to determine opportunities, costs and deliverability.	Town	Acton		North West London Integrated Care Board (ICB)	5-10 years	Critical - Local Plan	Total cost known	Total cost known	£9,000,000	£647,449.78 (Available spend)	ICB capital funds, Developer Contributions	£7,352,550.22 to £9,352,550.22
London Borough of Ealing	Health and social care	Primary healthcare	Grand Union Village (GUV)	Expansion of primary care at Grand Union Village Health Centre. Reducing vacant, under-utilised space. Creation of additional clinical and administrative accommodation for the three incumbent practices which currently do not have adequate space due to constraints with existing layout.	Town	Northolt		North West London Integrated Care Board (ICB)	0-5 years	Required	Total cost known	Total cost known	£497,016.42 (£259,861.12 being drawn down – remainder for GUV or North Ealing Solution)	£497,016.42 (Available spend)	ICB capital funds, Developer Contributions	£0
London Borough of Ealing	Health and social care	Primary healthcare	North Ealing Hub (Greenford Green Site)	This scheme looks at an opportunity to develop a 2,400sqm space within the Greystar Development known as 'Greenford Quay'. This would provide the NHS with a fit-for-purpose healthcare estate as part of the hub development model. As part of the scheme's development, the council would be looking at all of the surrounding practices which could move into this new site. The NHS may then look to dispose of these sites. The developers are currently offering the shell and core unit. Designs to be developed further to determine prospective users and their needs. Discussions to continue with Ealing Local Authority.	Town	Greenford	Greenford Quay	North West London Integrated Care Board (ICB)	0-5 years	Critical - Local Plan	£5,040,000	£6,240,000	£5,640,000	£1,355,110.83 (Available spend)	ICB capital funds, Developer Contributions	£3,684,889.17 to £4,884,889.17
London Borough of Ealing	Health and social care	Primary healthcare	Crofton Road	Development work at Crofton Road would allow for a more modern, fit-for-purpose primary care site to serve an increased population up to 24,000 registered patients as well as network-based services. The development has been highlighted as a priority as it falls within an area of Ealing which has limited primary care estate or options for development. This is especially pressing given that two of the nearest practices have closed/dispersed their list sizes over recent years (dispersing a combined list size of circa. 5,000 patients) due to capacity issues, with a further three nearby practices being at risk. The practice is also a recognised training practice and offers opportunities to continue supporting and developing the wider GP workforce.	Town	Ealing		North West London Integrated Care Board (ICB)	0-5 years	Critical - Local Plan	Total cost known	Total cost known	£450,000	£1,048,839.55 (Available spend for Crofton Road and Central Ealing Hub)	ICB capital funds, Developer Contributions	£0
London Borough of Ealing	Health and social care	Primary healthcare	Jubilee Gardens	Reduction in void ("vacant") and unused bookable space to increase healthcare service offering at this fit-for-purpose, community site. Construction required to reconfigure clinical space.	Town	Southall		North West London Integrated Care Board (ICB)	0-5 years	Required	Total cost known	Total cost known	£1,500,000	TBC	ICB capital funds, Developer Contributions	£1,500,000
London Borough of Ealing	Health and social care	Primary healthcare	Hillcrest Surgery Relocation	Business case for the relocation is currently underway with delivery planned for FY 24/25.	Town	Acton		North West London Integrated Care Board (ICB)	0-5 years	Required	Total cost known	Total cost known	£1,559,200 with contingency subject to additional fees	£1,577,821.15 (Available spend)	ICB capital funds, Developer Contributions	£0
London Borough of Ealing	Health and social care	Primary & community healthcare	The Limes	Proposed redevelopment of The Limes facility.	Town	Southall		North West London Integrated Care Board (ICB)	TBC	Required	TBC	TBC	TBC	TBC	TBC	TBC
London Borough of Ealing	Health and social care	Secondary healthcare	Ealing Hospital: Meadow House Hospice	Major refurbishment or rebuild or relocation of facility to support hospice care	Borough	Hanwell		North West London Integrated Care Board (ICB)	TBC	Desirable	Total cost known	Total cost known	£25,000,000	TBC	Capital funds, Developer Contributions	£25,000,000
London Borough of Ealing	Health and social care	Secondary healthcare	Ealing Hospital: A&E department expansion and development	Major expansion and modernisation of A&E facilities and supporting infrastructure	Borough	Hanwell		North West London Integrated Care Board (ICB)	TBC	Critical - Local Plan	Total cost known	Total cost known	£50,000,000	TBC	Capital funds, Developer Contributions	£50,000,000
London Borough of Ealing	Health and social care	Secondary healthcare	Ealing Hospital: Theatre & Critical Care refurbishment and modernisation	Modernisation and refurbishment of operating theatre and critical care facilities to support clinical care	Borough	Hanwell		North West London Integrated Care Board (ICB)	TBC	Required	Total cost known	Total cost known	£90,000,000	TBC	Capital funds, Developer Contributions	£90,000,000
London Borough of Ealing	Health and social care	Secondary healthcare	Ealing Hospital: Outpatients refurbishments and efficiency improvements	Refurbishment of outpatient facilities	Borough	Hanwell		North West London Integrated Care Board (ICB)	TBC	Required	Total cost known	Total cost known	£10,000,000	TBC	Capital funds, Developer Contributions	£10,000,000
London Borough of Ealing	Health and social care	Secondary healthcare	Ealing Hospital: Site infrastructure and car parking	Investment in site infrastructure and car parking as enabling and supportive works for redevelopment and modernisation. Includes elements of land release to support housing opportunities and fund creation for other investments	Town	Hanwell		North West London Integrated Care Board (ICB)	TBC	Required	Total cost known	Total cost known	£20,000,000	TBC	Capital funds, Developer Contributions	£20,000,000

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											Total Cost (Lower)	Total Cost (Upper)	Total Cost			
London Borough of Ealing	Health and social care	Secondary healthcare	Ealing Hospital: Energy Centre and Net Zero investments	Investment in energy centre and net zero, with potential for benefits/energy provision beyond hospital site	Borough	Hanwell		North West London Integrated Care Board (ICB)	TBC	Required	Total cost known	Total cost known	£50,000,000	TBC	Capital funds, Developer Contributions	£50,000,000
London Borough of Ealing	Health and social care	Secondary healthcare	Ealing Hospital: Endoscopy expansion and refurbishment	Expansion and refurbishment of endoscopy facilities	Borough	Hanwell		North West London Integrated Care Board (ICB)	TBC	Required	Total cost known	Total cost known	£7,000,000	TBC	Capital funds, Developer Contributions	£7,000,000
London Borough of Ealing	Health and social care	Secondary healthcare	Southall Broadway Health Centre reprovion	Reprovion of healthcare centre and modernisation at end of lease period	Town	Southall		North West London Integrated Care Board (ICB)	TBC	Required	Total cost known	Total cost known	£15,000,000	TBC	Capital funds, Developer Contributions	£15,000,000
London Borough of Ealing	Health and social care	Secondary healthcare	Mattock Lane Health Centre	Redevelopment of healthcare centre	Town	Ealing		North West London Integrated Care Board (ICB)	TBC	Required	Total cost known	Total cost known	£15,000,000	TBC	Capital funds, Developer Contributions	£15,000,000
London Borough of Ealing	Sports and Leisure	Swimming pool	New Lido	Provision of a council-owned lido	Borough	Borough-wide		Ealing Council	TBC	Required	£3,300,000	£9,300,000	£6,300,000	TBC	Capital funds	TBC
London Borough of Ealing	Sports and Leisure	Indoor sports facilities	New Gurnell Leisure Centre	Additional water space including leisure water, soft play, studio space, enhanced gym. This will replace the existing Gurnell Leisure Centre.	Town	Ealing		Ealing Council	TBC	Critical - Local Plan	£14,850,000	£18,450,000	£16,650,000	TBC	Developer Contributions	£14,850,000 to £18,450,000
London Borough of Ealing	Sports and Leisure	Indoor Sports facilities	New Indoor sports facility in the Green Quarter	Indoor sports facility including a sports hall, gym and studio space as a minimum, ideally with a swimming pool.	Town	Southall	Southall Green Quarter	Ealing Council	TBC	Required	£17,160,000	£26,520,000	£21,840,000	TBC	Developer Contributions	£17,160,000 to £26,520,000
London Borough of Ealing	Sports and Leisure	Indoor sports facilities /sports halls	New Dormers Wells Leisure Centre	An 8 court sports hall (2 more than existing) and additional water space including 2 swimming pools one with a movable floor. This will replace the existing Dormers Wells Leisure Centre.	Town	Southall		Ealing Council	TBC	Critical - Local Plan	£15,580,000	£21,660,000	£18,620,000	TBC	Developer Contributions	£15,580,000 to £21,660,000
London Borough of Ealing	Sports and Leisure	Outdoor sports centre	New Warren Farm Sports Facilities	New community outdoor sports centre including pavilion, 2 new floodlit artificial grass pitches (AGPs) plus winter and summer grass pitches.	Town	Southall		Ealing Council	TBC	Required	£22,680,000	£87,480,000	£55,080,000	TBC	Developer Contributions	£22,680,000 to £87,480,000
London Borough of Ealing	Sports and Leisure	Outdoor sports facilities	New outdoor and indoor sports facilities at the former Barclays Bank Sports Ground	Outdoor sports facility to include winter and summer sports pitches, ideally hockey compliant artificial grass pitches (AGPs) and ancillary facilities.	Town	Ealing		Ealing Council	TBC	Desirable	£22,680,000	£87,480,000	£55,080,000	TBC	Developer Contributions	£22,680,000 to £87,480,000
London Borough of Ealing	Transport	Active travel	Public Realm - borough-wide	Planning transport infrastructure from the perspective of improving the public realm and reclaiming space from cars. To include, but not limited to: - Urban greening, tree planting, sustainable drainage and other improvements to increase climate resilience, reduce local air pollution, and make neighbourhoods greener - Strategically reallocating kerbside space, to provide more space for walking and cycling, public transport, freight and loading, EV charging etc. - CPZs - reviewing coverage and planning strategically - Creating more playful and enjoyable streets and public spaces, including Play Streets and 'fun' projects.	Borough	Borough-wide		Ealing Council	TBC	Required	Total cost known	Total cost known	£2,500,000	TBC	Ealing Council / Developer Contributions	TBC
London Borough of Ealing	Transport	Active travel	Active Travel - borough-wide	Supporting and investing in active travel across the borough. To include but not limited to: - Delivering the Cycle Network Plan, our decade-long ambition for cycle routes to create a coherent network across the borough. These routes include major corridors e.g. Uxbridge Road, Boston Road and Greenford Road. - There will also be a network of safe signed residential roads traversing the borough. These are linked to the corridor improvement plans outlined for each town in the following rows, and to the town Spatial Plans. - Maintaining and expanding access to e-bikes and e-scooters (micromobility) across the borough, including providing parking on the carriageway. - Improving night-time safety and accessibility of travel, e.g. through improved lighting and reduction in crime - Potential for new footbridges to reduce severance and improve active travel connectivity at locations across the borough (Boles Bridge and Brent Valley Golf Course). - Delivering 20-minute neighbourhood schemes for the seven towns, in conjunction with area regeneration plans, to improve walking and cycling access for everyday journeys.	Borough	Borough-wide		Ealing Council	TBC	Required	Total cost known	Total cost known	£8,500,000	TBC	Ealing Council / Developer Contributions	TBC

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											Total Cost (Lower)	Total Cost (Upper)	Total Cost			
London Borough of Ealing	Transport	Active travel	School Travel	A range of projects and programmes to reduce car journeys to school and support more children to walk and cycle. These include: - Expanding the ongoing School Streets programme, which involves closing the streets near a school to most traffic during school opening and closing times, to 50 schools in the borough. - Road safety and cycle training at schools - Air quality workshops - Developing the Safer Routes to School project. Through planting, decluttering and widening pavements, zebra crossings, creating cycle lanes, and calming traffic. Private vehicles banned from stopping directly outside schools.	Borough	Borough-wide		Ealing Council	TBC	Required	Total cost known	Total cost known	£2,000,000	£120,000	Ealing Council / Developer Contributions	£1,880,000
London Borough of Ealing	Transport	Active travel	Cycle Parking	Providing more cycle parking (including bike hangars and sheffield stands) across the borough: - Expanding the number of bike hangars in the borough to at least 150 by 2026, with 98 hangars installed as of Jan 2024, and continuing provision thereafter. - Continuing to install sheffield stands at schools, on high streets, at stations and other locations.	Borough	Borough-wide		Ealing Council	TBC	Required	Total cost known	Total cost known	£750,000	£416,000	Ealing Council / Developer Contributions	£334,000
London Borough of Ealing	Transport	Active travel	Active and Sustainable Travel - Acton	A range of schemes to support active and sustainable travel in Acton. Creating better joined-up, safe, inviting, greened, signed cycle routes and integrated walking improvements across the area in particular N-S routes, to/from town centres, schools and parks. To include, but not limited to: - Green links to/from South Acton Park, Acton Green Common, Springfield Gardens, to connect parks and accessible green spaces within Acton's boundary and beyond to Gunnersbury Park and Wormwood Scrubs. - Improvements to cycle routes westwards to Ealing Common and North Ealing; Routes east to Shepherd's Bush; Routes eastwards through Wormwood Scrubs to Ladbroke Grove; and Routes southwards to Gunnersbury Park and Chiswick Park - Improvements at The Vale/ Uxbridge Rd/ High Street, The Mount/ Market Place/ Horn Lane south end, Old Oak Common Lane at East Acton - Improvements at Styne Rd roundabout at Acton town centre, Old Oak Lane at East Acton town centre, A40 Gypsy corner, A40 Wales Farm Rd, A40 Perryn Rd bridge	Town	Acton		Ealing Council	TBC	Required	Total cost known	Total cost known	£5,000,000	TBC	Ealing Council / Developer Contributions	£5,000,000
London Borough of Ealing	Transport	Active Travel/Bus	Active and Sustainable Travel - Ealing	A range of schemes to support active and sustainable travel in Ealing. To include, but not limited to: - Building on the West Ealing Liveable Neighbourhood project with further improvements. - Uxbridge Road corridor: interventions may include reclaiming space from general traffic, creating segregated cycle lanes, removing on-street parking and improving bus stops and movement. Potential for introducing a red route (TLRN) on Uxbridge Road. - Junction and crossing improvements. - Integrating Ealing's local Neighbourhoods – e.g. Eaton Walk, Mount Ave, Churchfield Road, Culmington Road and Lamas Park Gardens - through small interventions such as better crossings, improved footpaths, planting, and signage that supports more intuitive wayfinding. - Increased urban greening alongside busy roads, such as the A40, North Circular, Uxbridge Road, New Broadway/The Mall and Argyle Road. - Alternative quiet cycleways – Gordon Road, Madeley Road, Castlebar Road, Kent Gardens, Mountfield Road, Matlock Lane, The Grove, Windsor Road and St Mary's Road. - Improvements at Pilshanger Lane, South Ealing, Northfields, Drayton Green Road, Argyle Road and Castlebar Road.	Town	Ealing			TBC	Required	Total cost known	Total cost known	£6,500,000	TBC	Ealing Council / Developer Contributions	£6,500,000
London Borough of Ealing	Transport	Active travel	Active and Sustainable Travel - Greenford	A range of schemes to support active and sustainable travel in Greenford. To include, but not limited to: - Public realm and streetscape improvements in Greenford town centre and at Oldfield Circus, to enhance connectivity and create a coherent townscape. - New green corridors: Marnham Fields / Runnymede Gardens, Oldfield Lane South / Oldfield Lane North, Kirkbeck Avenue / Jaymer Drive, and the Grand Union Canal. - Improving major route Active Travel Corridors: Greenford Road, Ruislip Road, Whitton Road and Horsenden Lane North. - Improvements to Minor Route Active Travel Corridors: Rosedene Avenue / Ferrymead Gardens, Berkeley Avenue / Paradise Fields, and Ockham Drive.	Town	Greenford		Ealing Council	TBC	Required	Total cost known	Total cost known	£3,000,000	TBC	Ealing Council / Developer Contributions	£3,000,000
London Borough of Ealing	Transport	Active travel	Active and Sustainable travel - Hanwell	A range of schemes to support active and sustainable travel in Hanwell. To include but not limited to: - Investment in north-south active travel routes and public realm improvements across rail lines along Greenford Avenue and Boston Road to deliver a safer, more attractive network of routes. - Local streetscape improvements to enhance connectivity between this active travel corridor and the residential estates of Copley Close, Cuckoo and High Lane. - Improvements to the canal towpath, including widening and potential additional crossings to make the towpath more attractive for pedestrians and cyclists to reach Southall, Hounslow and Kew. - Develop a continuous north-south pedestrian and cyclist travel corridor from Trumpers Way Industrial Estate in south Hanwell to Greenford and Perivale, via the publicly accessible spaces of the Brent Valley Park.	Town	Hanwell		Ealing Council	TBC	Required	Total cost known	Total cost known	£3,000,000	TBC	Ealing Council / Developer Contributions	£3,000,000
London Borough of Ealing	Transport	Active travel/Bus	Active and Sustainable Travel - Northolt	A range of schemes to support active and sustainable travel in Northolt. To include but not limited to: - Northolt Levelling Up Fund: active travel and bus priority improvements along A312 between Northolt station and White Hart Roundabout, as well as the Kensington Rd corridor. - Church Road corridor: creation of a central spine of active travel, including reductions in carriageway widths, introducing dedicated stopping points for buses, creating more space for walking and cycling and junction improvements (including at White Hart Roundabout). - Mandeville Road corridor: creation of a central spine of active travel, including reductions in carriageway widths, creating more space for walking and cycling and improving links with Northolt Centre and Northolt Trading Estate. - Ruislip Road active travel corridor - Improvements to the towpath adjacent to the Grand Union Canal Paddington Branch. - Creating the Northolt Green Ring with new / improved green corridors: Islip Manor Meadows, Rectory Park / Northolt Fields, Belvue Park / Islip Manor Park, and Green Ring / Dog Rose Ramble.	Town	Northolt		Ealing Council	TBC	Required	Total cost known	Total cost known	£3,000,000	TBC	Ealing Council / Developer Contributions	£3,000,000
London Borough of Ealing	Transport	Active travel	Active and Sustainable Travel - Perivale	A range of schemes to support active and sustainable travel in Perivale. To include, but not limited to: - Enhancement of two key active travel corridors following the paths of the Grand Union Canal Paddington Branch and the A40. Enhancements are likely to include improved lighting, better accessibility, routes segregated from vehicular traffic and additional wayfinding signs with the aim to improve connections to Greenford to the west and Brent to the east. - Horsenden Lane North corridor along main routes. Interventions can include junction improvements, public realm enhancements, road space reallocation, improved connections across infrastructure (e.g. across the A40). - New active travel corridor along minor routes: Perivale Park (north), Pitshanger Park (north), Perivale Industrial Park, Bideford Avenue / Aintree Road / Fraser Road / Federal Road / Wadsworth Road. - New green corridor: Horsenden Hill Pitshanger Park (south), Perivale Park (south).	Town	Perivale		Ealing Council	TBC	Required	Total cost known	Total cost known	£1,750,000	TBC	Ealing Council / Developer Contributions	£1,750,000

Borough	Topic	Sub Topic	Project Name	Project Description	Scale (e.g. Strategic, Borough, Town)	Location / Town	Site Served (if relevant)	Infrastructure Provider	Delivery Period	Prioritisation	Cost Estimate		Project Cost	Funding Secured	Anticipated funding source	Potential Gap
											Total Cost (Lower)	Total Cost (Upper)	Total Cost			
London Borough of Ealing	Transport	Active travel/Bus	Active and Sustainable Travel - Southall	A range of schemes to support active and sustainable travel in Southall. To include but not limited to: - Get Southall Moving: a package of schemes to improve the active travel environment along key corridors through Southall: interventions include provision of cycles lanes (and also making use of side roads where street width is not adequate to accommodate cycle infrastructure, e.g. King Street), junction improvements, pedestrian crossing improvements, wayfinding enhancements, footway widening, removal of traffic movements, street greening, carriageway narrowing, on-street parking removal, traffic lane reductions, bus-only routing and HGV restrictions. - New / improved green corridor: Beaconsfield Road / Grand Union Canal, Southall Park / Glade Lane, Canalside Park, Spikes Bridge Park / Brent Valley connection. - Better integration of the Havelock Estate via new tertiary streets. - Better integration of the Featherstone estate with its surroundings via new access points. - Potential to create new or improve existing bridges over the east and west canals to better link strategic sites with their surrounding neighbourhoods. - Improve poor E-W permeability between Glade Lane and Merrick Rd and beyond to The Green. - Liveable Neighbourhood Scheme in The Green, Southall - a Healthy Streets based project to improve congestion and the public realm. - Active travel and bus priority improvements along A312 corridor through Southall and Hayes. - Transform the predominantly vehicular and industrial servicing environments north and south of the railway lines in Southall with new high-quality and well-proportioned streets.	Town	Southall		Ealing Council / Developer contributions	TBC	Required	Total cost known	Total cost known	£6,500,000	TBC	Ealing Council / Developer Contributions	£6,500,000
London Borough of Ealing	Transport	Public transport	Public Transport - borough-wide	Supporting and investing in public transport across the borough. Schemes and priorities include but are not limited to: - Improving step-free accessibility at stations. Northolt and North Acton are currently on TfL's list for improvements, but improved accessibility is a priority for all stations. - Bus improvements, including capacity improvements: new and modified bus routes, priority measures and infrastructure (stands, stops and drivers' facilities) to support new developments across the borough. - Taking a proactive approach to bus service provision, working with TfL to ensure routes are in line with council objectives and continue to be provided in lower PTAL areas of the borough.	Borough	Borough-wide		Ealing Council / TfL	TBC	Required	Total cost known	Total cost known	£4,500,000	TBC	TfL / NR	£4,500,000
London Borough of Ealing	Transport	Public transport	Step free station access	TfL's delivery of station access. Prioritisation exercise is needed in order to determine how to prioritise funding for long-term implementation of step free access.	Strategic	Borough-wide		TfL / Development contributions / SFA funding	TBC	Required	Total cost known	Total cost known	£180,000,000	£7,000,000	Ealing Council / Developer Contributions	£173,000,000
London Borough of Ealing	Transport	Bus	London Bus fleet modernisation	Retrofitting/replacement of existing vehicles to create cleaner vehicles. Moving towards a fully electrified/alternative fuel fleet by 2030, as per the London Plan.	Borough	Borough-wide		TfL	TBC	Desirable	Total cost known	Total cost known	£5,000,000	TBC	Ealing Council / Developer Contributions	£5,000,000
London Borough of Ealing	Transport	Bus	Bus Improvements - Ealing	Rationalisation of bus stopping arrangements in Ealing Town centre, Broadway Haven, Green Area. Improvements to bus stopping and standing facilities are particularly needed around the station and Haven Green where bus stops have recently been lost due to the public realm project outside the station.	Town	Ealing		TfL	TBC	Required	Total cost known	Total cost known	£2,750,000	TBC	Ealing Council / Developer Contributions	£2,750,000
London Borough of Ealing	Transport	Bus	Bus Improvements - Greenford	North Greenford has been flagged as being poorly served by bus routes, and there are opportunities to better connect to the Elizabeth Line. Aim is to explore potential for providing improvements to limited bus services and delivering new active travel corridors. For example, Greenford Green and North Greenford to Hanwell station and Harrow and Wembley town centres bus service improvements and active travel corridors. This would provide a link to the Elizabeth Line for the north of the borough, via Hanwell. The Superloop route (SL9) goes some way to addressing the need for better connectivity in this part of the borough, but there is opportunity to better connect Greenford town centre.	Town	Greenford		TfL	TBC	Required	Total cost known	Total cost known	£2,500,000	TBC	Ealing Council / Developer Contributions	£2,500,000
London Borough of Ealing	Transport	Bus	Bus Improvements - Northolt	Introduction of a multi-mode transport interchange in Northolt, including a bus hub, Northolt station (served by the Central line) and active travel improvements. The draft Northolt Local Plan document references new bus hubs near Northolt station and White Hart Centre. No TfL commitment but looking to enhance sustainable transport options, recognising the importance of bus connectivity in Northolt.	Town	Northolt		TfL	TBC	Required	Total cost known	Total cost known	£2,500,000	TBC	Ealing Council / Developer Contributions	£2,500,000
London Borough of Ealing	Transport	Bus	Bus Improvements - Southall	Aspiration to improve bus connectivity, including but not limited to: - Developing a route from Ealing Hospital through Norwood Green to West Middlesex Hospital, via Warren Farm. - A Council-led scheme for the creation of a new road, referred to as Healum Avenue, which is to provide a connection between Merrick Road and Havelock Road, running through the Middlesex Business Centre and the former Honey Monster site. The road will support improvements to bus permeability and active travel within the south-eastern region of Southall. The provision of appropriate bus infrastructure, designed in accordance with TfL standards, along this route will also be required.	Town	Southall		TfL	TBC	Required	Total cost known	Total cost known	£2,500,000	TBC	Ealing Council / Developer Contributions	£2,500,000
London Borough of Ealing	Transport	Rail	West London Orbital	Proposed new rail service on existing, underused rail lines in west London that would become part of the London Overground network. The West London Orbital rail service would run from Hounslow towards Hendon and West Hampstead in the north. The scheme will include enhancements for bringing passenger services onto Dudding Hill Line to Cricklewood from Acton. Planning for impacts and potential road closures on Bollo Lane and Churchfield Road, and other possible impacts or improvements required.	Strategic	Acton		TfL / West London Alliance / Network Rail / Developer contributions	5-10 years	Desirable	Total cost known	Total cost known	£550,000,000	TBC	Ealing Council / Developer Contributions	£550,000,000
London Borough of Ealing	Transport	Rail	HS2	Planning for and considering the impacts of HS2 delivery. This includes Old Oak Common station construction, bus routes to HS2 terminals, Old Oak Common Line cycle route. Ensuring provision for active travel and public realm improvements.	Town	Borough-wide		HS2 / TfL / Network Rail	TBC	Desirable	Total cost known	Total cost known	£4,500,000	TBC	Ealing Council / Developer Contributions	£4,500,000
London Borough of Ealing	Transport	Rail	Rail - Southall	Re-opening / improving the underpasses at Spencer Street and Glade Lane, and reducing north-south severance across the railway lines, including around the Green Quarter.	Town	Southall		NR / Ealing Council	TBC	Desirable	Total cost known	Total cost known	£20,000,000	TBC	Ealing Council / Developer Contributions	£20,000,000
London Borough of Ealing	Transport	Rail	Piccadilly Line fleet replacement and signalling enhancement	Fleet replacement to improve reliability and increase the number of trains per hour during peak hours. To support the fleet replacement, re-signalling would enable the introduction of higher frequency services and highly reliable automatic train operation.	Strategic	Borough-wide		TfL	TBC	Desirable	Total cost known	Total cost known	£5,500,000,000	TBC	Ealing Council / Developer Contributions	£5,500,000,000
London Borough of Ealing	Transport	Rail	Heathrow airport new southern rail access	Privately funded new railway access to Heathrow Airport from the south. The scheme includes the construction of up to 8 miles of new railway to link to the existing South Western network.	Strategic	Heathrow		Network Rail	TBC	Desirable	Total cost known	Total cost known	£1,300,000,000	TBC	TBC	£1,300,000,000
London Borough of Ealing	Transport	Rail	Brentford to Southall rail link	Convert a freight line to allow passenger services to run between a new station in Brentford and the Elizabeth line at Southall.	Strategic	Borough-wide		NR	TBC	Desirable	Total cost known	Total cost known	£100,000,000	TBC	Ealing Council / Developer Contributions	£100,000,000
London Borough of Ealing	Transport	Highways	EV charging points - on-street	Increase the number of EV charging points across the Borough to at least 2,000 points by 2026, and as required thereafter to ensure good coverage. Links with electricity capacity and grid supply need to be taken into account. Placement of charging points needs to be planned strategically (e.g. not placing rapid 'hubs' in areas with capacity issues). Type and cost of charge point is also taken into account.	Strategic	Borough-wide		Ealing Council / charge point operators	TBC	Required	Total cost known	Total cost known	£4,500,000	TBC	Ealing Council / Developer Contributions	£4,500,000
London Borough of Ealing	Transport	Highways	EV charging points - TfL / developers	TfL plans to install a flagship hub of ultra-rapid charge points at Hangar Lane, and potentially rapid hubs on other pieces of TfL land in Ealing. These will have implications for grid capacity and need to be considered alongside Ealing's on-street charge point implementation. Developers are also installing rapid charge points and coordination is needed.	Strategic	Borough-wide		TfL / Developer	TBC	Required	Total cost known	Total cost known	£5,000,000	TBC	Ealing Council / Developer Contributions	£5,000,000
London Borough of Ealing	Transport	Highways	Road Safety	Strategically improve Ealing's roads to be safer, in alignment with Mayor's Transport Strategy goal of Vision Zero by 2041 - zero deaths on Ealing roads. Review and explore road safety enhancements as part of schemes. Gather an evidence base and investigate all collision clusters, and make changes to road layouts where there is an engineering solution.	Strategic	Borough-wide		Ealing Council	TBC	Required	Total cost known	Total cost known	£15,000,000	TBC	Ealing Council / Developer Contributions	£15,000,000
London Borough of Ealing	Transport	Highways	White Hart roundabout reconfiguration	TfL submitted White Hart Roundabout to the Ealing Local Plan Call for Sites. TfL roundabout might be reconfigured to facilitate development at this site.	Town	Northolt		TfL	TBC	Desirable	Total cost known	Total cost known	£4,500,000	TBC	Ealing Council / Developer Contributions	£4,500,000
London Borough of Ealing	Transport	Highways	North Acton Gyrotory	Improvements to North Acton gyrotory to provide a better environment for walking and cycling, improve connectivity to Acton Mainline station, and deliver public realm improvements	Town	Acton		OPDC	TBC	Required	Total cost known	Total cost known	£15,000,000	TBC	Ealing Council / Developer Contributions	£15,000,000
London Borough of Ealing	Transport	Highways	A312 Bulls Bridge roundabout and M4 Junction 3 mitigation scheme	Scheme originally developed as part of Green Quarter development (original 2010 approval). Main impacts are not in Ealing but it will have an effect on strategic transport corridors in the borough.	Town	Southall (Green Quarter)	Green Quarter	Developer/National Highways	TBC	Required	Total cost known	Total cost known	£50,000,000	TBC	National Highways / Developer Contributions	£50,000,000