

# WANDSWORTH

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## Infrastructure Delivery Plan

October 2024





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## Executive Summary

Wandsworth Borough Council is working to create a fairer, compassionate and more sustainable Borough. As part of its plan for Wandsworth, the Council has published a range of priorities and is actively delivering against new priorities for infrastructure, including launching a Decade of Renewal for local infrastructure, pursuing a new, fairer boroughwide approach to infrastructure investment and launching a new Neighbourhood Renewal Fund which gives local communities a direct way of requesting investment in the infrastructure projects that matter most to them. The Council recognises that the delivery and renewal of community infrastructure, of all types and across all our neighbourhoods, is vital to delivering a fairer, compassionate and more sustainable Borough for all.

The Infrastructure Delivery Plan (IDP) identifies infrastructure requirements across the borough, setting out what infrastructure is needed, where, and when. It includes projects across a range of themes, including transport, education, community facilities, green and blue infrastructure, health and social care, and utilities.

This IDP is an update to the Council's 2022 IDP, which was prepared to inform the development of the Wandsworth Local Plan 2023-2038.

The IDP provides a snapshot of the best available information at the time of its production. It is a guide to the infrastructure that is likely to be needed as the Borough grows and changes. It does not provide a definitive or exhaustive list of all infrastructure, nor all available funding sources or infrastructure costs. A robust governance structure has been established for ongoing oversight of infrastructure needs and projects. As part of this structure, the Infrastructure Board, made up of senior officers, meets regularly to consider the borough's requirements and relevant proposals.

The IDP is made up of two parts which are to be read together, a written report which provides a strategic overview of how the Council, and other infrastructure providers, are planning for infrastructure in the long term and a schedule of infrastructure projects which are planned to meet these needs. The Schedule provides a description of each project, its status and where available, the estimated timeframe, the delivery lead, estimated cost, potential funding source and any funding gaps.

Wandsworth Local Plan's policies and vision have been informed by the 2022 IDP. It supports the Planning Obligations Supplementary Planning Document, and it supports the Development Management Team in their decision making. The IDP identifies where deficiencies exist and has facilitated the preparation of Local Plan policies and objectives to support the delivery of infrastructure requirements over the plan period.

The IDP continues to show that Wandsworth is sufficient in a variety of different infrastructure types. However, there are known deficiencies and others that are expected to develop into the future. This document has helped identify where the greatest needs exist and shows how the Council is preparing to address these issues.

With regards to transport, the Council is well on its way to meeting the target within its LIP of having 82% of all trips be taken by public transport or active travel by 2041, with 75% of trips undertaken by sustainable modes in 2022/23, an increase from around 70% in 2016/17. Further improvements will be supported by investment in a variety of transport infrastructure, including to support the Council's Walking and Cycling Strategy 2022-2030. In the long-term,

opportunities may arise to pursue transformational improvements to sustainable transport infrastructure through initiatives like Crossrail 2.

Based on the current information, school places are considered to be sufficient for primary and secondary school demand with projects planned to address future demand. It is, however, recognised that the need for Special Educational Need and Disability (SEND) provision is growing and will need to be planned for through new and improved resource base facilities. Likewise, the Council is planning to invest its social support infrastructure to best meet growing needs, including investment in new family hubs and other support facilities.

The Council's new Leisure Strategy and forthcoming Play Charter, will help to drive forward improvements to a variety of leisure and sports infrastructure, supporting accessibility participation across the Borough. The Playing Pitch Strategy and Open Space Study have identified where there are deficiencies which planned investment can help to alleviate.

The Wandsworth Arts and Culture Strategy 2021-2031 is supporting a range of investment into improved arts and cultural facilities across the Borough. The Borough is delighted to have been selected as the London Borough of Culture for 2025, commencing in April 2025, which has unlocked around £1.35m of funding on a range of arts and cultural initiatives across Wandsworth.

The Clinical Commissioning Group and HUDU along with the Council are ensuring there are sufficient health facilities planned for and several projects are included in the schedule below.

In terms of utilities infrastructure, energy, electrical, gas, waste and wastewater are considered to be generally well planned for. However, some improvements to services are required to address inequalities in provision and ensure utility capacity is well-prepared for planned growth.

## Introduction

### Context

1. The Infrastructure Delivery Plan (IDP) aims to:
  - Support Wandsworth's Local Plan policies, vision and objectives, accommodating development across the plan period 2023-2038.
  - Highlight existing gaps in infrastructure across the borough and help respond to changes within the borough, such as population fluctuations and varying demands for services.
  - Provide evidence on how future infrastructure needs in the borough will be met and indications of likely costs.
2. The Council published its most recent Infrastructure Delivery Plan in January 2022. That iteration of the IDP supported the examination and subsequent adoption of the Wandsworth Local Plan, the latter of which took place in July 2023.
3. The Council has reviewed and updated its IDP in order to ensure that it has access to an up-to-date and reliable source of evidence on the infrastructure required to support development in Wandsworth. It is recognised that, even within the last two years, there has been a reasonable degree of change, including the publication of a new [Corporate Plan 2022-26](#) with distinct priorities for infrastructure, the publication of a number of new service strategies, and natural churn in infrastructure delivery as projects have emerged, or been completed or altered.
4. The Wandsworth Corporate Plan 2022-26 aims to deliver a fairer, compassionate and more sustainable Borough for all of our communities. It sets out a wide range of activities and priorities that the Council will target in order to deliver these outcomes for its local communities. Many of these activities relate to the way in which residents are able to access and benefit from local infrastructure and services, particularly ensuring the ability to access and benefit from local infrastructure is fair, compassionate and sustainable. As part of this, the Council has launched a Decade of Renewal for local infrastructure, is pursuing a new, fairer boroughwide approach to infrastructure investment and has launched a new Neighbourhood Renewal Fund which gives local communities a direct way of requesting investment in the infrastructure projects that matter most to them. This IDP contributes directly to achieving these objectives, by helping to identify the infrastructure needs and opportunities which exist, and helping to ensure funding and planning decisions align to deliver the right infrastructure outcomes for local communities and their priorities.
5. Given the relative recency of the baseline provided by the 2022 IDP, this update is not a wholesale re-evaluation of infrastructure priorities, but rather a refresh inclusive of the following main objectives:
  - To reflect changes in corporate and service strategies with a bearing on infrastructure delivery
  - To update the IDP schedule to reflect changes in infrastructure prioritisation or status since the previous IDP
  - To identify new infrastructure projects which ought to be included in the IDP and report upon their status

6. A dictionary definition of infrastructure<sup>1</sup> refers to ‘the basic physical and organizational structures and facilities (e.g. buildings, roads and power supplies) needed for the operation of a society or enterprise’. The Planning Act 2008<sup>2</sup> defines infrastructure to include ‘roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces’.
7. This IDP is concerned with infrastructure funded or managed by the Council and also infrastructure provided and managed by third parties where the Council, through its planning or other functions, has a role in co-ordinating its provision. It is recognised that there are a wider range of facilities that could fall within a broader definition of ‘infrastructure,’ e.g. private gyms and leisure facilities or private medical facilities, which are not included in this IDP, primarily due to their provision being managed by the private sector in response to market forces, and not typically in response to the Council’s strategic planning.
8. It has also been necessary to ensure proportionality when preparing this IDP. As the IDP is primarily concerned with long-term infrastructure planning and co-ordination, it is not the Council’s intention to include a comprehensive list of all infrastructure projects likely to be required in the Borough by 2038. In particular, it is considered disproportionate to attempt to list all small-scale or ‘routine’ infrastructure improvements, particularly where these are simply maintenance or repairs to existing infrastructure. In addition, projects which are projected to complete within this financial year have generally been excluded, unless they are considered to be of such significance, that they should nonetheless be reflected in this IDP.
9. The Schedule at Appendix 1 catalogues infrastructure projects planned for delivery within the Local Plan Period (2023 – 2038) and provides a description of each project, its status, and, where available, expected start and completion dates, the delivery lead, estimated costs, allocated funding and funding gap and any additional funding details.

#### Relationship with Wider Documents

10. The provision of infrastructure is often directly linked to development. The Council’s Local Plan (2023-2038)<sup>3</sup> sets out a long-term planning strategy to guide development and change across Wandsworth Borough. It sets out a range of policies and area strategies which will underpin the scale, type and distribution of development that takes place over the next 15 years. Inherently linked to this development will be new and changing infrastructure demands. Site allocation policies in the Local Plan also set out the detailed infrastructure requirements that are expected to come forward with certain planning applications. This IDP helps to respond to the nature of these infrastructure demands to ensure that growth, and the communities that growth creates, are adequately catered for.
11. Infrastructure required to respond to additional or changing demands is often funded, in whole or in part, from contributions received through the Community Infrastructure Levy (CIL) and Section 106 Agreements.

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<sup>1</sup> Oxford Languages

<sup>2</sup> Section 216(2)

<sup>3</sup> [https://www.wandsworth.gov.uk/media/large/adopted\\_local\\_plan.pdf](https://www.wandsworth.gov.uk/media/large/adopted_local_plan.pdf)

12. The Planning Obligations Supplementary Planning Document (POSPD)<sup>4</sup> provides guidance on the calculation of appropriate contributions and on suitable uses of CIL and S106 contributions.
13. The Infrastructure Funding Statement (IFS)<sup>5</sup> is an annual report, required by the Community Infrastructure Levy Regulations 2010, as amended, which details the Council's receipts and expenditure of CIL and S106 contributions in each financial year.
14. The IDP will form part of the Council's process for prioritising the use of CIL among other funding sources. The Council has recently established an Infrastructure Board and an Investment and Funding Board as part of the governance structures for the funding and delivery of infrastructure projects.
15. The Council's Capital Programme<sup>6</sup>, overseen by its Finance Committee, makes allocations of funding towards a range of projects, including infrastructure projects. The Capital Programme will typically identify the amount of funding allocated and its source, which could be developer contributions through CIL or S106, Council funding, or a combination of sources.
16. Other infrastructure providers and funding bodies, including Transport for London (TfL) and South West London Integrated Care Board (SWLICB) have their own strategies and funding allocation processes.

## Policy Context

### National Context

17. The National Planning Policy Framework (NPPF) 2023 requires local planning authorities (LPAs) to set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for, inter alia, infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat) [and] community facilities (such as health, education and cultural infrastructure).
18. The NPPF also requires planning policies to aim to achieve healthy, inclusive and safe places and beautiful buildings which, inter alia, enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling. Furthermore, planning policies are expected to plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.
19. The Council also needs to take account of the need for strategic infrastructure including nationally significant infrastructure within its area.

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<sup>4</sup> [Planning Obligation SPD 2020 - Adoption Version \(wandsworth.gov.uk\)](https://www.wandsworth.gov.uk/planning-obligation-spd-2020-adoption-version)

<sup>5</sup> [Community Infrastructure Levy expenditure - Wandsworth Borough Council](#)

<sup>6</sup> [What we spend and how we spend it - Wandsworth Borough Council](#)



## Sub-regional Infrastructure Projects

20. Sub-regional infrastructure includes schemes that serve London-wide or sub-regional needs or are needed to accommodate expected growth across the capital, not just in Wandsworth. Whilst this infrastructure will support growth in the borough, Wandsworth will share the delivery and funding of these projects with other boroughs and organisations.
21. The London Plan 2021<sup>7</sup> is the Spatial Development Strategy for Greater London, setting out a planning strategy for the wider London region. It aims to provide an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. It includes within it an indicative list of regional and sub-regional infrastructure schemes, and wider policies and standards, which provide a source of strategic context for local infrastructure planning, and this IDP.
22. The following regional or sub-regional projects relevant to Wandsworth are identified as:
- Crossrail 2 (CR2) – a proposed new cross-London rail route between north and south-west London, with connections in central London. The proposed route has a CR2 station at Clapham Junction and either Tooting or Balham Stations, although the scheme is uncertain and has no current programme or funding.
  - Northern Line Extension – an additional connection of the TfL Underground serving Nine Elms and Battersea Power Station, opened in September 2021, thereby improving rail links in the north east of the borough. The funding commitment extends beyond the point of opening.
  - Rail links between South London and Heathrow – Heathrow Airport is ten miles outside Wandsworth and there is considered a need for greater surface level connectivity to the airport even without expansion.
  - Thames Tideway – a £4.5bn “super sewer” intended to enhance sewerage capacity across London and reduce the rate of untreated sewage overflow into the River Thames. Commencing construction in 2016, Thames Tideway has a number of locations within Wandsworth, including Falconbrook and Heathwall Pumping Stations, Frogmore connection tunnel and the Kirtling Street boring site. Construction of the tunnel itself is now substantially complete and is expected to be fully operational in 2025.

## Local Context and Priorities

23. Wandsworth’s population has continued to grow significantly. The estimated resident population of the borough is 327,500 based on the 2021 Census which represents an increase of 26% since 2001. This is projected to rise to around 353,100 by 2030. It is anticipated that much of this population growth will occur within the investment and growth areas of the borough, and as such different parts of the Borough will be subject to different rates of population change. This will result in changes in demand for homes, jobs, services and community facilities, such as schools and healthcare.

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<sup>7</sup> [https://www.london.gov.uk/sites/default/files/the\\_london\\_plan\\_2021.pdf](https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf)

24. As Wandsworth continues to develop, the appropriate infrastructure is needed to support this change. Much of this will take the form of large regional and sub-regional projects such as those outlined above but others will be self-contained within the borough. Many of the projects will focus on improving existing infrastructure such as adapting existing schools but some projects will involve the creation of entirely new pieces of infrastructure such as a programme of new pocket parks and parklets.
25. The implementation of new infrastructure is important for the successful delivery of the Local Plan and to help the borough thrive. Predicting and bringing forward new infrastructure will help the Council achieve the objectives of both its Corporate Plan 2022-26 and Local Plan, including to make the Borough a fairer, compassionate and more sustainable place, and to ensure:
- There will be more community activities on our commons and parks, and costs related to renting our sports pitches across the borough will have been reduced so that everyone can afford to take part in sport and exercise can be free and community led.
  - Young people will have somewhere to go, something to do and someone to speak to
  - Local support for children with special educational needs and disabilities (SEND) will have improved and there will be more SEND hub places in mainstream schools.
  - Action to narrow health inequalities will have been delivered, with a specific focus on prevention work.
  - Parks will be well maintained and well used by our residents. There will be more pocket parks and community gardens.
  - The benefits of transport investment are experienced by all Wandsworth residents.
  - Walking and cycling will be much easier and safer with more residents choosing to walk or cycle.
26. The Council is committed to ensuring that development accepted by local communities must give back to Borough residents in turn. This means the Council will work to maximise the contributions developer make, through CIL and Section 106, towards delivering infrastructure, to ensure infrastructure meets local priorities and needs across the Borough, and to ensure the infrastructure needed to support growth is funded by developers, rather than the tax payer.
27. In February 2024, the Council announced a 10-year programme of improvements to tackle the deteriorating condition of Wandsworth's roads and pavements. This Decade of Renewal, which also includes delivering 1,000 new Council homes for local families through the Homes for Wandsworth programme, will see co-ordinated investment made in local communities, including a doubling of the funding put into roads and pavements over the next decade funded from developer contributions.
28. The Council has also launched a Neighbourhood Renewal Fund which will use the funding secured from Neighbourhood Community Infrastructure Levy (NCIL) payments to fund improvements to neighbourhood infrastructure and facilities. The Council has invited local communities to send in ideas and suggestions to help set priorities for the Fund and ensure residents have a strong say in how this funding is spent.
29. In July 2024, the Council resolved to update its approach to infrastructure investment by removing the ringfence previously in place on Strategic CIL collected in Nine Elms (Nine Elms SCIL). This ringfence had meant that any Nine Elms SCIL could only be spent on projects within the Vauxhall Nine Elms Battersea (VNEB) opportunity area. Nine Elms has seen

significant and concentrated levels of investment in infrastructure and in this context the Council considered it important to review planned investment across the borough as a whole and re-balancing priorities for investment. At the same time, the Council has been responding to a range of profound and far reaching challenges which impact on Nine Elms and Wandsworth as a whole. For example, there are parts of the borough, notably Roehampton, West Putney and West Hill but also other areas that are more poorly served by transport infrastructure and services. In Roehampton, officers are compiling a comprehensive programme of transport improvements needed covering roads and pavements, cycling facilities and bus service enhancements. The national Housing crisis continues and is compounded by a range of economic challenges and pressures on household budgets in Wandsworth, well documented in the recommendations of the Cost of Living Commission. As part of this process, the Development Infrastructure Requirements Refresh (2024) suggested that, by 2033, Nine Elms SCIL was likely to accumulate a surplus relative to the infrastructure needed in the area, whilst there were projects outside of the VNEB opportunity area with insufficient funding. The new approach, i.e. to take a boroughwide approach to infrastructure investment, essentially normalises the Council's practice to bring it in line with other lead CIL collecting authorities by enabling Strategic CIL collected anywhere in the Borough to be utilised in any part of the Borough on the basis of need.

#### Alton (Roehampton) Renewal Plan

30. In July 2024, the Council approved a renewal plan for the Alton Estate in Roehampton. The renewal plan encompasses a wide programme of place-based projects to be delivered across the estate, building on the insights and recommendations gathered during resident engagement in spring 2023.
31. The Alton Estate is a priority area for strategic investment in light of the fact it is amongst the 20% most deprived neighbourhoods in England, and amongst the 10% most deprived with respect to income and housing. Access to public transport is considered to be average to poor, and the estate has lower life expectancy and higher rates of serious health conditions than the borough average.
32. Six objectives have been identified as part of the renewal plan; these are:
- Community Facilities
  - Neighbourhood
  - Accessibility
  - Homes
  - Economic Inclusion
  - Environment
33. A summary of the types of project to be delivered under these objectives is provided below.
- Community Facilities:** aims to improve infrastructure and services in the Alton Estate. Key initiatives include enhancing health and well-being through local assets, upgrading the Alton Activity Centre and Downshire Field, creating a new Community Hub, launching a community grants programme and updating the Family Hub at 166 Roehampton Lane (with the intention of replacing it with a new facility at Portswood Place as part of a People-

focussed Proposal approach (see para 58 below). These efforts aim to improve health outcomes, enhance access to community services, foster social connections, and support community cohesion.

**Neighbourhood:** focuses on enhancing safety, engagement, and infrastructure in the Alton Estate. Key initiatives include introducing a Community Safety Support Officer, promoting local identity through wayfinding signs and heritage trails, artistic projects, a lighting strategy, improved refuse and recycling services, and maintaining estate roads and footways. These efforts aim to build stronger community connections and improve the living environment.

**Accessibility:** focuses on improving connectivity and transportation within the Alton Estate. Key initiatives include advocating for better bus services and for 20mph on parts of Roehampton Lane, introducing a community shuttle bus, making the University of Roehampton shuttle bus service available free-of-charge to local residents, creating new cycling support programmes, pedestrian environment improvements, enhanced access to Richmond Park, and car club subsidies. These efforts aim to facilitate active travel, improve access to employment, and provide more transport choices.

**Homes:** focuses on delivering new homes and enhancing existing housing infrastructure within the Alton Estate. Key initiatives include constructing 40 new Council homes above the Roehampton Community Hub, the Fontley Way Development, a project adjacent to Farnborough House, and the Bessborough Road Development and the development of a new people-focussed proposal for new and replacement homes. Collectively, these initiatives aim to improve the public realm, provide safer environments, and meet diverse housing needs.

**Economic Inclusion:** aims to enhance cultural engagement, employment support, and community assets in the Alton Estate. Key initiatives include cultural programmes, linked to the London Borough of Culture, to address health inequalities, Work Match employment services and shopfront improvements. These efforts aim to improve employment opportunities, create vibrant community gathering spots, increase footfall, and promote community pride and cohesion.

**Environment:** focuses on enhancing the natural environment and community resilience within the Alton Estate. Key initiatives include creating a wildflower meadow and distributing Warm Home Packs to improve energy efficiency. These efforts aim to support low-income households, enhance biodiversity, and foster community pride and cohesion.

34. Whilst many projects have been clearly defined, several will require shaping through further dialogue with the community and key partners. This update to the IDP has incorporated infrastructure projects to be delivered as part of the Alton Renewal Plan wherever possible, as a specific project wherever detail allows, or otherwise as a principle for investment. It is expected that further projects that are anticipated to be delivered through the plan will be incorporated in subsequent reviews of this IDP.

## Covid-19

35. Covid-19 has created a lasting impact on the built environment with regards to how we live, work, and play. This impact will continue to be felt through Wandsworth and its infrastructure for years to come. Since the previous IDP was published in 2022, the day-to-

day impacts of Covid-19 have diminished considerably, however the full legacy of the virus's impact on population, transport and utilities to name a few are not fully known.

36. However it is possible to identify permanent changes to behaviours that have emerged, including a much greater propensity to work from remote locations and in more flexible patterns than previously. This in turn has implications for the places, times and ways in which people access infrastructure, including transportation and leisure facilities. Notwithstanding the above, this report is based on current and predicted supply and demand information and it is with that in mind that it should read as a snapshot in time, with updates to follow in the coming years.

## Overview of Infrastructure by Theme

37. This section provides an overview of the infrastructure projects identified in this IDP, structured by theme. It considers the nature of need for infrastructure investment and any key projects identified to meet these needs.

### Transport Infrastructure

38. An overview of existing transport infrastructure is provided in the Council's [Third Local Implementation Plan](#) (LIP) 2019.

#### **Transport Policy, Objectives and Targets**

39. The Mayor's Transport Strategy sets the strategic direction for transport across London. The strategy includes a headline target for 80% of all journeys to be undertaken by walking, cycling or public transport by 2041. To achieve this target Londonwide, an even greater proportion of journeys must be made by these modes in central and inner London, acknowledging that the opportunities for modal shift will be lower in outer London where housing, jobs and public transport services are more dispersed. Accordingly, in Wandsworth, the LIP adopts a headline mode share target of 82% of trips to be walked, cycled or on public transport by 2041.

40. Motor road traffic cannot increase in proportion to population as this would lead to unacceptable environmental, economic and social impacts in terms of traffic congestion, air quality and road casualties. In general, the building of additional road capacity to accommodate extra motor traffic is not a viable, affordable or sustainable option. London also has an aspiration of zero road casualties by 2050. The Council's policies therefore assume that people will travel by more sustainable means on safer transport system and/or will travel less due to improvements in communication negating the need for travel and saving travel time. Infrastructure will also need to reflect a movement towards the sharing/hiring of road-based transport and the electrification of vehicles.

41. Reflecting this, the Council's Corporate Plan sets the objective that walking and cycling will be much easier and safer in the borough. The Corporate Plan also aims to deliver more EV charge points across the Borough and to double the number of bike hangars by 2026.

42. The Council's Local Plan 2023-2038 contains a number of objectives relevant to transport infrastructure, including:

15. Through our placemaking approach, our residents will have increasingly adopted active and healthy lifestyles, enjoying the borough's attractive, safe and well-connected cycling and walking networks and improved air quality.

16. Our public transport network and interchanges will have been enhanced and a successful public realm created, including through the removal of the Wandsworth Gyratory and opening of the Northern Line Extension, to provide better choice to residents, workers and visitors in how they make their journeys. This will have helped support wider opportunities for residents to travel sustainably outside of the borough for jobs and services, particularly to those located in central London.

43. Local Plan Policies LP49 - 52 Transport and Development outline how new developments that will generate a large volume of trips will be required to address their impact on traffic and transport
44. As detailed above, improvements to Wandsworth’s transport infrastructure are largely driven by objectives relating to making journeys safer and more sustainable as well as ensuring that the infrastructure is resilient to changing demands.
45. Since the previous IDP was prepared, a number of transport infrastructure projects have concluded, including, notably, the Northern Line Extension (NLE) and various localised road and cycleway improvement projects. Likewise a number of new projects have also emerged, including provision of a second entrance at Wandsworth Town railway station, new lifts at East Putney station, and improved cycle facilities along Burntwood Lane.
46. Consultation with Council officers (Transport Strategy), Transport for London (TfL) and Network Rail identified projects likely to be brought forward for all modes of transport, as set out in the Schedule at Appendix 1.

**Monitoring Demand for Transport Infrastructure**

47. The demand for improved infrastructure is illustrated below by reference to
- most recent travel mode data and progress towards targets for sustainable travel
  - Public Transport Accessibility Level mapping and public transport operator data

Data from London Travel Demand Survey

48. Comparative data from the London Travel Demand Survey, summarised in the table below, shows how the proportion of trips made by sustainable modes across Wandsworth has steadily grown, from around 62% in 2006-09 to over 75% in 2022-23. Since 2014, TfL data shows that the number of cars owned by Wandsworth households has fallen from around 82,000 to around 72,000, indicative of an overall shift towards more sustainable modes.
49. The purpose of trips is also changing. In 2017/18, work-related trips, including commuting, accounted for around 25% of trips; in 2022/23, work-related trips accounted for only 18% of trips. In the same period, the percentage of trips made for leisure purposes has grown from around 28% to 39%.

Table 1 – London Travel Demand Survey, Percentage of Trips by Mode

Year(s)	Walking (% of all trips)	Cycling (% of all trips)	Public Transport (% of all trips)	Combined Walking, Cycling and Public Transport (% of all trips)
<b>2006/07 - 2008/09</b>	31.2	2.7	28.4	62.3
<b>2014/15 - 2016/17</b>	34.3	4.2	32	70.5
<b>2022/2023</b>	43.9	5.2	26.1	75.2

### TfL Travel Demand Forecasts

50. Officers have access to a range of data sources when planning improvements to the cycle network and pedestrian facilities including TfL's Strategic Cycling Analysis, TfL's Analysis of Cycling Potential, TfL's Analysis of Walking Potential and the Council's own monitoring.
51. TfL have published [travel demand forecasts](#) to 2041 setting out how travel by different modes is expected to change according to different development scenarios. These forecasts suggest the total number of trips made in Wandsworth could drop by around 3% by 2041, although within this projection it is notable that trips by active modes are expected to grow by 3%, with trips by public transport falling by 5% and those by private car falling most significantly by around 6%.

### Wandsworth Walking and Cycling Strategy 2022-2030

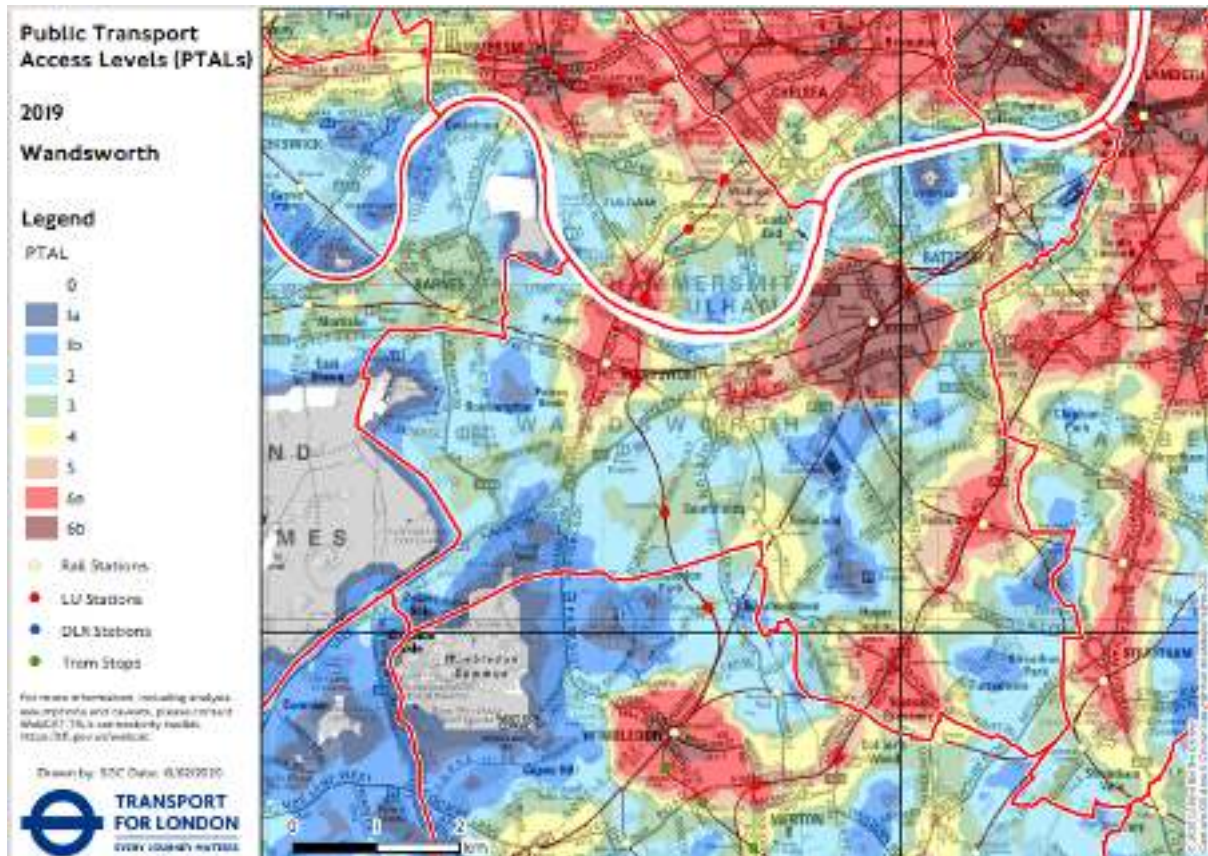
52. The Council's Walking and Cycling Strategy 2022-2030 provides more information about the Council's approach to supporting active, sustainable travel, informed by resident and stakeholder engagement. Infrastructure priorities include:
- A high-quality core cycle network
  - Pavement improvements
  - New crossings and improvements to existing crossings
  - Improving routes through parks and along towpaths
  - School streets and safe routes to schools
  - Public realm improvements
  - Cycle parking, bike hangars and parking bays for hire bikes
53. Each of these measures has an important but incremental role to play in creating an environment that supports more active, sustainable travel. The Schedule of proposals at Appendix 1 however only lists individually the larger schemes. For example, individual pedestrian crossing improvements are not included in the schedule but would be delivered in response to identified demand.

### Public Transport Accessibility and Usage

54. TfL has developed Public Transport Accessibility Level (PTAL) data and maps. This information provides a useful overview of the public transport infrastructure in the borough and indicates locations where provision is lower. It should be cautioned that this mapping dates from 2019, and it is likely accessibility in the Nine Elms Battersea area in particular will have improved since then with the opening of the Northern Line Extension (NLE).



Figure 2 – Public Transport Access Levels (PTALs) across Wandsworth Borough



55. It is notable that the highest levels of accessibility are unsurprisingly clustered around stations with frequent services. The absence of a rail or tube station in Roehampton is a significant factor constraining its accessibility, and the Council has begun a study to improve other connections to this area.

**Review of Transport Infrastructure**

Public transport

56. The baseline mode share for public transport in the borough is 32.0% in the third LIP, up from 28.4% at the time of the second LIP.

57. The Borough benefits from additional public transport capacity with the opening of the Northern Line Extension (NLE) in 2021, which has improved rail links in the north east of the borough. In the longer term, Crossrail 2 has the potential to ease crowding on some local routes. However, these improvements will only cater for some journeys, and Public Transport Access Levels (PTAL) will be relatively similar in most areas in 2041. The PTAL map shows that some areas of the borough have relatively low levels of public transport provision, and this will remain the case even with the NLE and Crossrail 2.

58. Across the borough, rail and tube services will need to offer more capacity and better reliability at peak times. For many people, bus services will be the most affordable and most convenient travel option, but to attract more passengers, improvements to the network will be required.

59. At present, many bus routes have speeds of 10mph or less on many corridors. A significant proportion of these are on the TLRN, and it will require close partnership working with TfL to improve bus speeds in these locations. There are also some key links and junctions on the borough road network where bus speeds are low, e.g. Putney High Street/Putney Hill; Garratt Lane in Earlsfield; Mitcham Road; Merton Road; Queenstown Road; Falcon Road/St Johns Road/Northcote Road; Westbridge Road/Battersea Church Road; and Bellevue Road/Burntwood Lane at Trinity Road. Measures to ease bus flow in these corridors should be considered where feasible to help make bus journeys more reliable and attractive choices.
60. As might be expected there are some significant clusters around stations (e.g. Clapham Junction, Putney, Tooting Broadway) but also at other locations such as town centres (Wandsworth, Putney High Street) and places where bus routes intersect (e.g. Roehampton High Street; Putney Heath/Green Man; Amen Corner; Latchmere Road/Battersea Park Road; Queenstown Road/Battersea Park Road). This suggests a need for good interchange between services and routes, and good waiting areas for large numbers of people to wait for buses.

#### Buses

61. Recent improvements in bus fleets (e.g. relating to physical accessibility and clean fuels) have resulted in changing impacts on the highway. A programme of improvements for bus lanes and bus stops has been identified.
62. Together with London Buses, TfL and the operators, the Council manages the delivery of improvements in infrastructure to support bus services. In the past this has included the delivery of Bus Priority measures.
63. Since the publication of the previous IDP, a number of new or revised bus services have commenced. These include two new free bus services<sup>8</sup> which will connect Roehampton to local amenities and transport hubs, including free public access to the University bus shuttle and a new door-to-door minibus service. Other service improvements include new services serving the Battersea Power Station development and changes to route 485<sup>9</sup>, which have enhanced connectivity for residents living in Wandsworth's Riverside Quarter.
64. TfL and the Council continue to collect and monitor data relating to bus journey times and reliability and this informs the design of any highway improvements.
65. In recent years bus mileage has fallen due to reductions in bus use, funding constraints and the closure of Hammersmith Bridge. This fall in bus mileage has the potential to undermine sustainable travel targets. Development will be expected to deliver demand and financially to bus services. Development will also be expected to contribute to improving highway conditions for buses particularly in areas of high growth and regeneration which suffer from bus unreliability or infrequency – including but not limited to Putney, central Wandsworth, Roehampton and the Springfield area.

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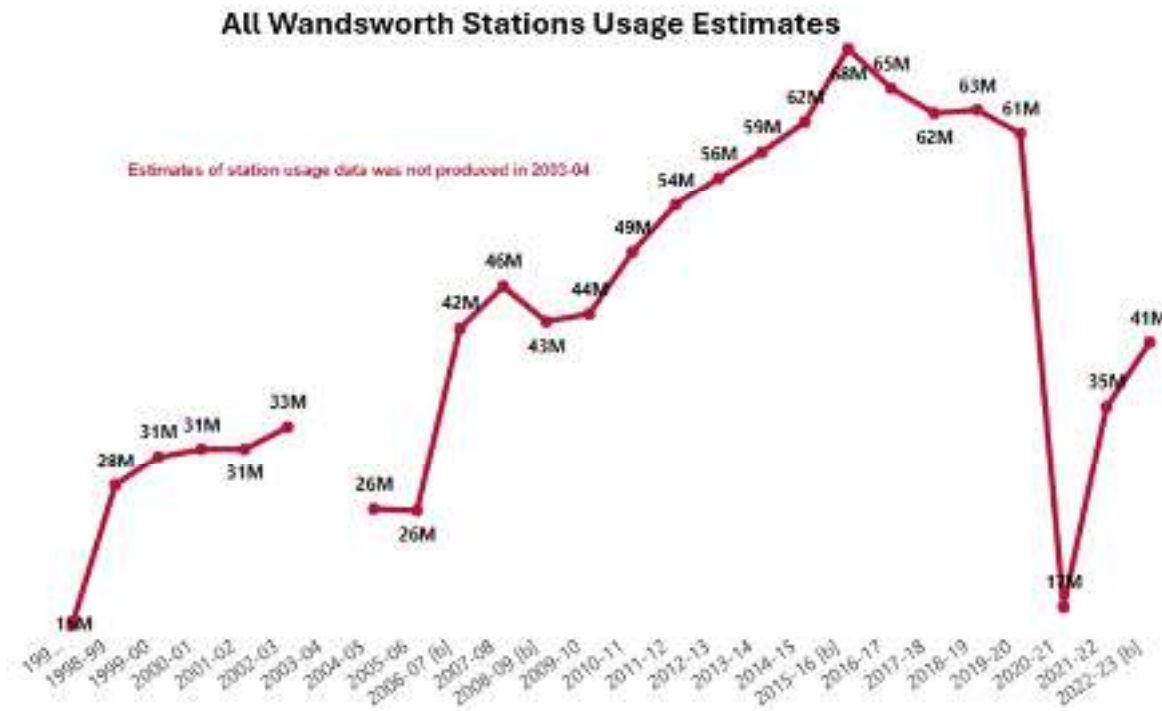
<sup>8</sup> [Free bus services launching in Roehampton - Wandsworth Borough Council](#)

<sup>9</sup> [Revised bus route provides public transport boost for thousands more residents - Wandsworth Borough Council](#)

Rail Infrastructure

66. The South West Main Line is one of the busiest routes on the GB rail network with commuters from Dorset, Hampshire, Somerset, Surrey and Wiltshire passing through Wandsworth in the morning and evening peak-hours. Services on the main line, along with its branches, also provide the primary route for many Wandsworth residents into central London, particularly in areas which lack direct connections into the London Underground network. Leisure traffic at weekends is also high. The South West Main Line Strategic Study notes rail track constraints around Queenstown Road and discusses the potential for increasing capacity and resilience at this location for the benefit of the whole line into/out of London Waterloo. The Study suggests that this intervention would help to provide enough capacity beyond what is deemed necessary to accommodate 2050 demand through post-Covid forecasting.

Figure 3 – Graph of Wandsworth Rail Station Annual Usage Data 1998-2023



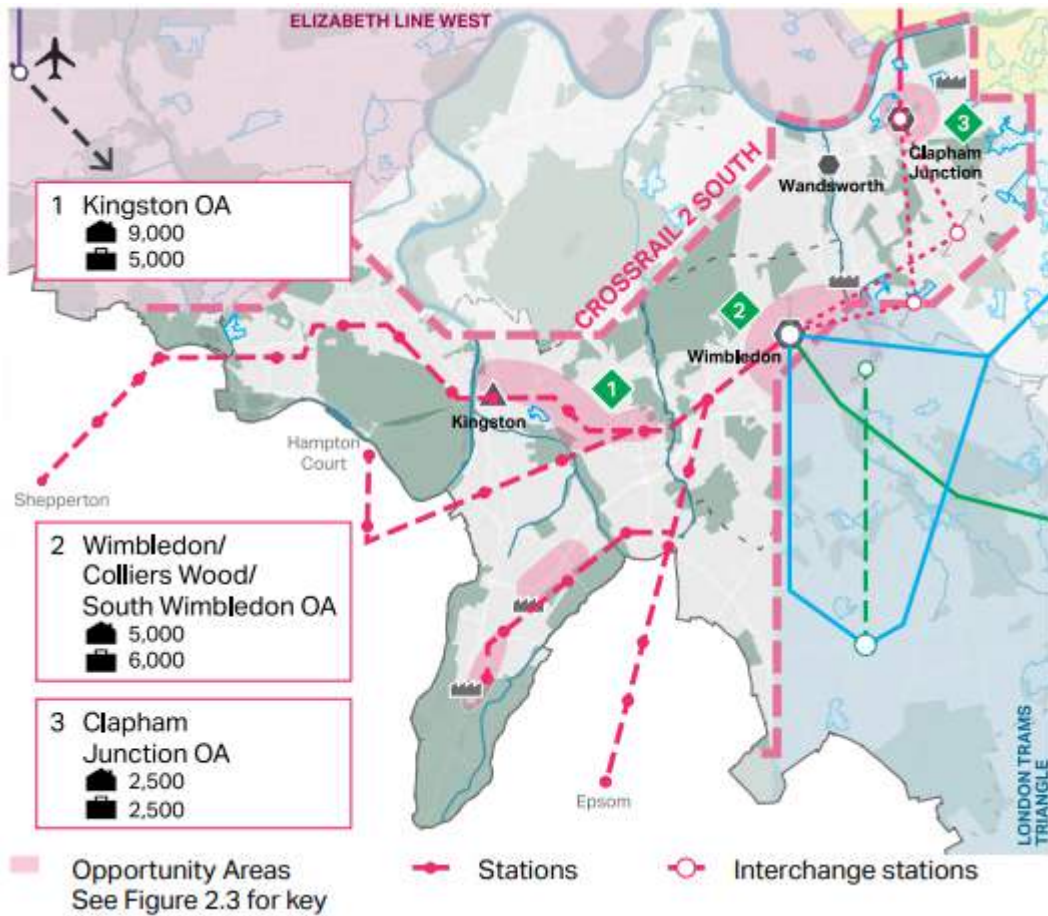
67. As illustrated by the graph above, estimates of passenger entries and exits across train stations in the borough indicate that rail infrastructure within Wandsworth sees around 41million entries and exists per year, which is approximately two-thirds of pre-pandemic capacity and comparable to 2007 levels. There is therefore significant additional patronage required to reach levels seen in the previous decade, which peaked at 68m in 2015-16.

68. Crossrail 2 has also been identified as a key facilitator to unlocking capacity into London and would, if built, involve interventions in Tooting, Balham and Clapham Junction. The Council also has a long-term ambition to extend the Northern Line to Clapham Junction. Congestion and accessibility at the station are recognised as challenges at the station, and

work is ongoing to establish how to best improve the station interchange, with work also underway on developing a Masterplan for the station and surrounding area.



Figure 4 – Crossrail 2 Illustrative Route Map (London Plan)



### Highways and Structures

69. Maintenance of existing roads and pavements has an important impact on safety and comfort. The condition of the Council’s highways and footways is regularly monitored using detailed visual condition surveys (DVI) with further assessment and validation by officers and highway engineers to develop an annual highway maintenance programme of works. Major development will be normally expected to contribute financially to capital maintenance of the highways around and adjacent to development sites, considering also potential damage or acceleration of decline due to use by construction traffic.

70. Bridges make essential connections across the rivers and railway lines in the borough. Whilst the Council has previously identified potential for new pedestrian and cycle crossings over the River Thames, the current focus is on ensuring the condition of existing bridges and improving routes under or over them.

71. Along the River Thames, there is scope for enhancements to existing riverbus services to serve the growing population in riverside developments.

### Car and Vehicle Dependency

72. Encouraging mode shift to active travel and public transport will also require action to reduce car and vehicle dependency. Road congestion can delay buses, while the speed and volume of traffic can deter active travel modes on perceived road safety grounds. Busy

roads also have a severance effect, reducing opportunities for walking and cycling. In recent years the growth of private hire vehicles and smaller delivery vans have further contributed to congestion. The LIP includes targets for traffic reduction and supporting objectives under Mayor's Transport Strategy Outcome 3.

73. The Council will continue to apply restraint based parking standards and enforce on-street parking controls to manage parking and traffic demand. Traffic management schemes will be introduced to reduce the impact of traffic on local amenity including near schools.

#### Competing Demands

74. Another main challenge in delivering the mode share target will be managing competing demands on the street.
75. The kerbside is under increasing pressure, exacerbated by new and increasing demand for cycle parking, electric vehicle chargepoints, and spaces for micro-mobility vehicles and e-bikes. At the same time, servicing of property is required and home deliveries have increased as a result of internet goods and food shopping. This also leads to increased demand for moped and motorbike parking in town centres and high streets which currently occurs haphazardly and has not been planned. The streets will need to evolve in design terms to better accommodate the changing demand placed upon them.

## Educational Infrastructure

### Policy, Objectives and Targets

76. Ensuring there is sufficient provision of educational and training facilities and services of all ages is a key objective for the Local Plan. The Council understands the importance education plays in the development of all people and the potential education has for reducing inequalities and encouraging social mobility. The Local Plan recognises how important education is as a consideration for all major developments in terms of the impact on provision and the potential to create additional provision.
77. The Department for Education's funding formula provides monies when there is a net increase in school pupils but does not account for the cost of assembling land and building a school. CIL and/or S106 funding may be used to build new schools or enlarge existing ones. Following the council's population yield calculator, the Planning Obligations SPD set out the following thresholds for developer contributions:
- 210 primary school age children = 1 additional permanent form of entry in primary school.
  - 150 secondary school age children = 1 additional permanent form of entry in local secondary school.
78. However, these thresholds must be understood as guides to be used in a wider context as capacity in existing schools is also relevant. For example, if a development goes ahead in an area where there is significant capacity in existing schools, it is unlikely to be favourable to create a new form of entry if existing forms of entry have ample places available.
79. The Schedule at Appendix 1 captures education infrastructure projects that can help ensure demand for school places is met. The scope of projects included the following:
- Early Years Education
  - Primary Education
  - Secondary Education
  - Special needs Education
80. Since the previous IDP was prepared in early 2022, a number of projects listed in that iteration have concluded. These include expansion projects at Chestnut Grove Academy, Ashcroft Academy and Ark Putney Academy, alongside improvement projects at Heathmere Primary School and St Cecilia's Church of England school.
81. Through consultation with the Council's Children's Services Directorate, all improvements and new schools needed to meet expected school demand were captured. Some of these works are still ongoing since the last IDP while others are new pieces of work reflecting new priorities or identified needs. It remains the case that a new 2 form entry (FE) primary school is proposed at Nine Elms as part of the redevelopment of the VNEB area which could, over the local plan period be extended to a 4FE primary school and is planned to have a Social, Emotional and Mental Health needs (SEMH) base. Other new projects have been identified for Paddock School and SEND resource base provision.
82. Local Plan Policy LP17 Social and Community Infrastructure outlines that new developments that will increase demand on educational infrastructure should address the

new demand. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand.

## **Review of Educational Infrastructure**

### Primary Schools

83. In common with many areas of London, the Borough has previously witnessed substantial growth in pupil numbers. Between 2009/10 and 2016/17 primary school reception numbers rose by 579 (24%) and whole school rolls by some 3,000 or 19%. Over the same period, permanent capacity at primary schools increased by 28FE as the Borough responded to the growth in demand, including 10 bulge classes. In total some 6,300 new places were provided.

84. However, since 2019, primary school rolls across the Borough have fallen by 11.3% with some primary schools now having a significant surplus of places. In this context, two primary schools have closed in Wandsworth in recent years, although one of these is to enable a relocated and expanded Paddock Secondary and Sixth Form Special School.

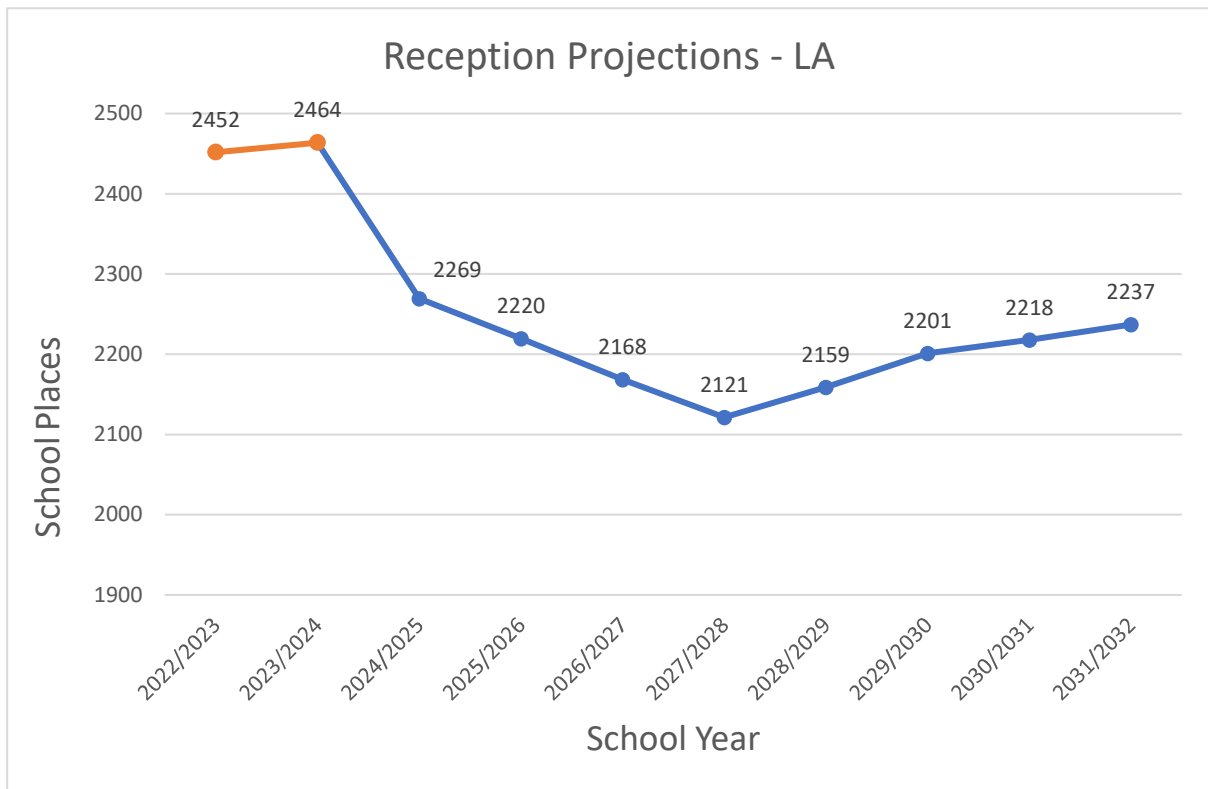
85. The Council's expectation is that primary pupil rolls will continue to fall in the near future. The infrastructure needs associated with meeting the need for primary school places is therefore likely to pivot away from capital investment in brand new facilities, although these may still be required in some locations, and investing in the beneficial use of the existing education stock.

86. Conversely, the need for Special Educational Needs and Disability (SEND) provision within Wandsworth is growing. The Council is looking to meet this need through means including resource base provision which provides specialist education at mainstream schools. New projects have been identified as part of this update, including investment in SEND provision at Granard Primary School and investment in similar provision at other schools.

87. The graph below indicates current projections for reception places taken up in Wandsworth, illustrating continuing falling rolls into the near future with some recovery beyond 2030.



Figure 5 – Reception Place Projections 2023-2032



Secondary Education

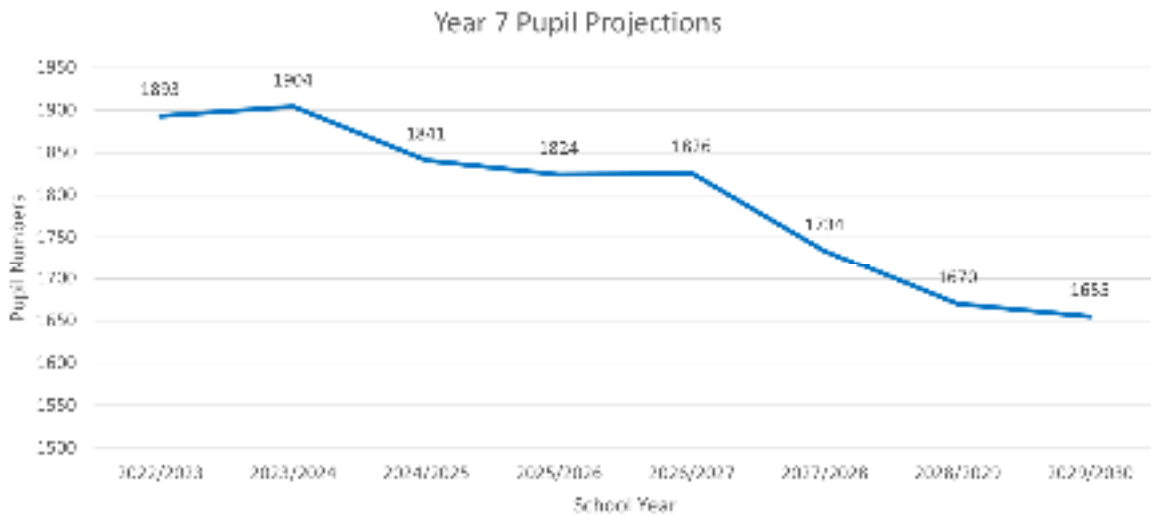
88. The higher primary rolls from 2009 have now reached secondary schools and demand for Year 7 places expected to peak in 2023/24. Based on the number of offers made for Year 7 in September 2023, currently demand will be lower than projected but will be at some of the highest levels so far. The projections suggest that demand will continue to decline across the remainder of the decade and Year 7 rolls will be 17% lower by 2029/30. A similar strategy to the primary approach was agreed between the Council and the secondary school heads to address demand. Since 2010 there has been substantial investment with the addition of a new 4FE free school (Bolingbroke Academy) and 11FE added to other schools (Ark Putney (2FE), Ashcroft Technology, Burntwood, Chestnut Grove Academy (2FE), Graveney, Harris Battersea, Saint Cecilia’s, St John Bosco (2FE)). As the current demand and recent projections suggest lower demand than previously forecast, the Council has been working closely with the schools to support them in managing any surplus capacity. Pupil Admission Number reductions have been agreed at 4 schools so far removing 4.5FE at Ark Putney, Burntwood, St John Bosco and Southfields.

89. Admissions to Wandsworth secondary schools are complex with cross-borough movement more significant than at primary level. Currently, selective and aptitude-based places are offered at five schools of our 11 schools (a total of 243 places) and these allow an applicant to be offered a place regardless of distance from school. This plays a key part in the cross-borough movement that Wandsworth experiences.

90. Residents that choose to send their child to school outside of the borough mainly choose schools in Hammersmith and Fulham, Merton and Richmond. Wandsworth schools tend to

receive applications from residents in Lambeth, Merton and Croydon; for September 2023 about 21% of places were offered to out of borough residents.

Figure 6 – Year 7 Place Projections



Post 16 Education

91. Young people between 16 and 18 are required to attend full time education or training, or employment with training. The education options post-16 are diverse and include apprenticeships, part time training courses as well as attending school or college. The retention rate between Year 11 and Year 12 in full time schooling decreased in recent years to 87% of the January 2023 Year 11 cohort recorded in year 12 in January 2024. However, this is partly explained by the fall in overall pupil population and also masks students attending college as well as transfers in and out of the borough as young people seek courses of choice.

92. Existing sixth form provision varies significantly in size, with Graveney being the largest with a roll of 856. Others include Burntwood (411) and Southfields (379) although the average size is around 300. Any pressures on accommodation are managed by class sizes and timetabling to maximise the use of available space.

93. To meet the previous demand from students moving up from Years 7-11, an additional 50 sixth form places were added at each of Ark Putney, Chestnut Grove and St Cecilia’s as part of the expansions at the schools. No further expansions are currently planned.

94. In addition to South Thames College situated in the centre of the borough, options for Post 16 education accessible to students living in Wandsworth include South Bank University Sixth form which opened in September 2023, and the Harris Clapham Sixth Form College which opened in in September 2021. Other options include new schools in neighbouring boroughs with additional post 16 capacity.

## Community Facilities

### Policy, Objectives and Targets

95. Due to the expected population increase it is presumed that more community facilities will be needed and improvements made to existing ones. The Local Plan identifies town centres as the most appropriate location for new community facilities and recognises that Wandsworth, Roehampton, and Clapham Junction in particular need additional facilities as part of planned regeneration.
96. The Council will work with its key partner organisations and developers to ensure that high quality social and community facilities and services are provided and/or modernised in order to meet the changing needs of the whole community and reflect the approaches that the Council or its partners take to the delivery of services. Facilities should be flexible and adaptable and support the dual use of social, educational and community facilities, including by maximising the use of schools outside of core teaching hours, for a mix of sporting, social, cultural, and recreational uses.
97. All new community facilities should be accessible, welcoming, inclusive and open and available to all members of the local community with sufficient capacity and flexibility to meet a range of local needs.
98. The Council will use planning obligations to secure new capacity or replace existing provisions which delivers community facility infrastructure including arts and culture infrastructure of an equal or better standard than previously existed.
99. The IDP Schedule at Appendix 1 captures community facility infrastructure projects that can help ensure demand is met. The scope of projects include the following:
- Sports Facilities
  - Indoor Leisure Facilities
  - Community Centres
  - Youth Centres
  - Libraries
  - Arts and Culture
  - Police and Emergency Services
100. Since the previous IDP was prepared in early 2022, a number of community facility projects identified in that iteration have concluded. These projects mostly consist of the renewal and refurbishment of various leisure centres. Similarly, a number of new community facility projects have been identified since the previous IDP, including potential projects to support the delivery of the Council's Leisure Strategy.
101. Through consultation with WBC's Arts and Culture Team, Community and Partnership Team as well as the Council's Parks Team, projects needed to meet expected demand for community facilities was captured. Some of these works are still ongoing since the last IDP while others are new pieces of work.
102. Local Plan Policy LP17 Social and Community Infrastructure outlines that new developments which will increase demand on community infrastructure should address the new demand. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand.

## Review of Community Facilities

### Leisure Strategy

103. In July 2024, WBC introduced a new Leisure Strategy titled Wandsworth Moves Together and covering the period 2024-2029. This Leisure Strategy has a core vision to help Wandsworth become one of London’s most active boroughs by giving our residents better access to high-quality physical and leisure activities, so they can enjoy happier, healthier and more fulfilling lives.
104. The Leisure Strategy identifies a wide range of recent, ongoing and future projects which are helping to deliver that vision, including:
- Investing £1.4m in Wandsworth’s Playing Pitches
  - Investing £1.7m in existing playgrounds, ballcourts and outdoor gyms since 2020
  - Investments made to leisure facilities including Battersea Sports Centre and Tooting Bec Lido
  - Investing £1m per annum through the Council’s new Play Charter
  - Investing around £675,000 per annum in three Play Zones
  - Addressing shortfalls in the borough’s pitch numbers and implement findings from the Playing Pitch Strategy, including a potential new full-size 3G artificial pitch
  - Estate-based physical activity activation programmes, starting with a pilot on the Alton Estate
  - Increasing the capacity of local sports clubs and organisations working with inactive people through funding and governance advice
  - Redesigning the services on offer at the Roehampton Sports and Fitness Centre and Wandle Recreation Centre to better reflect the needs and aspirations of residents
  - Exploring opportunities for the co-location of related public services within sports and leisure facilities
  - Exploring the delivery of a new community facility in Nine Elms
105. Where appropriate, projects identified to support the Leisure Strategy have been included in the Schedule at Appendix 1. It is recognised, however, that given the recency of the strategy, the nature of some projects identified to support its delivery will likely be subject to further refinement and development and therefore may best be picked up in a future review.

### Play Charter

106. The Council is also in the process of developing a Play Charter to help ensure all children have access to exciting, inclusive play opportunities. WBC aspires for Wandsworth to be a place where every child and young person can easily access play spaces close to where they live, and participate in fun, safe and inclusive activities that meet their unique needs and interests, within their local communities.
107. As part of the Play Charter, WBC is planning to invest in its play spaces through a Playground Improvement Plan and has approved capital funding of £1m per annum contributing to its decade of renewal. WBC will also be actively contributing to the development of regeneration plans and programmes, including the Alton estate, to ensure there is play-based provision, as well as encouraging residents to transform their roads into ‘Play Streets’, creating environments for play right outside their homes.

108. Where appropriate, projects identified to support the Play Charter have been incorporated into this the Schedule at Appendix 1, although it is recognised that more precise and detailed interventions will be determined as the Play Strategy progresses.

Playing Pitch Strategy (2021)

109. Since the previous IDP was completed, the Playing Pitch and Outdoor Sport Strategy (PPS), which was in draft at the time has now been finalised and published. The PPS' primary purpose is to provide a strategic framework which ensures that the provision of outdoor sports facilities meet the local and community needs of existing and future residents.
110. In April 2024, WBC published an updated Action Plan<sup>10</sup> in relation to its Playing Pitch and Outdoor Sport Strategy which includes a range of detailed actions that WBC, and wider partners, will take to address playing pitch and outdoor sport needs across the Borough. Where appropriate, actions from this strategy have informed this IDP. It is recognised, however, that many of these actions do not strictly relate to increasing infrastructure capacity in a capital investment sense, although it is recognised that some non-capital actions, such as expanding the use of community use agreements, will also help to respond to capacity pressures.
111. Detailed findings of the PPS with respect to different types of playing pitch provision are summarised below.

*Football*

112. Of the 84 community football pitches in the borough, 61 are rated as poor quality due to a combination of overuse and lack of maintenance. Ancillary services and pavilions have also been found to be lacking in terms of functionality, with teams reporting that they do not use local authority provided changing rooms and toilets. Currently the infrastructure is beyond its healthy capacity, as every week there are 126.5 more match equivalent sessions being played than the pitches' can sustain. This impacts the provision of football teams, as Balham FC reported that they could double or triple the number of teams they field if there was sufficient infrastructure.
113. This issue will be exacerbated over the next 15 years as it is estimated there will be demand for 72 new teams in the borough. If the current situation is maintained, it is predicted that this will result in an overplay of 166 match equivalent sessions per week, so to meet the increased demand 37 new pitches need to be provided. These new pitches will need to be distributed among the different game types, with 8 being full size adult, 12.5 for youth 11v11, 9.5 for youth 9v9, and 3.5 for both 5v5 and 7v7.
114. This can be done by building new pitches but also by upgrading the quality of the extant pitches; poor quality pitches can only sustain 1 adult match per week, compared to a good quality pitch which can manage 3. Given the number of poor quality pitches, there is significant scope to upgrade. The provision of sportslights can be part of this upgrading programme, as this would allow for matches and training sessions to occur in the winter evenings. Pavilions should also be renovated to provide adequate changing and toilet facilities for both men and women.

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<sup>10</sup> [Playing Pitch and Outdoor Sport Strategy - Action Plan Update April 2024 \(wandsworth.gov.uk\)](https://www.wandsworth.gov.uk)

### *Cricket*

115. There is a current lack of supply of cricket pitches throughout Wandsworth, which is limiting the number of matches that can take place. This has led to 166 match equivalent sessions per season being exported out of the borough to be played elsewhere. The lack of pitches is particularly acute for short format games with the 'Last Man Stands' league reporting that each week 2 teams per league have to have a bye due to no pitches being available.
116. Combining population growth and the aspirations of local clubs, it is predicted that there will be a future need for an extra 6 senior men's teams, 2 senior women's teams and 11 junior teams. Furthermore, the short format leagues are keen to fulfil their current unmet demand, but beyond this still predict an increase of 17 extra teams. Therefore, there is a need to provide more cricket pitches throughout the borough. The quality of the council owned pitches is also an issue, with all 6 of the cricket squares rated as poor. These are being maintained by a commercial operator on behalf of the council.

### *Rugby Union*

117. The 16 pitches available for community use within the borough do not amount to enough capacity to sustain current and future demand for rugby union. The poor quality of many of the pitches, combined with high demand, means that six of the nine sites experience an overplay of matches. Without action this is predicted to worsen as it is estimated that there will be demand for 11 new teams in the coming years.
118. A significant issue identified by clubs is a lack of sportslit pitches. Only Barn Elms Sports Centre has fixed lighting, while two clubs (Tooting Bec Old Boys and Battersea Ironsides RFC) use mobile lighting when playing at Ashcroft Technology Academy. This is a difficult problem to solve, as planning constraints prevent the erection of sportslights at the grounds situated on Metropolitan Open Land. Furthermore, many of the artificial surfaces in the borough, which usually have sportslights, do not meet World Rugby requirements.
119. There is one World Rugby compliant 3G pitch in the borough, at Rosslyn Park Rugby Club. This pitch is heavily used and helps to support the grass pitches nearby, by giving them time to rest. Ensuring new artificial pitches are compliant with World Rugby would be one way to alleviate the demand pressure, while also providing more floodlit areas. Opening up artificial pitches to rugby would also give natural grass pitches more time to recover, improving their quality and boosting future capacity.

### *Hockey*

120. There are currently only three full sized artificial grass pitches suitable for hockey in the borough. This is quantitatively insufficient for the current and future level of demand. As a result, a significant number of matches are exported out of the borough, with eleven venues in other boroughs being used regularly by five clubs. In the case of London Wayfarers HC and Clapham Common HC this is partially deliberate as they see it as a good way to widen participation in hockey. Nonetheless, the level of exported demand points to a lack of suitable pitches for hockey. Both the Wayfarers HC and Clapham Common HC are looking into self-funding new pitches, although there are no firm plans at the moment.

121. There are no reported issues with the quality of the pitches or pavilions, only that there is a lack of capacity. This is a particular problem for hockey because specialised artificial grass pitches are required, whereas, football, lacrosse, and rugby union can be played on a wider array of pitches. Therefore, the competition for midweek floodlit training provision is often to the detriment of hockey, as other sports use facilities specialised for hockey. Increasing the availability of floodlit pitches for weekday training for other sports should help to alleviate this problem.
122. The future of the Bank of England Sports Club is uncertain and the loss of this would deprive the borough of a much needed hockey pitch. The pitch is currently partially used by the Bank of England HC, but this could be expanded to allow for widespread community use. Given the lack of capacity in the borough, and the specialised requirements of hockey, there is no scope to convert the current hockey pitches into multi-use artificial grass pitches. Providers have sometimes replaced sand based pitches suitable for hockey with a newer 3G pitch that can be hired out for more money to commercial football operators. Given the need for specialised hockey pitches, any change in pitch type should require planning permission, and applicants should show that there is sufficient provision for hockey in the locality.

*Third Generation Artificial Grass Pitches (3G)*

123. There are two full sized and twenty two small sized 3G pitches across the borough. This is not enough to meet the current or future demand for football based on the FA training model. This is compounded when the requirements of other sports are considered. The use of 3G pitches for football training and matches is becoming widespread, with the FA training model identifying a need for six full sized 3G pitches, with an additional five being required for training purposes.
124. 3G pitches can fill a borough wide demand for floodlit training provision and given the demand from football and other sports (rugby, lacrosse), there is scope to develop more than five full sized pitches. There are projects proposed for the creation of new 3G pitches at Roehampton Playing Fields and Wandle Recreation Centre, and the Trinity Fields Trust aspires to develop the facilities at Trinity Fields. Since there is demand from a variety of sports, it is advisable that any new 3G pitches are developed to be multi-use where possible. There is no scope to convert sand based artificial pitches as these are necessary for hockey.

*Rugby League*

125. All rugby league played in the borough takes place on rugby union pitches, with London Chargers RFLC being the only rugby league club based in the borough. From 2021 onwards they will play at Barn Elms Sports Centre. They will be using rugby union pitches but do have an agreement for one pitch to be set up for rugby league once the union season finishes. Unfortunately, playing both union and league games on the same pitches will increase the amount of overplay and further diminish the quality of the fields. Furthermore, using a pitch for both rugby league and union will mean it is in use all year round, which will leave little time for maintenance and recovery.
126. There is no projected increase in participation from population growth, while the impact of the Rugby League World Cup on playing numbers is uncertain. Consequently, there is little

pressure to increase capacity for the future, however, the overlap of league and union pitches should be addressed by providing a dedicated league pitch in the borough.

#### *Bowling Greens*

127. There is adequate provision of bowling greens throughout the borough as clubs do not report any capacity issues. All clubs have moderate growth aspirations which would not necessitate an increase in bowling green provision, as a result, there is no need to refurbish the four greens within the borough that lie disused.
128. None of the greens are rated as poor quality and the use of them for pay and play should be retained. Putney Town BC and Heathfield BC aspire to improve the ancillary services they offer, with the former looking to include disabled access and the latter seeking to refurbish the clubhouse conservatory.

#### *Tennis Courts*

129. Tennis proves to be a highly popular sport within Wandsworth, with clubs reporting an increase in participation over the summer of 2020. This is likely to be due to tennis being one of the first sports to return after the COVID-19 lockdown. Of the 165 courts available 152 are rated as either standard or good quality, and 115 are sportslit. While these figures are good, the popularity of tennis means that more can be done to cater for prospective tennis players. Modelling by the Lawn Tennis Association shows that there is latent demand across the borough, particularly in the Tooting area and within the cohort of middle aged, family players who like to play with their children. All Star Tennis, a charitable organisation that operates tennis facilities across the borough, also predicts increased demand as its membership has grown exponentially in the past few years.
130. To bolster the current tennis provision, All Star Tennis has identified increasing sportslighting as a key target for its own courts. This would allow for play to go on longer, increasing each court's capacity. Sportslights could also be introduced to the two courts at Tooting that are currently not sportslit. Tooting only has 5 courts in total, so increasing capacity is essential to meet the latent demand that has been identified in the area.
131. The quality of ancillary services can also be improved, with multiple clubs stating that they are seeking to improve their pavilions. The three most important issues identified by All Star Tennis members are good quality toilets, sportslights, and a café/bar.

#### *Lacrosse*

132. There is insufficient supply of lacrosse pitches across Wandsworth and the Lambeth fringe. A particular issue is the lack of line markings on the 3G and AGP in the borough. There are 10 senior teams, with there being unmet demand for another 3 women's teams.

#### *Netball*

133. There are 19 outdoor netball courts which is insufficient to meet current demand. Junior teams are oversubscribed in relation to the available facilities. Opening more indoor courts could help meet this demand.



134. England netball have identified a strategic need for a competition venue in inner London, south of the river. Roehampton could be a suitable location, and there is scope to within the borough to open a facility that meets the requirements of England Netball.

*Touch Rugby/Aussie Rules/Gaelic Football/Ultimate Frisbee*

135. There is sufficient provision within the borough for these sports. There are 12 touch/ultimate pitches across three sites.
136. There is one Australian Rules pitch at the Richard Evans Memorial Playing Field used by the Putney Magpies, while two other teams play on Clapham Common on pitches managed by Lambeth Council.
137. There is a range of ways to play Ultimate, from club based play to, informal pickup sessions that all operate on either Clapham Common or Spencer Park
138. There are no dedicated Gaelic Football pitches in the borough, but since there is only one team within Wandsworth, this shortfall is deemed to be acceptable. The Wandsworth Gaels export their demand for matches to Spelthorne Borough.
139. Given these are all developing sports that are seeking to increase participation, there may be a need to increase capacity in the future and so the growth of these activities should be monitored.

Arts and Cultural Infrastructure

140. The Wandsworth Arts and Culture Strategy 2021-2031 was formally adopted in late 2021. It sets out the Council's ambitions to ensure that arts and culture provision is accessible to all within the borough. It catalogues all the large creative organisations based in the borough. These organisations are mostly located to the north of the borough and around transport hubs, with areas such as Roehampton with little to no provision.
141. The Arts and Culture Strategy and the Local Plan aspire to focus cultural place shaping in the spatial areas identified in the Local Plan:
- Alton Estate & Roehampton and Winstanley Estate – the council is committed to using cultural engagement and development of creative skills as a key part of its regeneration scheme. Both estates also have their own cultural strategies, that feed into the borough wide Arts and Culture Strategy 2021-31, to ensure that residents play a central role in codesigning the cultural provision.
  - Clapham Junction, Putney, Tooting and Balham – this is a newer area of work for the Council and we are currently looking at how we use culture to re-invigorate the high street on a long term basis, as opposed to through events which is what we have tended to focus on in the past. A key part of this will be looking at developing meanwhile uses for empty shop units.
  - Battersea & Nine Elms, Lombard Road & York Road Focal Area, and Wandle Delta & Wandsworth Town – these three areas already have an embryonic cultural clusters and have a strong potential to be developed into creative enterprise zones attracting both creative businesses and cultural organisations

142. The Council is currently supporting and implementing a wide range of interventions to help deliver against the Arts and Culture Strategy, including supporting the delivery of new cultural space and anchor tenancies as part of development sites within the Borough. The Council is also delighted that Wandsworth has been chosen to become London Borough of Culture for 2025<sup>11</sup>. The Council's successful bid will fund and support a diverse range of new cultural activity and interventions throughout 2025.

143. More information about planned cultural infrastructure projects is available in Appendix 1.

#### Police Services

144. In the development of this IDP, the Council engaged with the Metropolitan Police Service (MPS) to understand current and long-term infrastructure requirements relating to policing.

145. There are currently three police sites in the London Borough of Wandsworth, which are sited at the following locations:

- Wandsworth Police Station – 146 Wandsworth High Street. London, SW18 4JJ
- Lavender Hill Police Station – 176 Lavender Hill, London, SW11 1JX
- Jubilee House - 230-232 Putney Bridge Road, Putney, SW15 2DP

146. Alongside planned provision in Nine Elms to be delivered as part of the Battersea Power Station development, the MPS have determined that a Neighbourhood Police Office is required in each of the Roehampton and Tooting Broadway wards, as neither of these wards are within a 20 minute walk of a Neighbourhood Police Office. The MPS are therefore actively searching for a Police base within each of these two wards.

147. There is a shortfall in funding for the required police offices and significant development places additional pressure on policing infrastructure in the borough. As such, where developments are of a sufficient scale, section 106 agreements will be used to secure appropriate improvements in neighbourhood police office provision. Some developments will be sufficiently large to give rise to the need for a new police office within the proposed development. In these cases, there will be an expectation for a new police neighbourhood office to be provided on site at peppercorn rent and the fit out costs covered.

148. The MPS have also identified five further wards where it is likely that Neighbourhood Police Offices will be required in the future. These are:

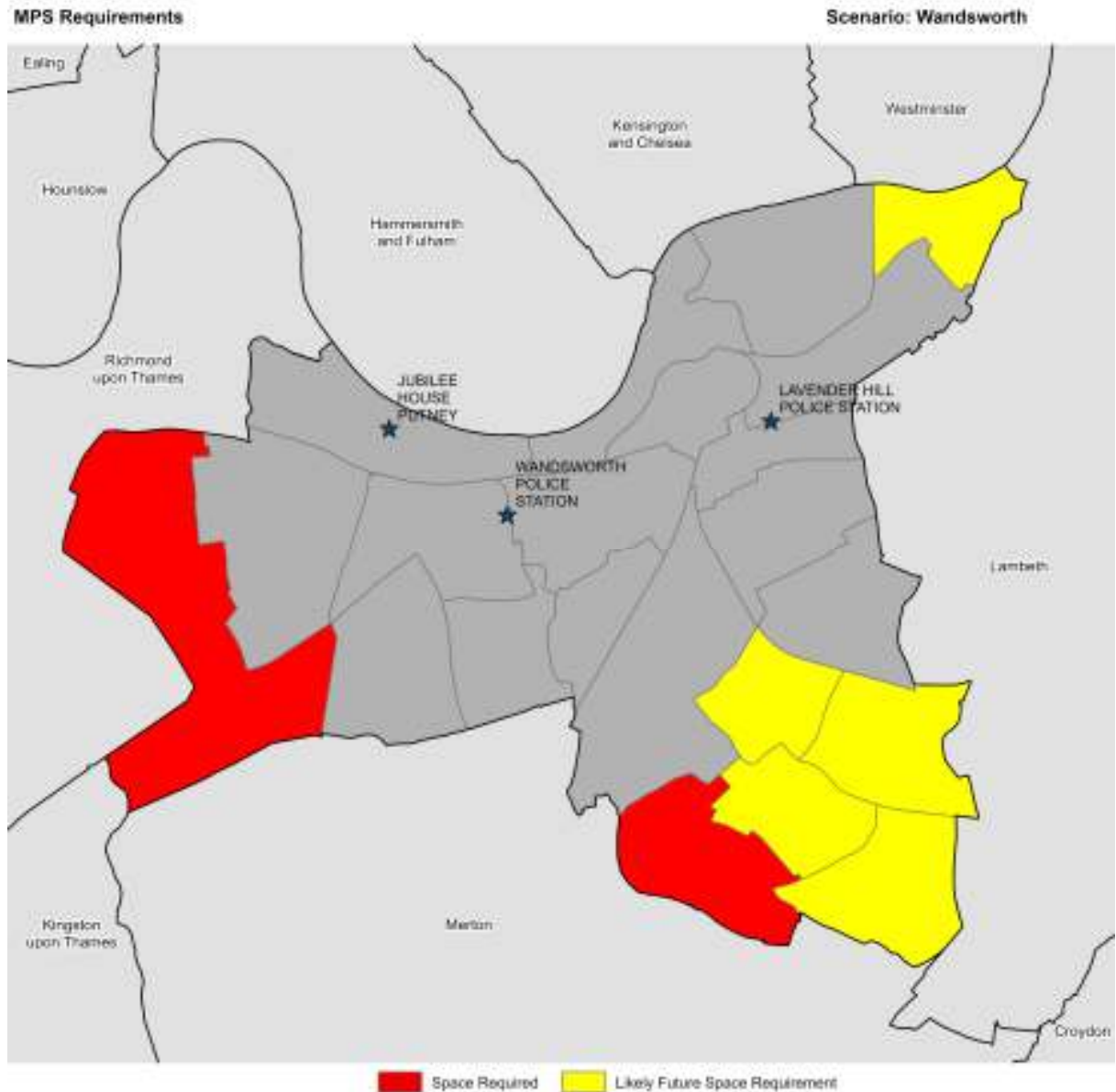
- Tooting Bec
- Furzedown
- South Balham
- Trinity
- Nine Elms

149. The need for neighbourhood police offices is illustrated in Figure 7 below.

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<sup>11</sup> [Wandsworth 2025: London Borough of Culture bid - Wandsworth Borough Council](#)

Figure 7 - Location of Future Neighbourhood Police Offices (Source: MPS)



Fire Services

- 150. Responsibility for fire and rescue policy sits with the Home Office with the Mayor of London having direct responsibility for the London Fire Brigade (LFB). The Fire, Resilience and Emergency Planning Committee (FREPC) comprises of GLA members and scrutinises the work of the Deputy Mayor for Fire and Resilience and London Fire Commissioner (LFC). The LFB Delivery Plan for 2023-29 is available on the [LFB website](#).
- 151. The LFB locates and plans its fire stations and engines to ensure London-wide cover. Borough boundaries are not used for emergency response purposes.
- 152. The borough perspective is considered in the draft [Wandsworth: Borough Risk Management Plan](#)

153. There are three fire stations in the Borough of Wandsworth: Battersea, Wandsworth and Tooting. Whilst there are no immediate plans for changes in this core infrastructure, it is recognised that there is scope for improvement in the facilities particularly in terms of inclusivity (for staff) and in terms of sustainability and de-carbonisation.

## Green and Blue Infrastructure

### Policy, Objectives and Targets

154. Wandsworth Council has set itself the target of becoming the greenest Inner London Borough and the new Local Plan has dedicated a whole chapter to Green and Blue Infrastructure and the Natural Environment to ensure these assets are protected and enhanced. Green and blue infrastructure is not just important for the people and ecology of Wandsworth but it is very much a key part of the borough's character and identity.
155. Maintaining the borough's green and blue infrastructure will contribute to the borough's resilience, protect water resources and water quality, ensure biodiversity can adapt, improve air quality, support health and wellbeing, reduce the impact of climate change and manage flood risk.
156. Green and blue infrastructure also plays an important role in placemaking and will be an important consideration for the development of the borough's Spatial Areas. Two overarching spatial strategies are based around green and blue infrastructure, Wandsworth's Riverside and the Wandle Valley, to ensure that development in those areas protects and enhances the existing natural environment. These area strategies establish that new green infrastructure should aim to make the river more prominent in the landscape, and enhance the riparian character of the Wandle Valley.
157. The Council is delivering on a range of green and blue infrastructure projects which will provide or expand improved access for local communities. A key example of this is the Oasis Green Space Project<sup>12</sup> which will bring underutilised green space on Thessaly Road back into productive use, in partnership with the community. A number of successful events have been held to gather the community together to share memories and ideas that will inform project ideas for making best use of the site in future. Key themes and options for taking the project forward are due to be published in the coming months.
158. The Nine Elms Battersea Area has presented Wandsworth with an opportunity to add to its existing green and blue infrastructure network by including a 12-acre linear park linking Battersea Power Station to Vauxhall. (Along with new standards for open space in the Planning Obligations SPD (2020) and the inclusion of the Urban Greening Factor), Wandsworth can expect to see more new open space in the coming plan period.
159. New developments will be required to provide open space and the Planning Obligations SPD sets out the particular requirements of developments over 10,000m<sup>2</sup> or 100 residential units or more.
160. CIL contributions are used to fund the open spaces required as a result of incremental growth, while the council will usually require a management plan to demonstrate how any newly created open space will be maintained. The Council's Parks team should be engaged at the beginning of the process to ensure any proposed open space provision will be adequate.
161. The Schedule at appendix 1 captures green and blue infrastructure projects that can help ensure demand is met.

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<sup>12</sup> [Help the council bring a neglected Battersea green space back to life - Wandsworth Borough Council](#)

162. Since the previous IDP was published, a number of Green and Blue Infrastructure projects have concluded, whilst a number are still planned or underway. Examples of projects which have now concluded include improvements to Battersea Park, Garratt Park, Windmill Gardens, Shillington Park and Wandsworth Common, alongside brand new open space provision at Battersea Power Station. A number of new projects have also emerged since the previous IDP was prepared, which are summarised in Appendix 1.
163. Local Plan Policy LP20 New Open Space outlines how new major developments will be required to provide new open space as part of the proposal. This will ensure that new proposals over the plan period will bring forward additional provision to meet the new demand.

### **Review of Green Infrastructure**

#### Open Space Study (OSS) (June 2021)

164. The 2021 Open Space Study remains the latest comprehensive assessment of open space provision within the Borough. The Study divides open space into six typologies: parks and gardens; natural/ semi-natural greenspace; amenity greenspace; provision for children/ young people; allotments and food growing spaces; cemeteries/ churchyards. The first four typologies were assessed in terms of supply against Field in Trust (FiT) Guidelines whereas it is more appropriate to consider allotments and cemeteries against waiting lists to understand what demand is currently.

#### *Parks and Gardens*

165. There are 18 sites classified as parks and gardens across Wandsworth, the equivalent of over 323 hectares. The figures include Nine Elms Park (4.5 ha), in the Queenstown Ward, which is in the process of being built.
166. With regards parks and gardens, FiT suggests that a borough have 0.80 hectares per 1,000 population as a guideline quantity standard and Wandsworth currently has 0.99 on the whole. Several wards do not meet this standard and this does not consider the quality of parks and gardens but it is a strong indicator that the borough has adequate supply of parks and gardens. The OSS provides more details as to how this can be increased and the need for greater quality parks and gardens also.

#### *Natural and Semi-Natural Greenspace*

167. In total, there are seven natural and semi-natural greenspace sites in Wandsworth, equating to almost 293 hectares. Whilst the number of sites is low, the provision which exists is generally very large in size.
168. With regards natural and semi-natural greenspace FiT suggests 1.80 hectares per 1,000 population as a guideline quantity standard. Within Wandsworth, there is an overall provision of 0.90 hectares per 1,000 head of population which falls below the FiT guidelines. If the commons are also included, a current provision figure of 1.44 per 1,000 population is noted. This is considerably below the standard needed to meet the demand for natural and semi-natural greenspace.

### *Amenity Greenspace*

169. There are 92 amenity greenspace sites in Wandsworth Borough equating to over 169 hectares of provision. Sites are most often found within areas of housing and function as informal recreation space or along highways providing a visual amenity. All wards except Northcote contain amenity greenspace provision.
170. FiT suggests 0.60 hectares per 1,000 population as a guideline quantity standard. Wandsworth overall scores 0.52. There are four Wards to have a current provision above the FiT guidelines quantity standard (Roehampton and Putney Heath, Wandsworth Common, West Hill and West Putney).

### *Play Locations*

171. A total of 78 play locations are identified in Wandsworth as provision for children and young people. This combines to create a total of nearly six hectares.
172. The majority of analysis areas are identified as having a current provision level below the recommended quantity standard.

### *Allotments*

173. There are nine sites classified as allotments and food growing spaces in Wandsworth, equating to nearly seven hectares.
174. The National Society of Allotment and Leisure Gardeners (NSALG) suggests a national standard of 20 allotments per 1,000 households (20 per 2,000 people based on two people per house or one per 100 people). This equates to 0.25 hectares per 1,000 households based on an average plot-size of 250 square metres (0.025 hectares per plot).
175. Wandsworth, as a whole, based on its current population (326,474) is short of the NSALG standard. Using this suggested standard, the minimum amount of allotment provision for Wandsworth is 81.62 hectares. Existing provision of seven hectares therefore does not meet this guideline. However, it is important to recognise that as a dense urban borough of London the need/ability to achieve the suggested standard is extremely challenging due to the limited amounts of spare land.

### *Cemeteries/churchyards*

176. There are 12 sites classified as cemeteries/churchyards, equating to nearly 74 hectares. Mapping demonstrates a fairly even distribution across the borough; however, the need for additional cemetery provision should be driven by burial demand and capacity. All cemeteries are assessed as high value across the Borough, reflecting their role within communities, as well as their cultural/heritage role and conservation benefits.

## Health Infrastructure

### Policy, Objectives and Targets

177. Local Plan Policy LP17 Social and Community Infrastructure outlines that new developments that will increase demand on health infrastructure should address the new demand. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand.
178. Planning for health infrastructure is complex and involves multiple organisations working together. In recent years, there has been a move towards greater collaboration between organisations to improve health. There is an increased focus on digital infrastructure to help the NHS make more effective use of existing health facilities and treatments and to improve sustainability, and a greater emphasis on achieving net zero within agreed timeframes. In terms of physical infrastructure, most people's experience of healthcare is usually with primary care which includes GP services, pharmacies, dentists and optometry services, and secondary care, which usually takes place at hospitals and other institutions and includes planned / elective care and urgent / emergency care.
179. NHS SWL ICB's goal over the next five years is to enable South West Londoners to Start Well, Live Well and Age Well and to make real and tangible improvements in health and care for local people. We are clear that achieving our ambitions will need us all to work together differently, as we shift our focus from treatment to prevention, support people to make healthy choices, and improve our services and the way we provide care.
180. South West London ICB has agreed a new NHS Infrastructure Strategy for the South West London ICS to enable the SWL Joint Forward Plan 2023-28 and ICP Strategy 2023-28. The NHS Infrastructure Strategy sets out the importance of health infrastructure in serving the needs of local populations and a vision for the future, cutting across the physical estate, use of digital technology, NHS net zero ambitions and how we support infrastructure workforce to deliver, including:
- Smarter, better health and care infrastructure - NHS infrastructure should be person-centred, serving the needs of all users and supporting delivery of quality care. It should be the right size in the right place, treating people as close to home as possible, and provide the right setting in the right condition. The estate and digital infrastructure should enable integration and collaboration between health and care services to deliver joined up care for the population.
  - Stronger, greener buildings - providing a physical environment that enhances positive user and staff experience and improves health outcomes across all settings. Buildings that are safe, well maintained and resilient, future proofed and adaptable to change. Our infrastructure should support a net zero NHS by 2040 and all buildings should be energy efficient.
  - Fairer efficient use of resources - ensuring infrastructure is optimised to delivery clinical services required, levelled up to provide a consistent offering across SWL and configured to support access to services that tackles health inequalities. The NHS will work with ICS partners and One Public Estate to ensure we are getting value for money for the public sector as a whole and supporting the financial sustainability of the health



and care system. We will harness the role of the NHS as an anchor institution for growth and community cohesion.

#### Structure of the Health System in South West London

181. The Health and Care Act 2022 introduced Integrated Care Systems (ICSs) which are partnerships bringing together National Health Service (NHS) organisations, local authorities and others to take collective responsibility for planning healthcare provision, improving health and reducing inequalities across geographical areas. These have replaced Clinical Commissioning Groups.
182. ICSs have two key components:
- Integrated Care Boards - the statutory NHS organisation responsible for planning and funding most NHS services in the area
  - Integrated Care Partnerships - the statutory committee that brings together a broad set of partners to develop a health and care strategy for the area
183. The South West London Integrated Care System (SWLICS) was created in 2022, covering six south west London boroughs: Croydon, Kingston, Merton, Sutton, Richmond and Wandsworth. The South West London Integrated Care Board (ICB) is the statutory NHS organisation responsible for planning and funding most NHS services in the six boroughs. The South West London Integrated Care Partnership (ICP) is a committee that brings together organisations to reduce health inequalities and improve the care, health and well-being of people in the six boroughs. Some responsibilities and budgets are delegated to borough level.

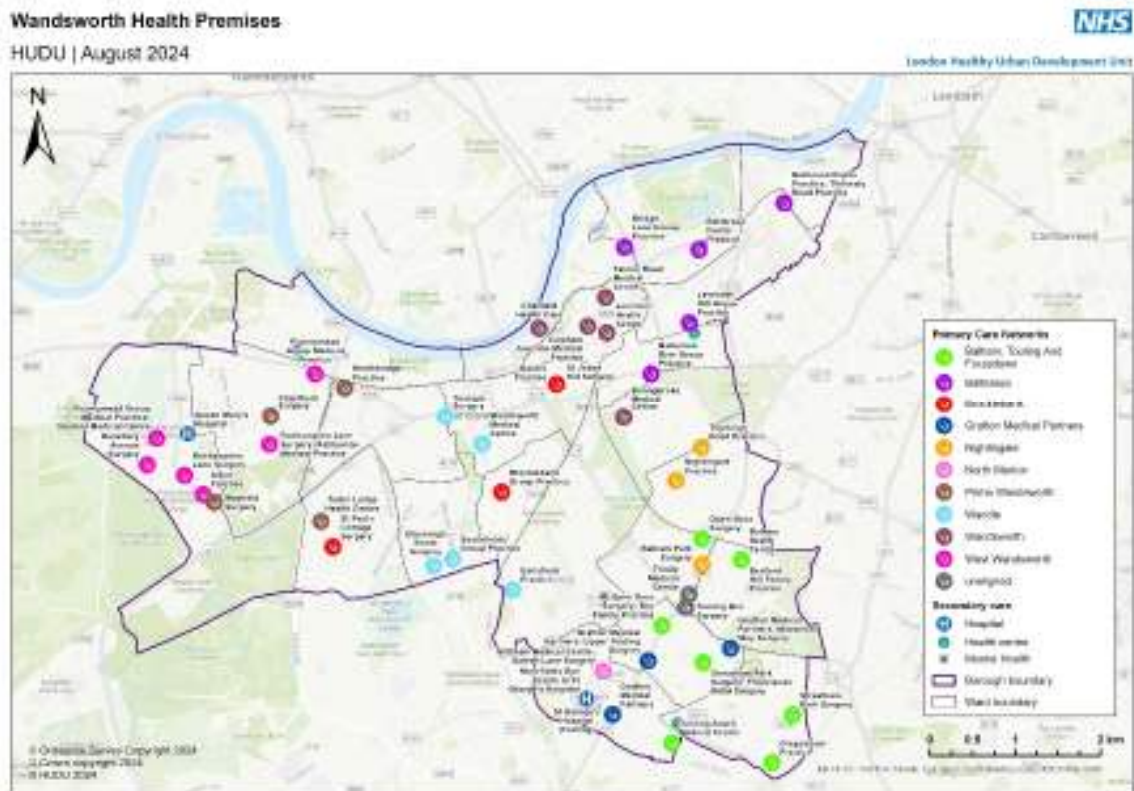
#### **Review of Health Infrastructure**

184. In Wandsworth there are:
- 45 general practice premises (main and branch sites).
  - 9 Primary Care Networks which bring together GP practices with community, mental health, social care, pharmacy, hospital and voluntary services in their local areas to serve a total patient population of c. 417,000: Brocklebank; Balham, Tooting & Furzedown; Battersea; Grafton Medical Partners; Nightingale; Prime Wandsworth; Wandle; Wandsworth and West Wandsworth.
  - St George's NHS University Hospitals NHS Foundation Trust is the key acute and specialist care provider delivering local, specialist and tertiary services on sites including Queen Mary's Hospital, St John's Therapy Centre and Tooting. St George's University Hospital is co-located with St George's University of London Medical School, Blackshaw Road, Tooting.
  - South West London St George's Mental Health services are the key mental health provider delivering community and outreach services across the borough.
  - Central London Community Healthcare NHS Trust is the community health provider for Wandsworth.
185. A characteristic of the health estate in Wandsworth is that much of it is provided by Primary Care General Practice in privately owned premises. High level capacity planning has been undertaken across the nine Wandsworth PCNs to understand how much capacity is potentially available and the impact future population growth will have on ability to deliver

core services. Findings identified where there are shortfalls in estates capacity to meet demand within the PCN footprints. The ICB will work with providers to improve utilisation and digital capability and support new ways of working, such as virtual consultations.

186. Based on GLA changing and ageing population projections for Wandsworth, the NHS Healthy Urban Development Unit Planning Obligation Model 2024 (known as the HUDU Model) calculates the total capital cost of additional clinical capacity in Wandsworth over the Local Plan period to be around £74m across all health sectors, excluding Backlog Maintenance.

Figure 8 - Map of Health Premises in Wandsworth<sup>13</sup>



187. Recent improvements/expansions underway or completed include:
  - Mayfield/Westmoor – Completed 2021. GP practice improvement and expansion, funded by NHS England’s Estates & Technology Transformation Fund.
  - New Brocklebank Health Centre as part of the LBW Atheldene estate regeneration project - underway.
  - New Sleaford Street Health Centre - underway.
  - SWLStG recently opened a new state of the art mental health facility at the upgraded Springfield Hospital site in SW17.

188. See Appendix 1 for information on health infrastructure projects for the remaining plan period, subject to funding availability and all necessary approvals.

<sup>13</sup> Source: NHS Healthy Urban Development Unit HUDU/SHAPE Atlas 2024

## Social Support Infrastructure

### Policy, Objectives and Targets

189. This iteration of the IDP, includes a new section to identify critically important infrastructure for social support, which includes facilities which support and complement social care and wellbeing, but which are not strictly health or community facilities.
190. As part of its commitment to supporting families, the Council is embarking on a programme of delivering new family hubs, which are community venues which can offer an important universal access point to support for families and where Family Help Teams can be embedded. WBC has made an initial allocation of c£1m towards investment in three family hubs including the recently opened family hub at the Yvonne Carr centre in Battersea.
191. With the appointment of a new Director of People, Place and Partnerships in Children's Services, a review is planned of the Council's youth services across early help and social care, in line with its wider youth and Family Hub offer. This includes its youth clubs and centres, as well as how WBC can work more closely with our voluntary sector provision to jointly deliver to meet need across the borough. This is all age provision, but mainly focusing on adolescents and targeting those who are less able or less comfortable to access the youth offer.
192. In line with the Accommodation Strategy in Wandsworth, the Council is looking at areas of growing need including accommodation for young people with complex needs. Those requiring more support and work towards independent living, focusing on the transition age of 17+ - 25, could benefit from specialised housing provision in the borough or close by. These proposals will be worked up using projection data, trends in CLA and Care Leaver populations, and the identified needs and positive outcomes required for our young people.
193. The Care Act 2014 sets out local authorities' responsibilities for shaping the social care market in their areas. The Council has a responsibility to stimulate a diverse and sustainable market for care that offers people choice and high-quality services to support them to remain as independent as possible and enjoy a good quality of life within their local communities.
194. The production of a Market Position Statement (MPS) is often used as a vehicle and starting point to fulfil these 'market shaping' responsibilities, targeted at the whole adult social care and support market, including the voluntary and community sector, independent commercial providers and carers. The MPS for Wandsworth was updated in 2023, setting out information on the adult social care and support market, details on supply and demand, planned changes and emerging trends for services.
195. The Schedule at Appendix 1 captures infrastructure projects currently identified that can help ensure that demand for Social Support is met.

## Utilities Infrastructure

### Policy, Objectives and Targets

196. A digital connection is now widely seen as an everyday essential alongside traditional utilities such as water, recycling, telecommunications, heat, energy, and waste management. An impressive network of utilities and digital connectivity infrastructure already exists across the borough in the form of masts, cabinets, piping and other apparatus essential to the continued operation of important services.
197. The Local Plan will support the provision and improvement of utilities and digital infrastructure to ensure capacity meets demand while also not significantly impacting on the character or appearance of buildings.
198. To enable sustainable growth in the borough, the infrastructure requirements of new development will need to be established, and the need for any new utilities infrastructure should be planned in conjunction with new development.
199. The Schedule at Appendix 1 captures utilities projects that can help ensure demand is met. The scope of projects included the following:
- Electricity
  - Gas
  - Low and zero carbon energy infrastructure
  - Water resources and supply
  - Surface and foul water infrastructure and waste water treatment
  - Flood risk and flood defence infrastructure
  - Waste management and disposal
  - Telecommunications
200. Through consultation with Thames Water, National Grid, and Engie, the provision needed to meet expected utilities infrastructure demand was captured. Some of these works are still ongoing since the last IDP while others are new pieces of work.
201. Local Plan Policy LP22 Utilities and Digital Connectivity Infrastructure outlines how new infrastructure to support a proposed development will be required. This will ensure that any new proposals over the plan period will bring forward additional provision to meet the new demand.

### Review of Utilities Infrastructure

#### Energy Infrastructure

202. At the time of the previous IDP, energy infrastructure provider Engie were consulted and clarified that the only major projects expected to come forward are the district heating networks in Nine Elms (Embassy Quarter network and Battersea Power Station network). Potential does exist to extend the BPS network further but is currently constrained by the railway lines. No other major pieces of work are expected to come forward in the Local Plan period at this time.

## Waste Infrastructure

### *Waste Strategy*

203. Waste disposal and management for the borough of Wandsworth is managed by the Western Riverside Waste Authority (WRWA), a statutory waste disposal authority, which undertakes these roles for four authorities.
204. The Council is the statutory waste collection authority for its borough. Ongoing improvements are being made to its Garratt Park depot, to enable fleet enhancements and newly implemented food waste collections
205. WRWA is preparing a Joint Municipal Waste Management Strategy (JMWMS) to cover the period 2025 to 2040. The JMWMS aims to address a number of key priorities and challenges over that period, including transitioning to a circular economy; achieving net zero; collaborating and communicating to amplify impact and delivering best value and preparing for the future.
206. The JMWMS will need to respond to a range of long-term challenges relating to waste collection and management, including the need to ensure long-term capacity for waste disposal and management, and recent legislative changes, such as the enhanced requirements of the Environment Act 2021.
207. At this time, it is possible to identify a number of projects within Wandsworth which are likely to be needed to ensure sufficient long-term capacity in both waste collection and waste disposal. These include potential, as yet undefined, enhancements to waste management sites at Cringle Dock, Kirtling Street and Smugglers Way, which may be necessary to create long-term waste management capacity.
208. The JMWMS will be subject to public consultation later in 2024 prior to its implementation.

### *Planning Evidence Base for Waste*

#### [Wandsworth Waste Evidence Base Addendum](#) (April 2022)

209. Boroughs must allocate sufficient land and identify waste management facilities to provide the capacity to manage their apportioned tonnages of waste. Different types of waste facilities need different size sites; as a general rule, the higher up the waste hierarchy the more land is needed.
210. Given the challenging recycling targets set out in the London Plan, new recycling capacity should be welcomed. However, it is very difficult for a Local Plan to influence the type of capacity coming forward.
211. In planning for waste, Wandsworth have prepared a Waste Evidence Base which assesses existing capacity and identifies a shortfall in capacity to meet the London Plan apportionment targets. The amount of new capacity required is set out in the table below and this equates to 2.1ha of land depending on the type of facility. This is indicative only as technologies will change and improve over the plan period and the identified waste management need against capacity will be the monitoring measure.

Figure 9 – Indicative Capacity Gap to Wandsworth’s Waste Capacity Needs (in Tonnes)

Waste Stream	2021	2026	2031	2036
LACW and C&I	116,456	118,456	120,456	126,456

Source: Wandsworth’s Waste Evidence Base (July 2020) (also referenced in Waste Evidence Base Addendum, April 2022)

Electrical and Gas Infrastructure (National Grid)

- 212. WBC re-engaged both National Grid and National Gas in June 2024 to understand any new projects or planned investment relevant to this IDP.
- 213. National Grid did not identify any projects that are expected to come forward in the coming years and did explain that generally, improvements to the system to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.
- 214. National Gas explained that new gas transmission infrastructure developments (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests, for example power stations, and requests for additional capacity on the network from gas shippers.

Water and Wastewater Infrastructure (Thames Water)

- 215. Wastewater and water supply infrastructure is essential to any development. Failure to ensure that any required upgrades to the infrastructure network are delivered alongside development could result in adverse impacts in the form of internal and external sewer flooding and pollution of land and water courses and/or low water pressure.
- 216. Thames Water are leading on the delivery of Thames Tideway, which includes substantial sites in Wandsworth. Thames Tideway, a £4.5bn “super sewer”, is intended to enhance sewerage capacity across London and reduce the rate of untreated sewage overflow into the River Thames. Commencing construction in 2016, Thames Tideway has a number of locations within Wandsworth, including Falconbrook and Heathwall Pumping Stations, Frogmore connection tunnel and the Kirtling Street boring site. Construction of the tunnel itself is now substantially complete and is expected to be fully operational in 2025.
- 217. Thames Water could not provide detailed accounts of Wandsworth’s existing and projected demand for water and wastewater infrastructure but will continue to assess the need through their asset management plans. They are aware that there is likely to be operational changes to facilitate new development (connections) around Nine Elms.
- 218. Generally, the impact of brownfield sites on the local sewerage network is less than the impact of greenfield sites. This is due to the existence of historical flows from brownfield sites, as opposed to greenfield sites that have not previously been drained. The necessary infrastructure may already be in place for brownfield development. The Wandsworth sewer network includes large, Victorian-era sections, supplemented with more recent sections.

The sewage is then treated at Crossness Sewage Treatment Plant in Belvedere, the second largest treatment works in Europe. There is capacity at Crossness currently, and any needed future growth upgrades will accommodate growth not just in Wandsworth, but the other London boroughs served by Crossness STW.

219. As Wandsworth has a predominately combined network, attenuation of surface water from sites where there was previously none creates room for increased foul flows as developments intensify, and this mitigates the need for lengthy and disruptive sewer upgrades. There are also opportunities to disconnect surface water from the combined network through the development of new surface water sewers and the conveyance of storm water on the surface through SuDS. Development of a separate surface water network, for example at Nine Elms, further increases capacity in the combined network by completely removing surface water from the combined. Thames Water is supportive of opportunities from other upcoming developments to expand the surface water network at Nine Elms and create new surface water networks at other locations along the River Wandle and River Thames.
220. AMP8, currently being discussed with OFWAT, will cover the period 1st April 2025 to 31st March 2030. It may be necessary for new or upgraded water and waste water infrastructure to be provided in respect of individual developments, depending on the type, scale and location of development. It is crucial that any such additional infrastructure is provided in time to service development to avoid unacceptable impacts on the environment and this is the reason that Thames Water seeks adequate policy coverage and support for Water/Wastewater Infrastructure within Local Plans and related planning policy documents. Ofwat are due to issue the draft Determination for AMP8 in July 2024. Further details are available at: <https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan>
221. Drainage and Wastewater Management Plans (DWMPs) are new long-term plans that will make sure we have a resilient and sustainable wastewater service for the next 25 years, and beyond. A consultation on Thames Water's first Drainage and Wastewater Management Plan took place between 30th June and 22nd September 2022. The final DWMP was published in May 2023. Further information and the DWMP can be found at: <https://www.thameswater.co.uk/about-us/regulation/drainage-and-wastewater-management> The DWMP sets out how wastewater systems, and the drainage networks that serve them, are to be extended, improved, and maintained to ensure they are resilient against future pressures such as climate change and population growth.

#### Telecommunications Infrastructure

222. London Plan SI6 states that 'Development Plans should support the delivery of full-fibre or equivalent digital infrastructure, with particular focus on areas with gaps in connectivity and barriers to digital access.' London Boroughs require a clear digital strategy and on-going regional interventions to increase the availability of full fibre to the premise in key urban areas and ensure rapid deployment of next generation wireless infrastructure to levels enjoyed in other urban areas in the UK.



223. Experience across London, and indeed across the UK as a whole, has shown that local authorities that are the most proactive benefit from the greatest level of inward investment.
224. Although Policy LP22 seeks to ensure new developments are supported by appropriate telecommunications infrastructure, specific telecommunications infrastructure projects are generally not a significant component of this IDP. Responsibility for the rollout of cellular network infrastructure, including 5G, is generally managed by the private sector, including cellular network operators themselves. The masts required for cellular connectivity generally do not require planning permission, unless exceptionally tall or sensitively sited. In this context, there is a more limited role for the Council in delivering or facilitating the delivery of relevant infrastructure.
225. There is broad and proven recognition that the provision of full fibre and 5G digital infrastructure drives economic growth and enables social inclusion and cohesion. Numerous reports have identified such benefits. For example, the Centre for Economics and Business Research (Cebr) stated that full fibre could provide a real boost to communities across the country and boost labour productivity by nearly £59 billion by 2025.
226. The delivery of London's net zero ambitions also relies on the availability of digital infrastructure.
227. World class digital connectivity stimulates innovation, boosts digital service businesses and creates new business streams. London must address any shortfall in the availability of digital connectivity in the region and drive up the quality and accessibility of the services already available.
228. Figure 8 provides the number and proportion of premises in different London subregions with full fibre and gigabit capabilities. Figure 9 provides the number and proportion of premises in Wandsworth with full fibre capabilities.
229. As can be seen by Figures 10 and 11, Wandsworth has significant higher percentage of premises with access to full fibre (73%) than its own subregional partnership, Central London Forward (66.6%), or any other subregional partnership.
230. As of Q1 2024, 99.3% of Wandsworth households had access to 'superfast'<sup>14</sup> broadband with around 73% having access to full fibre connectivity, national averages of 98% and 66.9% respectively<sup>15</sup>.

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<sup>14</sup> Defined as speeds of over 30 Mbps

<sup>15</sup> [Check UK Broadband Performance and Coverage Statistics \(thinkbroadband.com\)](https://www.thinkbroadband.com/uk-broadband-performance-and-coverage-statistics)



Figure 10 – Number and Proportion of Premises in Different London Subregions with Full Fibre and Gigabit Capabilities

Subregional Partnership	Total Number of Premises	Number of Premises with Full Fibre	Number of Gigabit Capable Premises	Percentage of Premises with Full Fibre	Percentage of Premises which are Gigabit capable
Central London Forward	1,528,491	1,018,407	1,302,661	66.6%	85.2%
Local London	1,074,042	669,243	960,424	62.3%	89.4%
South London Partnership	514,915	284,209	455,565	55.2%	88.5%
West London Alliance	889,290	516,375	743,228	58.1%	83.5%

Figure 11 – Number and Proportion of Premises in Wandsworth with Full Fibre Capabilities

Boroughs	Sub region	Total Number of Premises	Number of Premises with Full Fibre	Percentage of Premises with Full Fibre
Wandsworth	Central London Forward	163,518	119,091	72.8

231. Appendix 1 identifies one specific project aimed at improving telecommunications infrastructure in the Borough, which is a public sector fibre rollout project in partnership with Boldyn Networks. This investment, funded by Get Building Fund, will see the installation of a high-speed fibre network focussed on public sector buildings across Wandsworth, Merton and Sutton, boosting connectivity to Council buildings, community centres, council housing and youth clubs.

## Appendix 1 - Infrastructure Delivery Schedule

## Community

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Roehampton Community Hub	Roehampton	New development to include replacement library, youth facilities, community hall, GP surgeries (see Health tab) and council homes.	Provision	Potential	2026	2027	Developers; WBC	£13,500,000	£0	£13,500,000	TBC
Alton Activity Centre External Play Space Redesign and Improvement	Roehampton	Redesign of external play space, landscaping and planting	Improvement	Potential	2024	2026	WBC	£1,730,000	£0	£1,730,000	TBC
Winstanley & York Road: New Leisure Centre	Falconbrook	Potential new leisure centre in regeneration area	Provision	Potential	TBC	TBC	Developers; WBC	TBC	£0	TBC	TBC
Winstanley & York Road: New Library and Childrens Centre	Falconbrook	New re-provided library and children's centre in regeneration area	Provision	Potential	TBC	TBC	Developers; WBC	TBC	£0	TBC	TBC
Battersea Power Station Community Hub	Nine Elms	Provision of a new community facility, accessible to all, to be delivered within Battersea Power Station Phase 3c (above station box at southern end of Prospect Park)	Provision	Potential	2024	2026	Developers (BPS)	N/A - space to be directly delivered by Developer pursuant to a legal agreement	N/A	N/A	Developer Provision
Nine Elms Policing Requirement	Nine Elms	New accommodation for Police Service within Battersea Power Station development	Provision	Potential	2024	2033	Metropolitan Police; Developers (BPS)	N/A - space to be delivered by Developer pursuant to a legal agreement	N/A	N/A	Developer Provision; Met Police
Nine Elms Primary School and Community Facility	Nine Elms	See Education tab for New Primary School and Community Facility	Provision	Live	2023	2027	WBC;	See Education tab	See Education tab	See Education tab	See Education tab
Leisure Centre Upgrade Programme	Boroughwide	Leisure Centre upgrades required in line with emerging Leisure Strategy and Leisure Infrastructure Plan	Improvement	Potential	2024	TBC	WBC; Places Leisure	TBC	TBC	TBC	TBC
Playing Pitch Upgrade Programme	Boroughwide	Playing Pitch upgrades required in line with the emerging Leisure Strategy and Playing Pitch Strategy	Improvement	Potential	TBC	TBC	WBC	TBC	TBC	TBC	TBC
Battersea Park Millenium Arena Athletics Track Replacement	Battersea Park	Replacement of existing track and field tartan surface	Replacement	Potential	TBC	TBC	WBC	£439,000	£0	£439,000	TBC
Boroughwide Playgrounds	Boroughwide	Refurbishments as provided for in capital programme and improved provision in accordance with the emerging Play Strategy	Improvement	Ongoing	2024	TBC	WBC	£4,000,000	£4,000,000	£0	SCIL
Furzedown Recreation Ground Improvements	Furzedown	New landscape and design for playground with increased capacity	Improvement	Live	2024	2026	WBC	£685,000	£685,000	£0	SCIL
Tooting Common Lakeside	South Balham	Playground Refurbishment	Improvement	Live	2024	2026	WBC	£384,000	£384,000	£0	SCIL

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
2-18 Yelverton Road Cultural Space and Anchor Tenancy	St Mary's	Provision of cultural space within the Lombard Road York Road Focal Point Area and securing of anchor tenancies to meet the requirements of the area and fulfil cultural needs to support both residents on the Winstanley and new populations.	Provision	Live	2022	2025	WBC; Developers	N/A - space to be delivered by Developers pursuant to a legal agreement	N/A	£0	Developer Provision
New Acres Cultural Space and Anchor Tenancy	St Mary's	Provision of cultural space within Wandle Delta and securing of anchor tenancies to meet the requirements of the Wandle Delta Masterplan and fulfil cultural needs to support the area	Provision	Ongoing	2023	2025	WBC; Developers	N/A - space to be delivered by Developers pursuant to a legal agreement	N/A	£0	Developer Provision
Focus Hall Community & Cultural Hub	Roehampton	Provision of community and cultural space within the Alton Estate to fulfil community and cultural needs to the populations	Provision	Ongoing	2023	2025	WBC	N/A - space to be delivered by Developers pursuant to a legal agreement	N/A	N/A	WBC; UKSPF
Neighbourhood Police Offices	Roehampton, Tooting Broadway, others	Provision of neighbourhood police office space	Provision	Potential	TBC	TBC	TBC	TBC	£0	TBC	TBC

## Education

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Paddock School	Tooting Broadway	Relocation and expansion at former Broadwater School site	Improvement	Live	2024	2026	WBC	£34,000,000	£34,000,000	£0	Grant/DfE
Nine Elms Primary School and Community Facility	Nine Elms	Land and construction costs for provision of new 2FE primary school (including nursery) and community and sports facilities	Provision	Live	2021	2026	WBC; Developer	£73,000,000	£56,349,000.00	-£16,651,000	SCIL and DIFS; Developer (RMG) - land only
Greenmead School	West Hill	Expansion to provide secondary education	Expansion	Potential	TBC	TBC	WBC	TBC	£0	TBC	TBC
Granard School Resource Base Expansion	West Putney	Expansion to provide 42 additional places	Expansion	Potential	TBC	TBC	WBC	£2,500,000	£0	-£2,500,000	TBC
SEND resource base provision	TBC	Additional resource base provision in mainstream primary schools	Improvement	Potential	TBC	TBC	WBC	TBC	£0	TBC	TBC
Medical Pupil Referral Unit	TBC	Premises for Hospital and Home Tuition Service/Medical PRU	Provision	Potential	TBC	TBC	WBC	TBC	£0	TBC	TBC
Ark Putney Academy Lift	West Putney	Installation of additional lift	Provision	Potential	TBC	TBC	WBC	TBC	£0	TBC	TBC
Falconbrook School Improvements	Falconbrook	Linked to Winstanley & York Rd regeneration	Improvement	Potential	TBC	TBC	TBC	TBC	£0	TBC	TBC
Repurposing former site of Paddock School (Priory Lane)	Roehampton	TBC	Improvement	Potential	TBC	TBC	WBC	TBC	£0	TBC	TBC

## Health

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Roehampton - Alton/ Danebury Development	Roehampton	2 GP practices relocated, part of regeneration of Roehampton.	Replacement	Potential	TBC	TBC	SWL ICB; WBC	£3,700,000	TBC	TBC	TBC
York Road/Winstanley Regeneration Area	Falconbrook	Permitted scheme for the York Road/Winstanley area (ref 2019/0024) includes the provision of a health centre. Would replace existing GP practice Clapham Junction Medical Practice following the demolition of Farrant House.	Replacement	Potential	TBC	TBC	SWL ICB; WBC	£4,600,000	TBC	TBC	TBC
Brocklebank Health Centre	Wandle	GP practice relocated, part of regeneration of Atheldene Road.	Replacement	Live	TBC	TBC	SWL ICB; NHS Property Services; Higgins; WBC	£8,200,000	TBC	TBC	TBC
Sleaford Street Health Centre	Nine Elms	Provision of approx 1,800 sqm NHS health facility with capacity for up to 12 GPs in order to meet the service demand from new and existing population growth, in response to NHS Healthcare assessment for Nine Elms.	Provision	Live	2021	2026	SWL ICB; NHS Property Services; Developers (Peabody Homes and BPS).	£12,990,000	£12,990,000	£0	SCIL
Nine Elms Square Health Centre	Nine Elms	Potential for 2nd health centre identified in NHS Healthcare assessment for Nine Elms; will only be brought forward in latter phases of development if long-term need dictates requirement.	Provision	Potential	2025	2029	SWL ICB; Developers (R and F)	£10,630,000	TBC	TBC	TBC
Improvement of Primary Care Network premises	TBC	Improvements to primary care network premises to accommodate population growth and demand as required	Expansion	Potential	TBC	TBC	SWL ICB	TBC	TBC	TBC	TBC
Expansion/upgrading of mental health infrastructure	TBC	SWLSTG estate modernisation plans which includes Springfield Hospital. To support outreach and community provision.	Improvement	Potential	TBC	TBC	SWLSTG	TBC	TBC	TBC	TBC

St George's University Hospital Renal Unit	Tooting Broadway	New specialist renal unit	Provision	Potential	TBC	TBC	SGH	TBC	TBC	TBC	TBC
St George's University Hospital Estate Modernisation	Tooting Broadway	SGH Estate modernisation and infrastructure improvements	Improvement	Potential	TBC	TBC	SGH	TBC	TBC	TBC	TBC
St George's University Hospital Doddington Clinic	TBC	Asset disposal	Disposal	Potential	TBC	TBC	SGH	N/A	N/A	N/A	N/A
St George's Hospital Mortuary	Tooting Broadway	Upgrade and increase capacity to become a Designated Disaster Mortuary	Expansion	Potential	TBC	TBC	SGH; WBC; LB Merton	TBC	£0	TBC	TBC

## Social Support

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
<b>Family Hubs Programme</b>	Nine Elms, Roehampton, Tooting Bec	Upgrading 3 community buildings to offer an important universal access point to support for families and where Family Help Teams can be embedded. Family hub approach to be developed in coming years.	Enhancement	Live	2024	2025	WBC	£961,000.00	£961,000.00	£0	Receipts
<b>Siward Rd SEND Hub</b>	Wandsworth Common	Refurbishment of Siward Rd SEND Hub	Improvement	Potential	TBC	TBC	WBC	£917,000	£0	-£917,000	TBC
<b>Wandsworth LINKS Broomhill Rd Refurbishment</b>	East Putney	Refurbishment of centre providing support for children in care, care leavers and other family support	Improvement	Potential	TBC	TBC	WBC	£133,000	£0	-£133,000	TBC
<b>Springfield Supported Housing</b>	Wandsworth Common	56 units of supported housing for care leavers, people with mental health needs, people with learning disabilities and temporary housing	Provision	Programmed	TBC	TBC	WBC; Developer	£11,200,000	£11,200,000	£0	TBC

## Green & Blue

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential funding Source
Oasis Park	Adjacent to Shaftesbury	A new park/community garden on currently unused land	Provision	Potential	TBC	TBC	TBC	TBC	£0	TBC	TBC

	& Queenstown										
Downshire Field Improvements	Roehampton	Redesigned playspace and landscape improvements	Improvement	Potential	TBC	TBC	WBC; Developers	TBC	TBC	TBC	TBC
Pocket Parks, Parklets and Rain Gardens	Boroughwide	A programme of pocket parks, parklets and raingardens in locations to be determined	Provision	Live	2024	2027	WBC	£800,000	£800,000	£0	SCIL
Nine Elms Park	Nine Elms	Provision of a 4.26-hectare linear park through the Nine Elms area	Provision	Live	2015	*	Developers (CGMA/VSM; RMG; Ballymore; RandF)	£14,800,000	£10,374,000	£-4,426,000	Land and landscaping to be directly delivered by developers. Capital programme allocation relates to repayment commitments in various legal agreements
Springfield Park (Phase 2)	Wandsworth Common	Second part of new Springfield Park	Provision	Live	2023	2024	Developers	N/A Delivered by Developers pursuant to legal agreement	N/A Delivered by Developers pursuant to legal agreement	N/A	Developer Funded
Causeway Island Park	Wandsworth Town, St Mary's	Causeway Island conversion to form a park. See Wandle Delta Masterplan SPD for more detail.	Provision	Potential	TBC	TBC	TBC [Developers]	TBC	TBC	TBC	TBC [Developer Funded]
Feather's Wharf Park	St Mary's	New open space to be developed. See Wandle Delta Masterplan SPD for more detail.	Provision	Potential	TBC	TBC	TBC [Developers]	TBC	TBC	TBC	TBC [Developer Funded]
Enhancements to the Spit	St Mary's	Improvements to open space and surrounding area. See Wandle Delta Masterplan SPD for more detail.	Improvement	Potential	TBC	TBC	TBC [Developers]	TBC	TBC	TBC	TBC [Developer Funded]
York Gardens	Falconbrook	Re-siting and Improvements to York Gardens as part of Winstanley/York Road Estate regeneration	Improvement	Potential	TBC	TBC	WBC; Developers	£3,000,000	£200,000	£-2,800,000	TBC [Developer Funded]
Battersea Park River Wall	Battersea Park	Urgent stabilisation works	Improvement	Live	2023	2026	WBC	£2,083,000	£2,083,000	£0	Receipts
Flood Alleviation Work (SUDS)	Boroughwide	SUDS schemes delivered through Transport or Housing schemes	Provision	Ongoing	2023	2028	WBC	£654,000	£654,000	£0	SCIL
Wandsworth Common Boardwalk	Wandsworth Common	Replacing boardwalk	Replacement	Potential	TBC	TBC	WBC	£94,000	£0	£-94,000	TBC
Rewilding	Boroughwide	Increasing amount of space dedicated to rewilding through provisions in Grounds Maintenance Contracts	Improvement	Live	2023	2027	WBC	£900,000	£900,000	£0	TBC
Tooting Triangle Drainage	South Balham	Phase 1 to improve final discharge drainage infrastructure and phase 2 to create tanks/ponds to prevent flooding	Improvement	Potential	2024	TBC	WBC	£950,000	£0	£-950,000	TBC

\*Progressing alongside ongoing development



## Transport

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Roehampton Area Based Transport Strategy	Roehampton	Design and delivery of improvements including walking and cycling routes, improved bus facilities, reduced severance, improved connectivity	Improvement	Potential	TBC	TBC	WBC; Developers	TBC	£0	TBC	TBC
Clapham Junction Station Improvements	Falconbrook	Improvement of Clapham Junction Station and adjacent bus, pedestrian and cycle facilities and public open spaces in line with Masterplan	Improvement Provision	Potential	TBC	TBC	WBC; Network Rail; Southwestern Railways; Southern Rail	TBC	£0	TBC	TBC
Falcon Road Underpass Improvements	Falconbrook	Highway and public realm improvements to the environment under the railway bridges on Falcon Rd	Improvement	Programmed	2024	TBC	WBC	£4,500,000	£0	-£4,500,000	TBC
Falcon Road Corridor	Falconbrook	Highways and public realm improvements along Falcon Road (outside the scope of, but connecting with, the improvements to the section under the railway bridges).	Improvement	Live	2023	TBC	WBC	TBC	£400,000	TBC	SCIL and Receipts
Tooting Town Centre	Tooting Broadway	Review of Mitcham Rd corridor	Improvement	Programmed	2024	TBC	WBC	£3,500,000	£0	-£3,500,000	TBC
Wandsworth Town Station - Access for All and Second Entrance	Wandsworth Town, Wandle, Wandsworth Common	Provision of a second entrance to ease congestion, improve access from the North of the station and lifts to improve accessibility	Provision	Live	2023	TBC	Network Rail; Developers	£4,550,000	£1,366,000	-£3,184,000	SCIL; S106; Network Rail and other contributions
Wandsworth One Way System - Town Centre Transformation Scheme	Wandsworth Town	Repurposing the traffic system in the town centre to create a more people friendly environment and enhanced pedestrian and cycle links.	Improvement	Live	2021	TBC	WBC; TfL	TBC	£27,501,000	TBC	S106; SCIL; TfL
Diamond Jubilee Bridge	St Mary's	New footbridge over the River Thames adjacent to existing Cremorne rail bridge	Provision	Potential	TBC	TBC	TBC	TBC	TBC	TBC	SCIL
Upper Richmond Road and Putney Stations	East Putney	Highway improvements including pedestrian crossings, upgrading pavement, rationalisation of parking, improved forecourt in front of East Putney Station	Provision	Programmed	TBC	TBC	WBC; TfL	TBC	£2,000,000	TBC	S106; SCIL
Cycle contra-flow	Boroughwide	One Way Streets - Conversion to Two Way for Cycling	Improvement	Ongoing	2023	TBC	WBC	£328,000	£328,000	£0	SCIL
New station to serve St George's Hospital	Tooting Broadway	A new station between Tooting and Haydons Road stations on the Sutton/Wimbledon Loop would serve St George's Hospital and the south end of Tooting High Street	Provision	Potential	TBC	TBC	WBC; Network Rail; Rail Operating Companies	TBC	£0	£0	TBC

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Wandle Trail missing link	Wandle	To provide a continuous no traffic and low traffic route along The Wandle Trail (National Cycle Network route 20) and avoiding the need to divert onto Garratt Lane at Earlsfield.	Provision	Potential	TBC	TBC	WBC; Merton Council	TBC	TBC	£0	S106; SCIL; TfL
Wandle Delta Routes and Bridges	St Mary's	Pedestrian and cyclist routes including 3 new bridges across Bell Lane Creek and the River Wandle as set out in the Wandle Delta Masterplan.	Provision	Potential	TBC	TBC	Developers	TBC	TBC	£0	Developer
Nine Elms Lane / Battersea Park Road	Nine Elms	Highway improvements including upgraded footways, carriageways and bus stops and segregated east and westbound cycleways	Improvement	Live	2020	2028	WBC; TfL	£28,135,000	£30,316,000	£2,181,000	SCIL and/or DIFS; Developers
Thames River Path	TBC	Upgrading sections of the Thames River Path	Improvement	Ongoing	2025	2028	WBC	TBC	£1,490,000	TBC	SCIL and/or DIFS; Developers
Battersea Park station improvements	Nine Elms	Upgrades to station to accommodate increased services and improve access including new entrance	Provision	Live	2021	TBC	WBC; Southwestern Railways; Network Rail; Developer	£35,000,000	£16,954,000	-£18,046,000	SCIL and/or DIFS; TfL; Network Rail
Queenstown Road corridor scheme	Shaftesbury & Queenstown	Improvements to Queenstown Road from Chelsea Bridge to borough boundary with Lambeth to be delivered in phases	Improvement	Live	2022	TBC	WBC	£6,000,000	£1,899,000	-£4,101,000	SCIL and/or DIFS; LIP
Viaduct cycling link	Nine Elms	Raised link across New Covent Garden Market entrance to enable continuous cycle route along the viaduct	Provision	Potential	TBC	TBC	WBC; Developers	£2,000,000	£0	-£2,000,000	SCIL and/or DIFS; S106
Ponton Road improvements	Nine Elms	Streetscape and highway improvements to reflecting the location crossing (future) Nine Elms Park.	Improvement	Potential	TBC	2030*	WBC; Developers	£3,500,000	£0	-£3,500,000	S106
Pedestrian and cyclist connection between Havelock Terrace and Ingate Place	Shaftesbury & Queenstown	To connect the industrial areas at Havelock Terrace and Ingate Place	Provision	Potential	TBC	TBC	WBC; Network Rail	TBC	£0	TBC	SCIL and/or DIFS
Silverthorne Rd/ Queenstown Rd Junction	Shaftesbury & Queenstown	Changes to the junction to reduce HGV use of residential roads and improve public realm	Improvement	Potential	TBC	TBC	WBC	TBC	£0	TBC	SCIL and/or DIFS
Key Gateway - Arch 42	Nine Elms	New access under railway line and public realm improvements	Provision	Paused	TBC	TBC	WBC; Network Rail	£473,320	£374,982	-£98,338	SCIL

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Key Gateway - Stewarts Rd	Nine Elms	Public realm and highway improvements along Stewarts Rd from Duchess Bridge to borough boundary	Improvement	Paused	TBC	TBC	WBC	£3,000,000	£2,005,018	-£994,982	SCIL
Duchess Bridge Underpass	Shaftesbury & Queenstown	Opening up the Underpass beneath Duchess Bridge, for continuous pedestrian access between Battersea Power Station and neighbouring communities	Provision	Potential	TBC	TBC	TfL; Developers (Battersea Power Station)	TBC	TBC	£0	SCIL and/or DIFS; S106
Lowline Extension	Nine Elms	An extension of the Lowline walking route and regeneration scheme in Southwark	Improvement	Potential	2021	TBC	WBC; Network Rail; Arch Co;	TBC	TBC	TBC	SCIL and/or DIFS
Electric Vehicle Charging Points (remaining works)	Boroughwide	Electric Vehicle Charging Infrastructure on street and on estates.	Provision	Ongoing	2023	TBC	WBC; Suppliers	TBC	£470,000	TBC	SCIL; Grant; Suppliers
School Streets	Boroughwide	Continuing programme to deliver school streets (restricted vehicle access) and provide environmental improvements and enforcement measures to improve effectiveness	Provision	Ongoing	2023	TBC	WBC	TBC	£856,000	TBC	SCIL
Bike Hangars and Other Cycle Parking	Boroughwide	Resident and visitor cycle parking, on street, on estates and at destinations (e.g. schools, railway stations)	Provision	Ongoing	2023	TBC	WBC	TBC	£1,280,000	TBC	SCIL
Totterdown Street Pedestrianisation	Tooting Broadway	Traffic restrictions and public realm improvements	Improvement	Live	2023	2026	WBC	£350,000	£350,000	£0	Receipts; SCIL
Lower Richmond Road Safety Corridor Review	Thamesfield	Various highway improvements on Lower Richmond Road, junction with Putney Bridge	Provision	Live	2023	2026	WBC	£271,000	£271,000	£0	SCIL
Garratt Lane Cycleways	Wandsworth Town, Wandle, Wandsworth Common	Walking and cycling improvements along Garratt Lane	Provision	Live	2023	2028	WBC	£150,000	£150,000	£0	Grant
Signalisation of Plough Lane/Summertown/Wimbledon Road/Blackshaw Road	Wandsworth Common	Proposal to remove existing roundabout and provide a signalised T-junction to link up with Merton's cycle scheme and the council's Garratt Lane corridor to improve pedestrian and cycle facilities	Improvement	Programmed	2024	TBC	WBC; TfL	TBC	£150,000	TBC	Grant
Burntwood Lane	Wandsworth Common	Improved cycle route corridor and traffic calming, also to include pedestrian crossing improvements	Improvement	Live	TBC	TBC	WBC	£3,110,000	£200,000	TBC	S106; Grant
Falcon Wharf Footbridge	St Mary's	Replacement of footbridge	Replacement	Potential	TBC	TBC	WBC	TBC	£0	TBC	TBC
East Putney Station Step Free Access	East Putney	Providing lifts from street level to platform	Provision	Potential	TBC	TBC	WBC; TfL	£15,000,000	£0	-£15,000,000	TBC
Gullies renewal	Boroughwide	Replacement and Renewal of gullies across the borough	Improvement	Live	2023	TBC	WBC	£588,000	£588,000	£0	Receipts

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Boroughwide bridges and structures	Boroughwide	Enhancement works	Improvement	Programmed	2024	2028	WBC	£400,000	£400,000	£0	SCIL
Boroughwide footway repairs	Boroughwide	Repairs to boroughwide footpaths	Improvement	Ongoing	2023	2028	WBC	£12,516,000	£12,516,000	£0	SCIL; Receipts
Boroughwide carriageway repairs	Boroughwide	Repairs to boroughwide carriageways	Improvement	Ongoing	2023	2028	WBC	£22,000,000	£22,000,000	£0	SCIL; Receipts
Boroughwide signage	Boroughwide	Street Signage Improvements	Improvement	Ongoing	2024	2028	WBC	£1,000,000	£1,000,000	£0	SCIL

\*Progressing alongside ongoing development

## Utilities

Name	Ward	Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
LED lighting upgrade	Boroughwide	LED lighting upgrade in operational buildings to remove need for fluorescent tube lighting.	Improvement	Potential	TBC	TBC	WBC	£4,500,000.00	£0.00	-£4,500,000.00	TBC
Smugglers Way Household Waste and Recycling Centre Upgrade	St Mary's	Proposals to be developed in line with draft Joint Municipal Waste Strategy and WRWA Procurement Strategy	Improvement	Potential	TBC	TBC	WRWA	TBC	TBC	TBC	TBC
Smugglers Way Solid Waste Transfer Station Upgrade	St Mary's	Proposals to be developed in line with draft Joint Municipal Waste Strategy and WRWA Procurement Strategy	Improvement	Potential	TBC	TBC	WRWA	TBC	TBC	TBC	TBC
Cringle Dock Modernisation	Nine Elms	Proposals to be developed in line with draft Joint Municipal Waste Strategy and WRWA Procurement Strategy	Improvement	Potential	TBC	TBC	WRWA	TBC	£0	TBC	WRWA; Developer (BPSDC)
Kirtling Wharf Upgrade and Expand	Nine Elms	Proposals to be developed in line with draft Joint Municipal Waste Strategy and WRWA Procurement Strategy	Improvement Expansion	Potential	TBC	TBC	WBC/WRWA	TBC	TBC	TBC	TBC
Garratt Park Depot upgrade	Wandsworth Common	Improvements to enable increased fleet, more sustainable fleet and food waste collections (future improvements envisaged as well as those currently in progress).	Improvement	Live (and Further Potential)	2024	TBC	WBC	£1,200,000.00	£1,200,000.00	£0	Receipts
Frogmore Depot re-location	Wandsworth Town	Relocation of main depot from Frogmore to Sergeant Industrial Estate	Improvement	Live	2024	TBC	WBC	TBC	TBC	TBC	TBC
Public Estate Fibre Rollout	Boroughwide	Installation of a high-speed fibre network focussed on public sector buildings across Wandsworth, Merton and Sutton, boosting connectivity to Council buildings, community centres, council housing and youth clubs	Provision	Live	2024	2024	WBC; GLA; TfL; Boldyn Networks	Unknown	Unknown	N/A	GLA; Get Building Fund



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