

WANDSWORTH

Infrastructure Delivery Plan

December 2025



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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 published a range of new priorities in 2022 and is continuing to actively delivering against these priorities for infrastructure. These include a Decade of Renewal for local infrastructure, pursuing a fairer boroughwide approach to infrastructure investment and managing the 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 iteration of the IDP was produced in 2025 and forms an update to the Council's 2024 IDP. It 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 should 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 Infrastructure Delivery Schedule, appended, 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.

The policies and vision in the [Wandsworth Local Plan 2023-2038 \(July 2023\)](#) were informed by the 2022 IDP. It supports the Planning Obligations Supplementary Planning Document, and the Development Management Team in their decision making. The IDP identifies where deficiencies exist and facilitates the preparation of Local Plan policies and objectives to support the delivery of infrastructure requirements over the plan period.

This 2025 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 as the population profile of the Borough evolves. This document has helped identify where the greatest needs exist and 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 Local Implementation Plan (LIP) of having 82% of all trips be taken by public transport or active travel

by 2041, with 76% of trips undertaken by sustainable modes in 2024/25, 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. However, 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 Leisure Strategy *Wandsworth Moves Together*¹ (July 2024) and Play Strategy (December 2024)² will help to drive forward improvements to a variety of leisure and sports infrastructure, supporting accessibility participation across the Borough. This includes £24m of investment into local leisure centres over the next four years. The Playing Pitch Strategy and Open Space Study (2021) have identified where there are deficiencies in playing pitch and wider sporting facilities 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, which commenced in April 2025, and has unlocked around £1.35m of funding on a range of arts and cultural initiatives across Wandsworth.

The South West London Integrated Care Board and Healthy Urban Development Unit (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 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.

¹ <https://www.wandsworth.gov.uk/media/4d5kcuqj/wandsworth-moves-together-leisure-strategy.pdf>

² https://www.wandsworth.gov.uk/media/xxdltbhi/wandsworth_play_strategy.pdf

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 2022 Infrastructure Delivery Plan supported the examination and subsequent adoption of the Wandsworth Local Plan in July 2023. The Council reviewed and updated its IDP in 2024, 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 was recognised that, even within the two year period between 2022 and 2024, there was a reasonable degree of change in relation to infrastructure needs and prioritisation. This included 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.
3. The Wandsworth Corporate Plan 2022-26 aims to deliver a fairer, compassionate and more sustainable Borough for all our communities. It sets out a wide range of activities and priorities that the Council will target 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.
4. Following the IDP update in 2024, it was decided to continue to update the IDP on an annual basis, with the following objectives:
 - To reflect changes in corporate and service strategies with a bearing on infrastructure delivery in a timely way
 - To update the 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

5. Infrastructure³ 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 2008⁴ 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’.
6. This IDP is concerned with infrastructure funded or managed by the Council and 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 a wider range of facilities 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.
7. 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. It is considered disproportionate to list all small-scale or ‘routine’ infrastructure improvements, particularly where these simply involve 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 strategic significance that they should be reflected in this IDP.
8. The appended Infrastructure Delivery Schedule catalogues infrastructure projects planned for delivery within the Local Plan Period (2023 – 2038) and aims to provide a description of each project, its status, expected start and completion dates, the delivery lead, estimated costs, allocated funding and funding gap and any additional funding details.

Relationship with Wider Documents

9. The provision of infrastructure is often directly linked to development. The Wandsworth Local Plan (2023-2038)⁵ 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. Intrinsically 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.
10. 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.

³ Oxford Languages definition

⁴ Section 216(2)

⁵ https://www.wandsworth.gov.uk/media/large/adopted_local_plan.pdf

11. The Planning Obligations Supplementary Planning Document (SPD)⁶ provides guidance on the suitable use of S106 contributions to mitigate the impact of new developments on existing infrastructure. An updated Planning Obligations SPD was consulted on between 2-30 September 2025 and is likely to be adopted later this year.
12. The Infrastructure Funding Statement (IFS)⁷ 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.
13. The IDP will form part of the Council's process for prioritising the use of CIL among other funding sources. In 2023, the Council set up an Infrastructure Board and an Investment and Funding Board as part of the governance structures for the funding and delivery of infrastructure projects.
14. The Council's Capital Programme⁸, 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. Please note that changes made to the Capital Programme post April 2025 may not be reflected in this Report or the Infrastructure Schedule appended.
15. 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.

What has been updated in this 2025 IDP?

16. The key updates to content in the IDP Report are summarised in the table below. The infrastructure themes remain the same, but the order has changed to reflect linked themes.

Section	Key changes
Policy Context	<ul style="list-style-type: none"> Updated to reflect a new version of the NPPF (December 2024) References Government reforms set out in their 'Fit for the Future: 10 Year Health Plan for England' and 'Giving Every Child the Best Start in Life' (DfE) strategy launched in July 2025 References the current review of the London Plan (2021) Added a new section 'Wandsworth housing regeneration projects' and expanded reference to the Alton renewal plan and Winstanley/York Road regeneration Added a new section on 'Climate change adaptation' and reference to the Wandsworth Environment and Sustainability Strategy 2019-2023 Added reference to the Wandsworth Growth Plan (July 2025)

⁶ [Planning Obligation SPD 2020 - Adoption Version \(wandsworth.gov.uk\)](https://www.wandsworth.gov.uk/planning-obligation-spd-2020-adoption-version)

⁷ [Community Infrastructure Levy expenditure - Wandsworth Borough Council](https://www.wandsworth.gov.uk/community-infrastructure-levy-expenditure)

⁸ [What we spend and how we spend it - Wandsworth Borough Council](https://www.wandsworth.gov.uk/what-we-spend-and-how-we-spend-it)

Section	Key changes
Health infrastructure	<ul style="list-style-type: none"> Added reference to the Government's <i>Fit for the Future: 10 Year Health Plan for England</i> and <i>Giving Every Child the Best Start in Life</i> Added reference to the South West London Mental Health Strategy (July 2023) Included Springfield village development in list of recent improvements underway or completed Added reference to Wandsworth Health & Care Plan refresh for the 2025-27 period
Social Support infrastructure	<ul style="list-style-type: none"> Added reference to Government reforms set out in the <i>Giving Every Child the Best Start in Life</i> (July 2025)
Education infrastructure	<ul style="list-style-type: none"> Added reference to Government reforms <i>Giving Every Child the Best Start in Life</i> (July 2025) Added reference to the Wandsworth SEND Strategy 2025-2028 Added a subsection and information regarding early years education to the 'review of education infrastructure section' Added reference to further primary school closures since last report Added reference to new mainstream primary school with a SEND resource base and community facility/MUGA planned at Nine Elms, Battersea Added a new sub-heading Special Needs Education and reference to closure of Bradstow School, Kent Listed projects completed since the 2024 IDP
Community Facilities	<ul style="list-style-type: none"> Reference to the Leisure Infrastructure Plan (adopted Feb 2025) (para 109) Added in audit of existing play spaces, taken from Play Strategy Simplified/shortened the playing pitch sports section Added in a subsection and information on 'Libraries' Listed projects completed since the 2024 IDP
Green and blue infrastructure	<ul style="list-style-type: none"> Reference to Wandsworth Climate Action Plan 2025 and infrastructure related actions Added in a new sub-heading and reference to pocket parks Reference to 6 policies within the Local Plan protecting green and blue infrastructure Reference to the new Biodiversity Action Plan to be prepared in 2026 Listed projects completed since the 2024 IDP
Transport infrastructure	<ul style="list-style-type: none"> Expanded the section on Local Plan policies Added reference to School Streets programme Added reference to the Wandsworth Climate Action Plan 2025 that impact transport infrastructure

Section	Key changes
	<ul style="list-style-type: none"> • Added refence to Walking and Cycling Strategy 2022-2030 and walking and cycling infrastructure • Added reference to Clapham Junction masterplan • Added reference to Falcon Road rail bridge in Clapham Junction • Added reference to EV charging infrastructure • Added subheading and listed completed projects
Utilities infrastructure	<ul style="list-style-type: none"> • Referenced Wandsworth Digital and Data Strategy (2024) • Added new section heading Wandsworth Council Operational Services and included the proposed re-location of the Frogmore Depot and intention to redevelop the Sergeant Industrial Estate • Added completed projects

Policy Context

National Context

17. The National Planning Policy Framework (NPPF) (December 2024) requires local planning authorities (LPAs) to set out an overall strategy and plans to promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change and adapt to its effects.
18. The NPPF identifies three overarching objectives to achieve sustainable development:
 - a. an economic objective to build a strong economy, which includes the need to identify and coordinate the provision of infrastructure;
 - b. a social objective to support strong, vibrant and healthy communities;
 - c. an environmental objective – to protect and enhance our natural, built and historic environment;
19. The NPPF requires planning policies to aim to achieve healthy, inclusive, safe and sustainable places which 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.
20. The Council also takes account of the need for strategic infrastructure including nationally significant infrastructure within its area.
21. Beyond planning, the Government published their Fit for the Future: 10 Year Health Plan for England⁹ (3 July 2025) to create a new model of care. The reforms set out the move to a Neighbourhood Health Service with three radical shifts - hospital to community, analogue to digital and sickness to prevention. These reforms include the dissolution of NHS England and Department of Health & Social Care taking back control over the health service, alongside a major reduction in the number of ICBs (Integrated Care Boards) across England and a restriction of their responsibilities. It will deliver fundamental changes to the way in which health services are structured, funded, and delivered.
22. Also in July 2025, the Government published their Giving Every Child the Best Start in Life (DfE)¹⁰ strategy, with reforms focusing on providing comprehensive support for families and early years education to improve child development and reach a target of 75% of children reaching a ‘good level of development’ by 2028. Key elements include the expansion of Family Hubs to integrate health and education services, increased access to high-quality childcare, enhanced maternity and health visiting services, and funding for the Early Years Pupil Premium to support disadvantaged children.

⁹ [Fit for the Future: 10 Year Health Plan for England](#)

¹⁰

https://assets.publishing.service.gov.uk/media/686bd62a10d550c668de3be7/Giving_every_child_the_best_start_in_life.pdf

23. These social care reforms are a significant change from an infrastructure perspective, and they will change the way services are delivered. The Best Start in Life strategy will require the Council to work at pace to identify opportunities to enhance service delivery. The NHS 10-year plan places an expectation on local authorities as a joint commissioner. Neighbourhood health will also change service delivery. These changes are likely to impact current and future infrastructure needs and projects.
24. In March 2025, the Department for Education (DfE) published the Families First Partnership Programme, a key component of the Government's most significant reforms to children's social care policy since the 1989 Children Act. The key aims of the reforms are to rebalance children's social care and avoid costly crisis intervention by offering more meaningful and effective early support. The FFP Programme has four main 'delivery expectations': Family Help, Multi-Agency Child Protection, Family Networks and System Enablers. A key feature of these reforms is a move to locality-based services, so these changes are likely to impact current and future infrastructure needs and projects.

Sub-regional Infrastructure Projects

25. 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.
26. The London Plan 2021¹¹ 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 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.
27. The Mayor of London, Greater London Authority (GLA), is in the process of preparing the next London Plan. A high-level document *Towards a London Plan*¹² was consulted upon in 2025 and a draft London Plan is expected for consultation in 2026.
28. 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.

¹¹ https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

¹² [Towards a London Plan](#) 2025

- Rail links between South London and Heathrow – Heathrow Airport is ten miles outside Wandsworth and there is 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. The Thames Tideway has a few locations within Wandsworth, including Falconbrook and Heathwall Pumping Stations, Frogmore connection tunnel and the Kirtling Street boring site. Construction commenced in 2016 and the tunnel is now complete and began to be fully operational in February 2025.

Local Context and Priorities

29. 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.
30. 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 or of a neighbourhood scale. 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.
31. In July 2025, the Council published the Wandsworth Growth Plan¹³, a place and mission-led approach to growing our local economy. The Plan sets out a range of commitments by the Council which will help to achieve place-based growth across a range of themes, including housing for all, inclusive growth for all, transport infrastructure to improve connectivity, (creating) inclusive, liveable places and being a steward of place. A key element of place-based delivery includes the identification of a new Clapham Junction Growth Corridor, stretching from Battersea and Nine Elms, through Clapham Junction and on to Wandsworth Town, with cumulative capacity for over 14,000 homes and thousands of jobs.
32. The implementation of new infrastructure is important for the successful delivery of the Local Plan, the Growth Plan, and our general mission to help the borough thrive. Predicting and bringing forward new infrastructure will help the Council achieve the objectives of its Corporate Plan 2022-26, Local Plan and Growth 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

¹³ [Wandsworth Growth Plan](#) (July 2025)

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.

33. 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 developers 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 taxpayer.
34. 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.
35. 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, based on need.

36. In May 2025, the Council 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.
37. The Covid-19 pandemic created a lasting impact on the built environment with regards to how we live, work, and play. The long term impact on peoples' behaviour and work patterns, transport and utilities are not fully known and continue to be monitored.
38. Significant behaviour changes 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.

Wandsworth housing regeneration projects

Alton (Roehampton) Renewal Plan

39. In July 2024, the Council approved a renewal plan¹⁴ 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.
40. The Alton Housing Renewal Proposals were approved to proceed to ballot by the Council¹⁵ on 6 June 2025 and subsequently secured resident approval.
41. In September and October 2025, the Council held a resident ballot on the comprehensive regeneration programme including circa 650 new homes (of which 177 replace existing homes), two new community buildings, a new retail parade and two new community squares across four sites. 57% of the total new homes and more than half of the additional homes will be affordable.
42. The ballot achieved a turnout of more than 40% of residents. Of the 1400+ residents who voted, 82% supported the scheme. This gives the Council a mandate to progress the scheme and secures GLA Affordable Homes grant for the social housing elements of the scheme. The scheme will now be developed for a hybrid planning submission.
43. Three community facilities are being delivered as part of an Early Improvement Plan, which are now ready for implementation and are included in the Schedule appended:
 - Downshire Field, external play space improvements
 - Alton Activity Centre - redesign of external play space

¹⁴ https://www.wandsworth.gov.uk/media/qdkkmxeg/alton_renewal_plan_brochure.pdf

¹⁵ [\(Public Pack\)Agenda Document for Cabinet, 16/06/2025 19:30](#)

- Roehampton Community Hub - to deliver a replacement library, youth club, council offices, community spaces and 50 council homes.
44. The Roehampton Family Hub (comprising a variety of provision delivered by Children's Services and public and community partners) opened on 2 September 2025 at 166 Roehampton Lane and will relocate to a new purpose built facility at Portswood Place as part of the wider regeneration scheme.
 45. The Alton Estate is a priority area for strategic investment because 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 average to poor, and the estate has lower life expectancy and higher rates of serious health conditions than the borough average.
 46. Six objectives have been identified as part of the renewal plan. The types of projects to be delivered under these objectives are summarised 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 50 new Council homes at the junction of Roehampton Lane and Holybourne Avenue, the Fontley Way Development, a project adjacent to Farnborough House, and the Bessborough Road Development. The successful ballot will support the construction of approximately 600 further new homes in the Danebury neighbourhood and at 166/168 Roehampton Lane (following the relocation of the family hub to Portswood Place). 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

47. Whilst many projects have been clearly defined, several will require shaping through further dialogue with the community and key partners. The 2024 IDP and this update have incorporated infrastructure projects to be delivered as part of the Alton Renewal Plan wherever possible, including as a principle for investment. Further projects that are anticipated to be delivered through the plan will be incorporated in subsequent reviews of the IDP.

Winstanley and York Road Regeneration

48. In July 2025, the Council approved a Regeneration Plan¹⁶ to revitalise the Winstanley neighbourhood and set out our ten-year commitment to delivering around 2,550 new homes alongside new and improved community facilities and services. The plan identified five key priority areas for investment:
- **Deliver the new affordable homes that residents need.** Supported by the shops, services and jobs that help people put down roots and feel secure for the long term
 - **Ensure everyone feels safe, whatever time of day.** With dedicated support for community initiatives aimed at reducing crime and anti-social behaviour alongside better lighting and visibility in public spaces
 - **A community built on trust, shaped by residents.** Work hand-in-hand with residents, to ensure they have ownership of the investment being made in their area, have access to the facilities and services they need, and feel proud of where they live
 - **Create a better-connected neighbourhood** that is easier and more enjoyable to travel around, with greener and more thoughtfully designed streets and public spaces
 - **Be ready for the future.** With new buildings and public spaces that are sustainable by design and initiatives aimed at reducing waste and helping residents to save money
49. The Council plans to review and adapt the existing scheme to ensure that it is fit for purpose now. This will include a review of the following:
- the re-provision of the Children’s Centre, Library and Community Centre;
 - the provision for a Leisure Centre, dependent on the Borough-wide leisure review; and
 - other services in the area, including education, training and health provision.

¹⁶ [\(Public Pack\)Agenda Document for Cabinet, 14/07/2025 19:30](#)

50. The Council is committed to increasing the pace of delivery since the ending of our partnership with Taylor Wimpey. The demolition of Pennethorne House has been brought forward which will enable the next phase of works to begin on Block 6 in 2027. The Council is committed to boosting affordable housing delivery in excess of 50% subject to GLA funding through a positive ballot result in Autumn 2026.

Climate change adaptation

51. The Wandsworth Environment and Sustainability Strategy (WESS) 2019-2023 sets out the vision for becoming a carbon neutral council by 2030 and a net zero borough by 2043. It provides the focus for the Wandsworth Climate Action Plan 2025, which includes infrastructure projects including:
- improved cycle parking and cycling routes;
 - installation of electric vehicle charging points across the borough;
 - increase in the number of primary schools operating school streets.
52. The Wandsworth Retrofit Strategy 2025-2030 sets out the role the Council will play in supporting retrofit across the borough and the key focus areas for the Council. It centres around five key areas: Social Housing, Private Sector Housing, Place-based Approaches, Funding, and Green Skills. Infrastructure projects will focus on the retrofit of the Council's social housing capital works programme.

Overview of Infrastructure by Theme

53. This section provides an overview of the infrastructure projects, structured by theme. It considers the nature of need for infrastructure investment and any key projects identified to meet these needs. The themes remain the same in this 2025 update but have been reordered to reflect linked clusters.

Health Infrastructure

Policy, Objectives and Targets

54. 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.
55. In July 2025, the Government published the 10 Year Health Plan for England: Fit for the Future. At the heart of the plan is the creation of a Neighbourhood Health Service, designed to deliver integrated, personalised care within local communities. This model reduces reliance on hospitals by offering services closer to home and places strong emphasis on prevention, early intervention, and digital tools. The NHS App is expected to become a central platform for booking appointments, accessing care plans, and communicating with healthcare professionals. The plan also references the broader social determinants of health—such as housing, employment, and education—through closer collaboration between the NHS and local authorities. Public health teams will work with schools, community organisations, and local partners to create healthier environments and promote healthier lifestyles.
56. The 10 Year Health Plan will impact the delivery of health, social care and education services and is therefore likely to impact infrastructure requirements and projects. It is likely that this will result in a shift from secondary to primary care and more services and clinical diagnostics within the community. There is a need to modernise infrastructure and the NHS is considering where best services can be delivered from and opportunities for working in partnership with other public bodies, and for co-location of services.
57. 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.
58. The NHS South West London (SWL) Integrated Care Board's (ICB) 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.

59. South West London ICB had agreed a new NHS Infrastructure Strategy for the South West London Integrated Care Systems (¹⁷) to enable the SWL Joint Forward Plan 2023-28² 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.
60. The future of the South West London ICB and impact of the Government's 'Fit for the Future: 10 Year Health Plan for England' on infrastructure is yet to be determined.
61. The SWL Mental Health Strategy¹⁸ was published in July 2023 which details a clear vision, aims and a number of ambitious goals and outcomes over both 5 and 10-year periods, reflecting the aspirations shared by all partners for MH in SWL.

Structure of the Health System in South West London

62. 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.
63. ICSs have two key components:
 - Integrated Care Boards - the statutory NHS organisation responsible for planning and funding most NHS services in the area

¹⁷ https://www.southwestlondon.icb.nhs.uk/wp-content/uploads/2023/07/SWLICBJFP_June2023Final.pdf

¹⁸ [Our Mental Health Strategy for South West London - NHS South West London Integrated Care Board](#)

- Integrated Care Partnerships - the statutory committee that brings together a broad set of partners to develop a health and care strategy for the area
64. 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

65. 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.
66. 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.
67. 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.

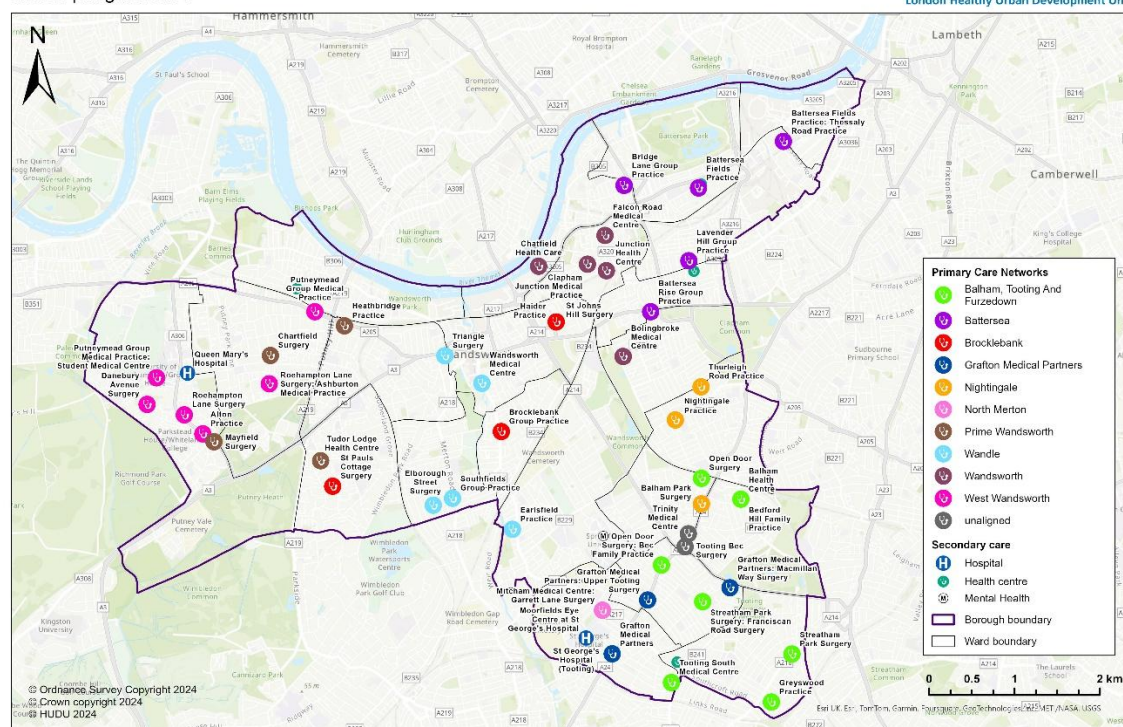
Figure 8 - Map of Health Premises in Wandsworth¹⁹

Wandsworth Health Premises

HUDU | August 2024



London Healthy Urban Development Unit



68. 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.
 - Springfield Village Development will provide up to 56 self-contained flats ringfenced for a mix of people at risk including adults with enduring mental health needs and adults with a learning disability eligible for support.
69. In June 2025, the Wandsworth Health & Care Plan was refreshed for the 2025-27 period. It outlines the vision, priorities and actions to meet the health and care needs of local people, as well as to deliver improvements in their health and wellbeing throughout the course of life stages, categorised as; Start well, Live well and Age well.
70. The potential Nine Elms Square Health Centre project has been removed from the Schedule. The ICB ruled that the centre is no longer required. Recent population projections have shown that the Sleaford Street Health Centre has capacity to cope with future demand. The Sleaford Street Health Centre is scheduled to be completed in early/mid 2026.

¹⁹ Source: NHS Healthy Urban Development Unit HUDU/SHAPE Atlas 2024

71. See the appended Infrastructure Delivery Schedule for information on health infrastructure projects for the remaining plan period, subject to funding availability and all necessary approvals.

Social Support Infrastructure

Policy, Objectives and Targets

72. The IDP (2024) included a new section to identify critically important infrastructure for social support, which includes facilities to support and complement social care and wellbeing, but which are not strictly health or community facilities. Our Family Hubs are already a welcoming space for everyone in the heart of the community. A space where together with partners, services, information and support are delivered as wrap around support to our families, in locations close and convenient to where they live. Working closely with our partner organisations both from the Voluntary, Community and Faith Sector (VCFS) and other statutory services, we ensure that key social and health inequalities are addressed. Central hubs in Battersea, Roehampton, and Tooting provide integrated support, while community-based spoke sites will extend reach and accessibility. These will build on existing resources such as Children's Centres, Youth Centres, libraries, sports facilities and schools.
73. Following the release of 'Giving Every Child the Best Start in Life' and 'Families First Partnership Programme' we are taking steps to further transform services to develop an ambitious, high quality and integrated system of support. Our Family Hubs will be a key component of service delivery, ensuring that Family Help teams are community-based, accessible and responsive to local needs.
74. Our Director of People, Place and Partnerships joined Children's Services in September 2024 and has been working at pace to re-energise our early help and youth partnership offer, working with partners and key stakeholders in a shared vision to place children and young people at the heart by developing services rooted in our communities. Following the launch of our Youth Strategy (January 2025)²⁰ a Youth Partnership Board was established and a gap analysis undertaken in partnership with the National Youth Agency to support the co-development of an action plan to meet the local area's needs. As part of our commitment to enhancing our Community Voluntary and Faith Sector (CVFS) Youth Offer, Children's Services has launched an initiative, overseen by the Youth Partnership Board, providing additional funding of £300k to support CVFS organisations to deliver youth projects and activities.
75. In line with the Accommodation Strategy²¹ 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.
76. 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

²⁰ [Young Wandsworth Strategy](#) (January 2025)

²¹ As detailed in the Housing and Homeless Strategy (2023-2028)
https://wandsworth.gov.uk/media/1d5fwvr0/housing_and_homelessness_strategy_2023_2028.pdf

them to remain as independent as possible and enjoy a good quality of life within their local communities.

77. 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.
78. The Government reforms set out in the Giving Every Child the Best Start in Life (DfE)²² strategy in July 2025, focus on providing comprehensive support for families and early years education to improve child development and reach a target of 75% of children reaching a 'good level of development' by 2028.
79. The appended Infrastructure Delivery Schedule captures infrastructure projects currently identified that can help ensure that demand for Social Support is met.

²²

https://assets.publishing.service.gov.uk/media/686bd62a10d550c668de3be7/Giving_every_child_the_best_start_in_life.pdf

Education Infrastructure

Education Policy, Objectives and Targets

80. 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.
81. The Government's new policy paper, Giving Every Child the Best Start in Life, was passed by Parliament on 7 July 2025. It sets a clear goal by 2028, that 75% of five-year-olds should reach a good level of development. The paper highlights the importance of joined-up services from pregnancy to age five, including early learning, stronger family support, and better access to high-quality provision. It reinforces the role of early years settings in shaping long-term outcomes.
82. 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. The Planning Obligations SPD set out the following indicative 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.
83. 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.
84. The appended Infrastructure Delivery Schedule captures education infrastructure projects that can help ensure demand for school places is met. The scope of projects includes the following:
 - Early Years Education
 - Primary Education
 - Secondary Education
 - Special needs Education
85. 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.

86. Local Plan Policy LP17 *Social and Community Infrastructure* outlines that new developments that will increase demand on education infrastructure should address that new demand. This will ensure that any new developments over the plan period will need to bring forward additional capacity to meet the new demand.
87. The Wandsworth SEND Strategy 2025-2028²³ sets out our ambitious vision for children and young people with Special Educational Needs and Disabilities (SEND) in Wandsworth and outlines how our services will support them to thrive and achieve their dreams in an inclusive, supportive and empowering environment.

Review of Education Infrastructure

Early Years Education

88. In 2024, the Council received a £0.4 million Department for Education (DfE) grant to support the expansion of childcare places within the borough. This funding will in part be used to meet the capital costs associated with projects that help ensure sufficient places for children taking up an early year's place through the expanded 30-hours entitlement for qualifying working parents.

Primary Schools

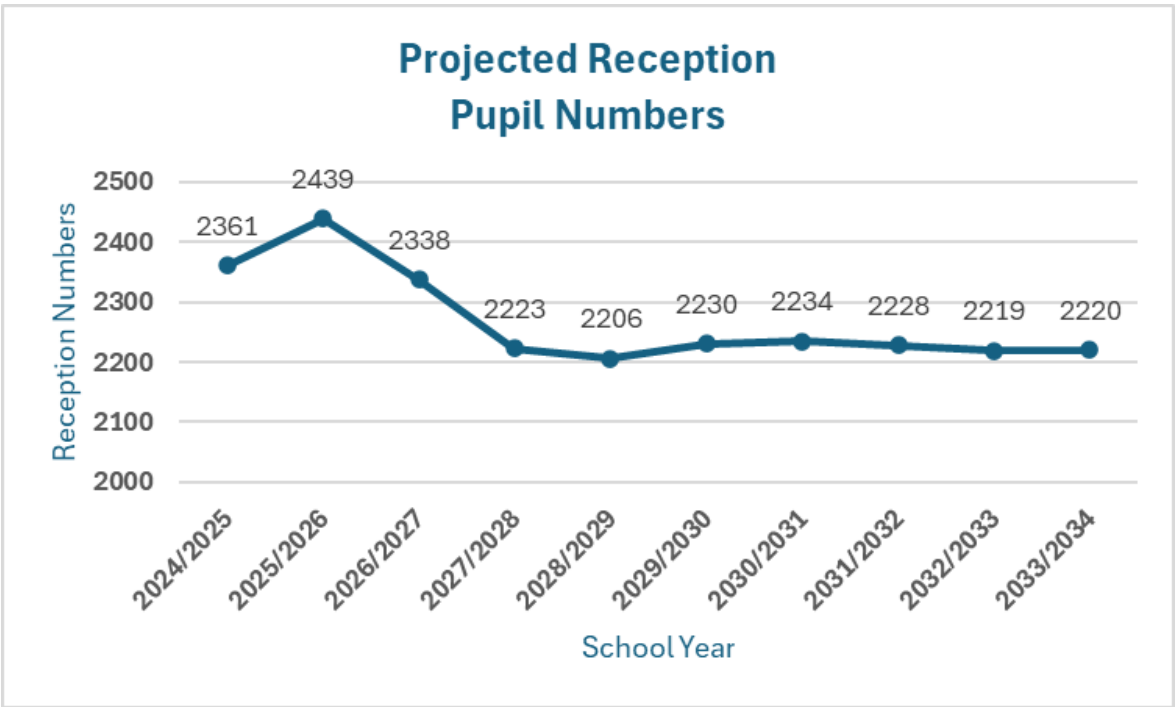
89. In common with many areas of London, the Borough has previously witnessed substantial growth in pupil numbers. Between 2009/10 and 2016/17, primary school reception numbers rose by 579 (24%) and whole school rolls by some 3,000 or 19%. Over the same period, permanent capacity at primary schools increased by 28FE as the Borough responded to the growth in demand, including 10 bulge classes. In total some 6,300 new places were provided.
90. However, since 2019, primary school rolls across the Borough have fallen by 13.7% with some primary schools now having a significant surplus of places. To address this, the Council has adopted a strategy of reducing capacity at schools by reductions in Planned Admission Numbers (PANs) and admissions caps. Four primary schools have closed in Wandsworth in recent years, although one of these (Broadwater) is to enable a relocated and expanded Paddock Secondary and Sixth Form Special School. Most recently, St Anne's Church of England Primary School and Goldfinch Primary school closed on 31 August 2025.
91. 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 towards investing in the most beneficial use of the existing education stock.
92. A new mainstream primary school with a SEND resource base and community facility is under construction at Nine Elms, Battersea. It will provide for 52 nursery age children, a two-form entry primary school with capacity for 420 children aged between 5 and 11 in

²³ https://search3.openobjects.com/mediamanager/wandsworth/fsd/files/send_strategy_2025.pdf

mainstream education once full. The community centre will house an indoor sports hall and outdoor Multi Use Games Area (MUGA) for 5-a-side football, netball and other outdoor activities. An existing primary school, St George’s Church of England Primary School will move to this site.

- 93. 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.
- 94. 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 2029.

Figure 5 – Reception Place Projections 2024-2033



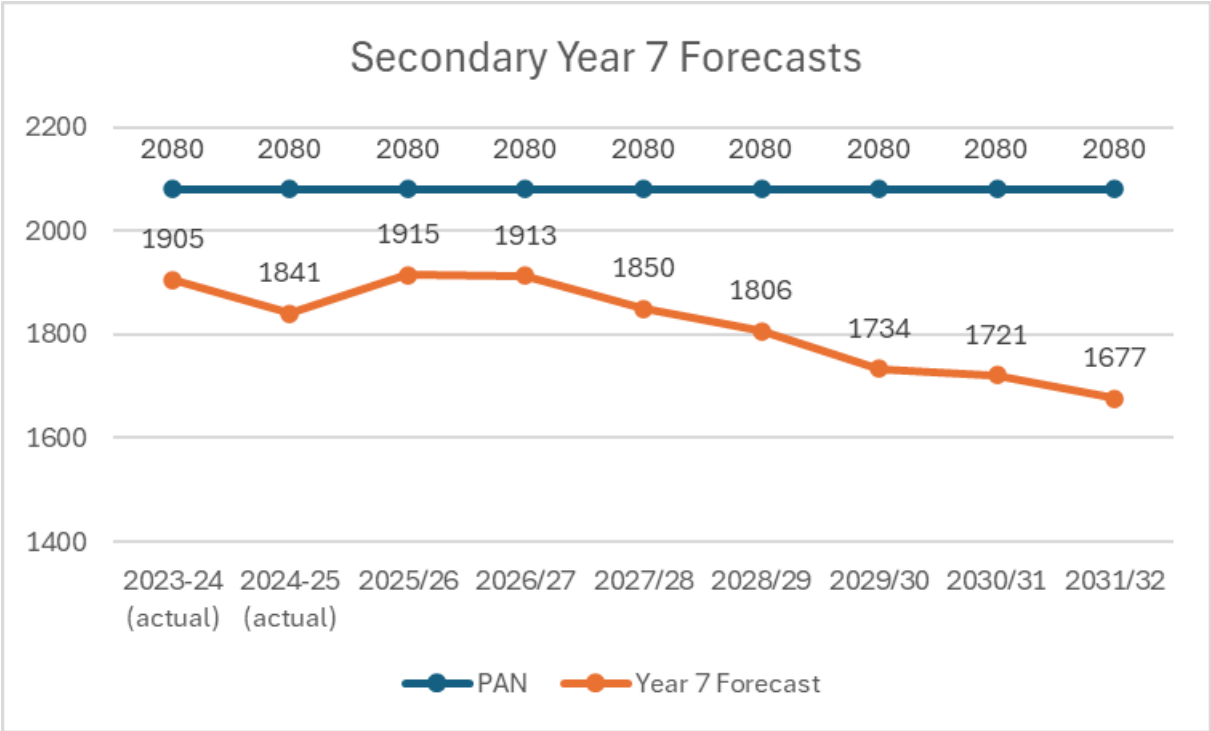
Secondary Education

- 95. The higher primary rolls from 2009 have now reached secondary schools and demand for Year 7 places is expected to peak in 2025/26. 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 12.4% lower by 2031/32. 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. PAN reductions have been agreed at 5 schools removing 11FE places at Ark Putney, Burntwood, Ernest Bevin, St John Bosco College and Southfields.

- 96. 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.
- 97. 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 2025 about 24% of places were offered to out of borough residents.

Figure 6 – Year 7 Place Projections



Post 16 Education

- 98. 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 86% of the January 2024 Year 11 cohort recorded in year 12 in January 2025. 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.

99. Existing sixth form provision varies significantly in size, with Graveney being the largest with a roll of 914. Others include Burntwood (411), Southfields (349) and Ashcroft (310) 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.
100. 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.
101. 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.

Special Needs Education

102. It was confirmed at Cabinet 3 November 2025 that Bradstow School, in Broadstairs, Kent will close on 31 December 2025, due to financial challenges. Bradstow is a residential special school supporting children with complex learning needs and autism, was inherited by Wandsworth following the abolition of the Inner London Education Authority (ILEA). Wandsworth Council is committed to supporting children with Special Educational Needs and Disabilities (SEND) locally, keeping them educated and cared for within Wandsworth or as close to their homes as possible.

Completed projects

103. Since the preparation of the last comprehensive IDP (2022), a number of projects 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.
104. Completed projects i2025 since the IDP (2024) include:
 - Granard Primary School – Phase 2 expansion to provide a new resource base
 - Granard Specialist Nursery Base - expansion to create additional 11 full time education places and support 22 nursery aged children to meet their SEND needs

Community Facilities

Policy, Objectives and Targets

105. 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 projects.
106. 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 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.
107. 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.
108. 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.
109. The Infrastructure Delivery Schedule, appended, captures community facility infrastructure projects that can help ensure demand is met. The scope of projects include:
 - Sports Facilities
 - Indoor Leisure Facilities
 - Community Centres
 - Youth Centres
 - Libraries
 - Arts and Culture
 - Police and Emergency Services
110. Since the previous comprehensive IDP was prepared in early 2022, a number of community facility projects have been completed. These projects mostly consisted of the renewal and refurbishment of various leisure centres. Similarly, a number of new community facility projects have been identified since the previous IDP (2024), including potential projects to support the delivery of the Council's Leisure Strategy 'Wandsworth Moves Together: 2024 – 2029'.
111. There is growth in women and girls sport (particularly football/rugby post the Women's Euros and Women's Rugby World Cup) which further adds to the challenge of insufficient provision due to increased demand on top of existing. From an equality perspective, this links to the need for improved ancillary facilities for women and girls e.g. toilet/changing room provision. Encouraging women and girls to participate more in physical activities is

an important focus of our leisure strategy and is supported by a sub-working group from the Community Sports and Physical Activity Network (CPSAN).

112. 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 have been captured in this IDP. Some of these works are still ongoing since the IDP (2024) while others are new pieces of work.
113. 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 'Wandsworth Moves Together'

114. In July 2024, WBC introduced a new Leisure Strategy titled Wandsworth Moves Together, 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. The Strategy is supported by a newly developed Community Sports & Physical Activity Network (CSPAN) who will guide the implementation of the Strategy and monitor performance.
115. 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 Putney Leisure Centre and Tooting Bec Lido
 - Investing £1m per annum through the Council's new Play Charter
 - Investing around £782 000 in three Play Zones – Heathbrook Park, George Shearing Centre and Henry Prince Estate
 - Addressing shortfalls in the borough's pitch numbers and implement findings from the Playing Pitch Strategy, including scoping out the potential for a new full sized 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 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

- Exploring the delivery of a new leisure centre as part of the Winstanley/York Road Regeneration scheme

116. Where appropriate, projects identified to support the Leisure Strategy have been included in the Infrastructure Delivery Schedule appended. However, it is recognised 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.
117. Centred on the five-year Wandsworth Moves Together Leisure Strategy, the Council adopted both the Leisure Infrastructure Plan²⁴ and one year Action Plan in February 2025. It outlines the significant additional investment of a total of £30m over five years, for both protecting and enhancing leisure infrastructure for indoor built facilities, playing pitches, parks, open spaces and play.

Play Strategy (2024)

118. The Council has also adopted a Play Strategy to help ensure all children have access to exciting and inclusive play opportunities. The Council 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.
119. An audit of existing play spaces within the borough was conducted in 2024 to inform the Play Strategy. Wandsworth has:
- 76 play areas consisting of 51 playgrounds, 2 skateparks, 9 ball game areas, 14 trim trails/outdoor gyms/play features
 - 50 indoor play spaces consisting of 5 leisure centres, 11 children's centres/family hubs, 33 youth clubs and 1 mobile outreach youth service
 - 129 housing estate play areas consisting of 91 playgrounds, 36 ball game areas and 2 trim trails/outdoor gyms
 - 46 green spaces consisting of 36 public parks, 2 playing fields and 8 amenity green spaces
120. As part of the Play Strategy, the Council 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. The Council 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.
121. The Play Strategy identifies several key social and community infrastructure commitments, including:
- £4m investment plan into Play, that is in addition to already pledged investment to Lady Allen Playground and play area at the George Shearing Children's Centre. It will

²⁴ [\(Public Pack\)Agenda Document for Environment Overview and Scrutiny Committee, 13/02/2025 19:30](#)

include improvements to Latchmere Playground, Garratt Green Playground, and Heathbrook Park playground

- refurbish and upgrade 100% of the playgrounds in Wandsworth as appropriate (including lighting)
- install and animate community gardens in housing estates
- increase the number of Pocket Parks

122. Where appropriate, projects identified to support the Play Strategy have been incorporated into the appended Infrastructure Delivery Schedule, although it is recognised that more precise and detailed interventions will be determined as the Play Strategy progresses.

Playing Pitch Strategy (2021)

123. The Playing Pitch and Outdoor Sport Strategy²⁵ (PPS) (2021), provides a strategic framework which ensures that the provision of outdoor sports facilities meet the local and community needs of existing and future residents.

124. In April 2024, the Council published an updated Action Plan²⁶ in relation to its Playing Pitch and Outdoor Sport Strategy (2021) which includes a range of detailed actions that the Council, 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. However, it is recognised 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.

125. A summary of the key findings of the PPS by different types of playing pitch are summarised in the table below:

<i>Sport</i>	Summary of capacity
<i>Football</i>	There are 84 grass football pitches in the borough, which are available for club and/or community use. The overall provision is insufficient to meet current and future demand. Shortfalls are identified on both adult and youth 11v11 pitch formats. When accounting for future demand, shortfalls are exacerbated and new shortfalls would be created at youth 9v9 and mini 5v5 formats, with only mini 7v7 pitches having capacity.
<i>Cricket</i>	There are 23 natural turf cricket squares identified in Wandsworth located across 15 sites, and 15 non-turf pitches. This is insufficient to meet both current and future demand, 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. On the basis of providing a standard quality ten wicket square, the current shortfall is equivalent to requiring as many as 3.3 additional natural turf pitches, increasing to 5.9 pitches in future. It is,

²⁵ https://www.wandsworth.gov.uk/media/13673/playing_pitch_strategy_2021.pdf

²⁶ [Playing Pitch and Outdoor Sport Strategy - Action Plan Update April 2024 \(wandsworth.gov.uk\)](#)

	however, more appropriate to look at a combination of natural turf squares and non-turf pitches to meet this demand.
Rugby	<p>There are 16 rugby union pitches available for community use within the borough. There is one World Rugby compliant 3G pitch in the borough, at Rosslyn Park Rugby Club. Overall, there is insufficient capacity to sufficiently service both senior and junior rugby union both at present and in future. There is a need to explore opportunities to develop new rugby union pitch provision at playing field sites, for example King George's Park; and develop new floodlit provision for rugby union training, preferably within existing rugby union settings.</p> <p>All rugby league played in the borough takes place on rugby union pitches. A relatively minor shortfall is identified.</p>
Hockey	There are currently three full sized, sand/water-based artificial grass pitches available for community use. This is insufficient to accommodate current and future demand from all clubs and teams based within the borough.
Third Generation Artificial Grass Pitches (3G)	There are 2 full size and 22 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. Overall provision of full size 3G pitches is insufficient supply to meet current and anticipated future demand. Given the multi-sport nature of most playing field sites in the Borough and competing demands from many sports for access to floodlit provision, there is a need for 3G pitches to also be multi-sport facilities where possible.
Bowling Greens	There are eight flat bowling greens located across eight sites in Wandsworth. There is adequate provision across the borough.
Tennis	There are 186 outdoor tennis courts in Wandsworth across 23 sites, of which, 118 are floodlit. 170 of the courts are available for community use. There is insufficient capacity for tennis within the Wandsworth stock to meet current and future demand.
Lacrosse	There are 2 lacrosse pitches, used by 4 clubs. There is insufficient supply of lacrosse pitches across Wandsworth and the Lambeth fringe to meet current or future demand. A particular issue is the lack of line markings on the 3G and AGP in the borough.
Netball	There are 28 outdoor netball courts across 10 sites. There is insufficient capacity for netball in the Borough, with junior demand oversubscribed relative to facilities. There is a need for additional capacity, though indoor facilities may help to meet this demand.
Touch Rugby/Aussie Rules/Gaelic Football/Ultimate Frisbee	There is sufficient provision within the borough for these sports. There are 12 touch/ultimate pitches; one Australian Rules pitch; a range of ways to play Ultimate Frisbee that all operate on either Clapham Common or Spencer Park. There are no dedicated Gaelic Football pitches in the borough.

Arts and Cultural Infrastructure

128. 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.
129. 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 embryonic cultural clusters and have a strong potential to be developed into creative enterprise zones attracting both creative businesses and cultural organisations
130. 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 2025²⁷. The Council's successful bid will fund and support a diverse range of new cultural activity and interventions throughout 2025.
131. the Infrastructure Delivery Schedule, appended, contains further information about planned and potential arts and cultural infrastructure projects.

Libraries

132. The Libraries First! ²⁸ Wandsworth's Libraries Strategy 2025 – 2030 and Action Plan was adopted in July 2025. It sets set the strategic direction for investment in the boroughs 11 public libraries, programming and partnerships that will benefit residents in the borough over the next five years and beyond. Infrastructure projects include refurbishing Balham and Battersea Park Children's Libraries and repairing the heritage glass roof at the Grade II-listed Battersea Reference Library to protect this cultural asset.

Police Services

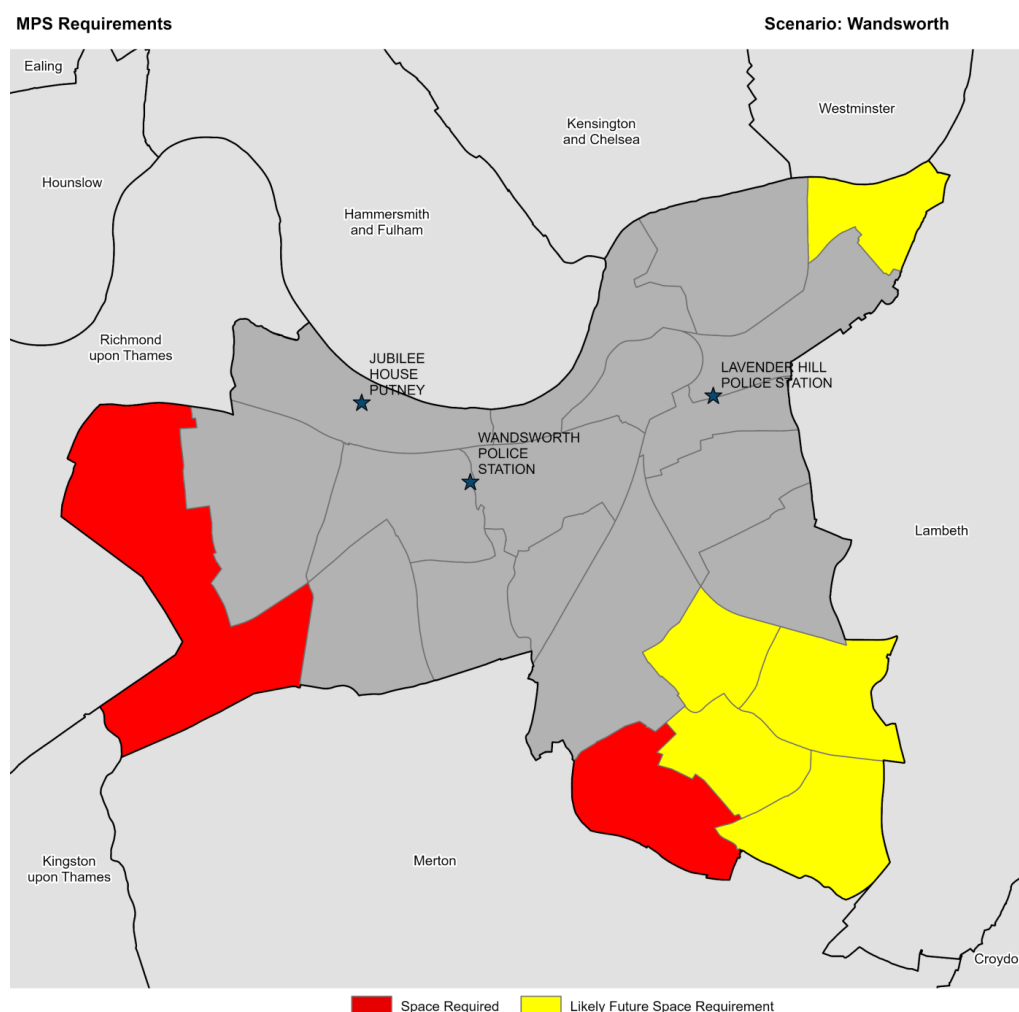
133. In the development of the IDP (2024), the Council engaged with the Metropolitan Police Service (MPS) to understand current and long-term infrastructure requirements relating to policing.

²⁷ [Wandsworth 2025: London Borough of Culture bid - Wandsworth Borough Council](#)

²⁸ <https://www.wandsworth.gov.uk/media/deyh5nls/libraries-first-wandsworth-library-strategy-2025-2030.pdf>

134. 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
135. 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.
136. 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.
137. 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
138. The need for neighbourhood police offices is illustrated in Figure 7 overleaf:

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



Fire Services

139. 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 London Assembly Fire Committee is comprised of GLA members and scrutinises the work of the Deputy Mayor for Fire and Resilience and London Fire Commissioner (LFC).
140. The Fire Committee reviews the London Fire Commissioner's priorities and objectives and/or makes recommendations. Its work includes:
- Any actions and decisions of the Mayor and/or Deputy Mayor for Fire in relation to the GLA's fire duties and responsibilities;
 - Any actions and decisions of the London Fire Commissioner
 - Any actions and decisions of an officer of the London Fire Commissioner
 - Any other matters which the Assembly considers to be of importance to fire and rescue in Greater London.

The Committee monitors decisions made by the [London Fire Commissioner](#) and the [Deputy Mayor for the Fire Service](#) and uses the London Fire Brigade [quarterly performance reports](#) to inform its scrutiny work.

141. The LFB Delivery Plan for 2023-29 is available on the [LFB website](#). The LFB locates and plans its fire stations and engines to ensure London-wide cover. Borough boundaries are not used for emergency response purposes, instead utilising geographical mobilisation of resource to ensure the most expedient response with the closest required resource assigned to incidents. The borough perspective is considered in the draft Wandsworth: Borough Risk Management Plan²⁹. Due to localities of LFB resources, LFB borough boundary maps do on occasion differ to the formal local authority boundary maps as such some risks are managed by the neighbouring LFB borough management team to ensure the knowledge of the site with the most localised crew likely to attend in case of incident one example being the American Embassy which falls within Lambeth fire station's ground as the nearest fire station to this site.
142. 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.

Completed projects:

143. The following projects are now completed or will be completed in 2025:
- Putney Library
 - Wandsworth Town Library fit out

²⁹ [Wandsworth: Borough Risk Management Plan](#) London Fire Brigade

Green and Blue Infrastructure

Policy, Objectives and Targets

144. The Environment Act 2021 introduced mandatory Biodiversity Net Gain, requiring a minimum of 10% measurable increase in biodiversity for new developments compared to the pre-development baseline. This gain must be maintained for at least 30 years. This requirement came into effect for all major development on 12 February 2024 and for small sites from 2 April 2024.
145. Wandsworth's Local Plan Policy (2023 – 2038) includes several policies intended to protect and enhance green and blue infrastructure in the borough. These include:
 - LP53 *Protection and Enhancement of Green and Blue Infrastructure* seeks to protect and enhance the natural environment and extend access to it
 - LP54 *Open Space, Sport and Recreation* seeks to protect existing open space and sports facilities outlines requirements for improved and new provision.
 - LP55 *Biodiversity* protects the boroughs priority habitats and protected sites and connectivity between them. All new development is required to protect and enhance biodiversity. The Environment Act mandates nationally a 10% increase in the net biodiversity of land seeking planning permission.
 - LP56 *Tree Management and Landscaping* requires the retention and protection of existing trees and landscape features.
 - LP57 *Urban Greening* requires all new development to contribute to the greening of the borough
 - LP58 *River Corridors* seeks to protect the natural, historic and built environment of the River Thames and water courses within the borough; their related infrastructure; and the biodiversity value of the borough's blue infrastructure assets.
146. All new development is required to provide open space. The draft Planning Obligations SPD, consulted on between 2 to 30 September 2025, includes requirements for the contribution to both Open Space and Green and Blue Infrastructure. Moving forward, all major development will be required to provide new public open space on-site and make improvements to public realm.
147. The 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.
148. 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.
149. Green and blue infrastructure also plays an important role in placemaking and will be an important consideration for the development of the borough's Area Strategies. 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.

150. The Wandsworth Climate Action Plan 2025³⁰ includes actions to improve biodiversity and green spaces, including the following which impact infrastructure:
 - Planting more trees to grow the urban forest and increase canopy cover
 - Maintaining, improving, and expanding the quality of our green spaces
151. The Council is currently in the process of developing a new Biodiversity Action Plan (BAP). This plan aims to build on ongoing efforts by the Council and its partners to protect and nurture Wandsworth's habitats and species, and to achieve the goals set out in the 2020 Biodiversity Strategy. Additionally, the new BAP will outline how to provide more opportunities for residents to connect with their local wildlife and green spaces, thereby enhancing their access to the many benefits that come from interacting with nature. Blue and green infrastructure projects will play a key role in helping to deliver the objectives of the BAP. The BAP is likely to be adopted in 2026.
152. 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 Project³¹ which will bring underutilised green space on Thessaly Road back into productive use, in partnership with the community. Several 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.
153. The Vauxhall Nine Elms Battersea (VNEB) Opportunity Area has presented Wandsworth with an opportunity to add a 12-acre linear park³² linking Battersea Power Station to Vauxhall, to its existing green and blue infrastructure network.
154. 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.
155. The appended Infrastructure Delivery Schedule captures green and blue infrastructure projects that can help ensure demand is met.

Review of Green Infrastructure

Open Space Study (OSS) (June 2021)

156. 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)

³⁰ [Wandsworth Climate Action Plan 2025](#)

³¹ [Help the council bring a neglected Battersea green space back to life - Wandsworth Borough Council](#)

³² [Nine Elms Park](#)

Guidelines whereas it is more appropriate to consider allotments and cemeteries against waiting lists to understand what demand is currently.

Parks and Gardens

157. 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.
158. With regards parks and gardens, FiT guidelines suggest that a borough should 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

159. 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 spaces which exist are generally very large in size.
160. With regards natural and semi-natural greenspace, FiT guidelines suggest 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

161. There are 92 amenity greenspace sites in Wandsworth 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.
162. FiT guidelines suggest 0.60 hectares per 1,000 population as a guideline quantity standard. Wandsworth overall scores 0.52. There are, however, four wards which have a current provision above the FiT guidelines quantity standard (Roehampton and Putney Heath, Wandsworth Common, West Hill and West Putney).

Play Locations

163. 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.
164. The majority of analysis areas are identified as having a current provision level below the recommended quantity standard.

Allotments

165. There are nine sites classified as allotments and food growing spaces in Wandsworth, equating to nearly seven hectares.

166. 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).
167. 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

168. 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.

Pocket Parks

169. The Wandsworth Climate Action Plan 2025 includes the commitment to create more pocket parks and parklets across the borough. This includes a parklets programme to reduce environmental risks and expand climate resilient infrastructure.

Completed projects

170. Since the 2022 and 2024 IDPs were published, several Green and Blue Infrastructure projects have concluded, including improvements to Battersea Park, Garratt Park, Windmill Gardens, Shillington Park and Wandsworth Common, alongside brand new open space provision at Battersea Power Station.

Transport Infrastructure

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

Transport Policy, Objectives and Targets

172. 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 London wide, 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.
173. 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.
174. 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.
175. The Wandsworth 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.
176. Wandsworth Local Plan (2023-2038) has 4 policies concerning transport infrastructure:
- LP49 *Sustainable Transport* supports proposals that reduce the need to travel and promote sustainable transport solutions; and requires new development to meet Health Streets objectives
 - LP50 *Transport and Development* outlines how new developments that will generate a large volume of trips will be required to address their impact on traffic and transport.

- LP51 *Parking, Servicing and Car Free Development* seeks to maintain and provide sufficient parking for essential needs, but to restrict and reduce parking to promote sustainable transport provision.
 - LP52 *Public Transport and Infrastructure* promotes major transport infrastructure schemes, including highways, intermodal freight interchanges, rail and bus, and active travel infrastructure.
177. 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.
178. Wandsworth's School Streets programme was first launched in June 2020 with the aim to ensure safe highway conditions near schools whilst promoting walking and cycling, and helping to reduce harmful vehicular emissions. Five phases of School Streets have been delivered and it is proposed to progress further School Streets at other schools where they are supported and practicable, including by broadening the criteria for participation so that secondary and independent schools are invited to participate in the programme. The School Street Team aim to consider a maximum of three School Streets annually in order to dedicate sufficient resource and consultation to each proposal.
179. The Wandsworth Climate Action Plan 2025 includes actions to enable sustainable and low carbon transport, including actions impacting infrastructure:
- Support and promote active and sustainable travel in the borough: Introduce more side-road crossings, such as continuous crossings
 - Improve cycle parking: Continue to install on-street bike hangars across the borough, guided by demand. Complete Phase 4 and begin planning Phase 5 of bike hanger installation scheme. Improve cycling routes in the borough: Create a core cycle network of signed routes across the borough, including both upgrading of existing Cycle Superhighways and the creation of new Cycleway branded routes,
 - Increase the number of EV charging points in the borough: Use LEVI funding to continue the 2024/25 financial year rollout of EV charging points.
 - Implement school streets programme to achieve 50% of schools with school streets: Complete Phase 6 of the school streets programme.
180. Since the 2022 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. Several 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.
181. In November 2025 the Council secured funding via legal agreements with developers of nearby sites to deliver a second entrance on the north side of Wandsworth Town station. This would support the Wandsworth Growth Plan and transformational change taking place in and around Wandsworth Town Centre. Working with Network Rail, the detailed design of the second entrance was completed in September 2025. Alongside this project, Network Rail and the Department for Transport have developed an Access for All (AfA) scheme which will deliver step-free access via lifts to each of the four platforms.
182. 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
183. Each of these measures have an important but incremental role to play in creating an environment that supports more active, sustainable travel. The appended Infrastructure Delivery Schedule 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.
184. Work is underway to produce a masterplan for Clapham Junction and the surrounding urban area. The station is important locally as well as for London, but it also plays a huge role in transport connections across the whole of the South East. This work will be likely to impact transport and social infrastructure in the future. Stage 1 work included a baseline analysis of the station and surrounding area and assessed capacity and connectivity improvement options. The Stage 1 was completed in 2025 and a summary report³³ was published (October 2025) Stage 2, the delivery of the masterplan, is expected October 2026 .
185. At the time of preparation, TfL are currently consulting ³⁴ (20 October to 30 November 2025) on proposals to expand the Superloop network with new route SL15 between Clapham Junction and Eltham in south London. The SL15 would operate as an express bus service, serving a limited number of key bus stops, including eight rail interchanges, local town centres and other busy locations along its proposed route. The proposed SL15 service would be frequent, simple, inclusive and reliable. At Clapham Junction, the route would start and end at Falcon Road. The proposal is not expected to have an impact on existing bus customers overall. However, some customers may need to walk further to or from alternative bus stops at Clapham Junction or local amenities if their bus stop locations change. Walking times may increase or decrease by up to two minutes depending on individual circumstances.
186. Consultation with Council officers (Transport Strategy), Transport for London (TfL), Network Rail and other transport operators has identified projects likely to be brought forward for all modes of transport. These are set out in the Infrastructure Delivery Schedule appended.

Monitoring Demand for Transport Infrastructure

187. 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

³³ [Clapham Junction Station Masterplan – Stage 1 Outline – Summary Note](#) (3 October 2025) (pp243-305)

³⁴ [SL15 proposed express bus service between Clapham Junction and Eltham](#)

188. 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.
189. 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

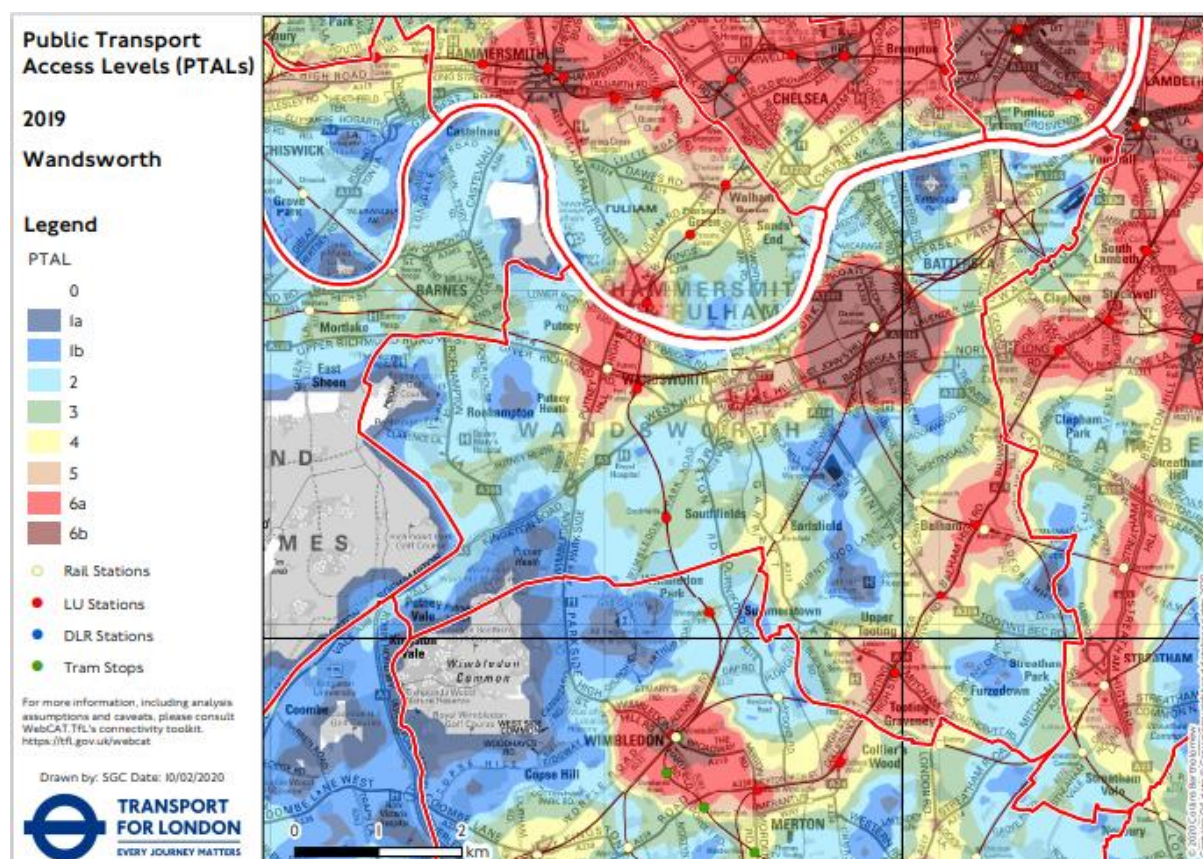
Year(s)	Walking (% of all trips)	Cycling (% of all trips)	Public Transport (% of all trips)	Combined Walking, Cycling and Public Transport (% of all trips)
2006/07 - 2008/09	31.2	2.7	28.4	62.3
2014/15 - 2016/17	34.3	4.2	32	70.5
2022/23 - 2023/24	42.5	5.0	28.6	76.1

190. TfL Travel Demand Forecasts: 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.
191. 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%.

Public Transport Accessibility and Usage

192. 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). See Figure 2 overleaf.
193. 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.

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



Review of Transport Infrastructure

Public transport

194. 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.
195. 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.
196. 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.

Buses

197. 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.

198. 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.
199. 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.
200. 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.
201. Since the 2022 IDP, a number of new or revised bus services have commenced. These include the extension of bus route 315 from Balham station to terminate at Springfield Hospital and a new door-to-door minibus service in the Roehampton area. Other service improvements include new services serving the Battersea Power Station development and changes to bus route 485³⁵, which have enhanced connectivity for residents living in Wandsworth's Riverside Quarter.
202. 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.
203. 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.

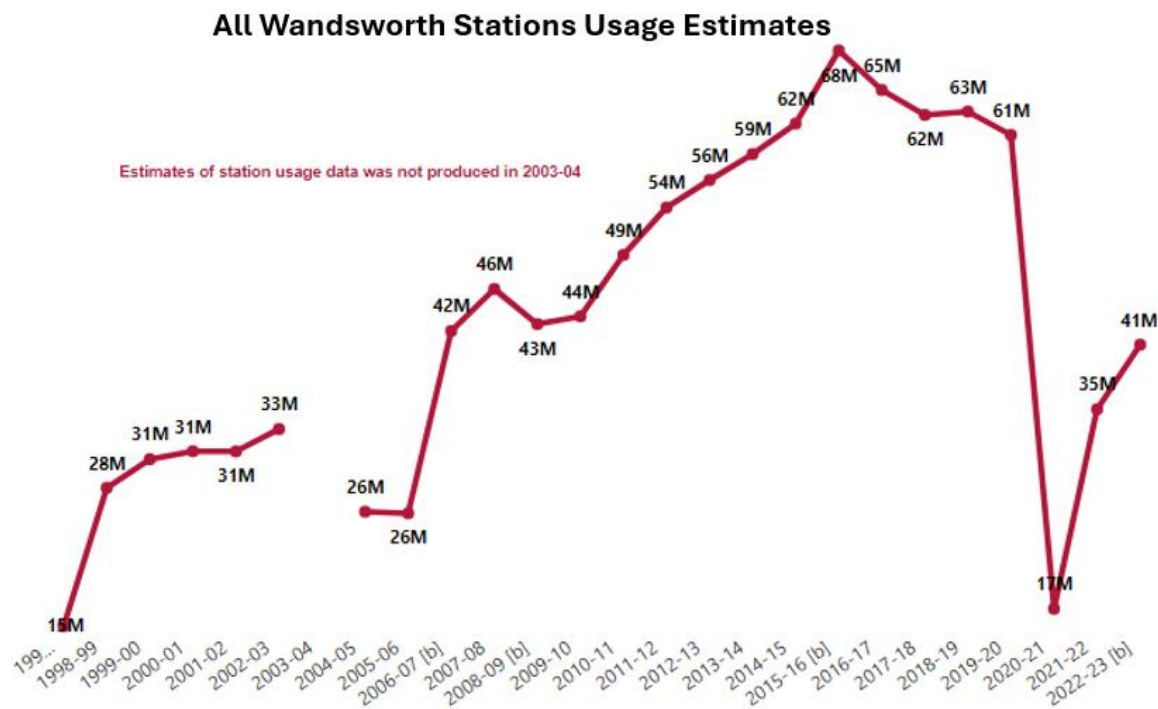
Rail Infrastructure

204. 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

³⁵ [Revised bus route provides public transport boost for thousands more residents - Wandsworth Borough Council](#)

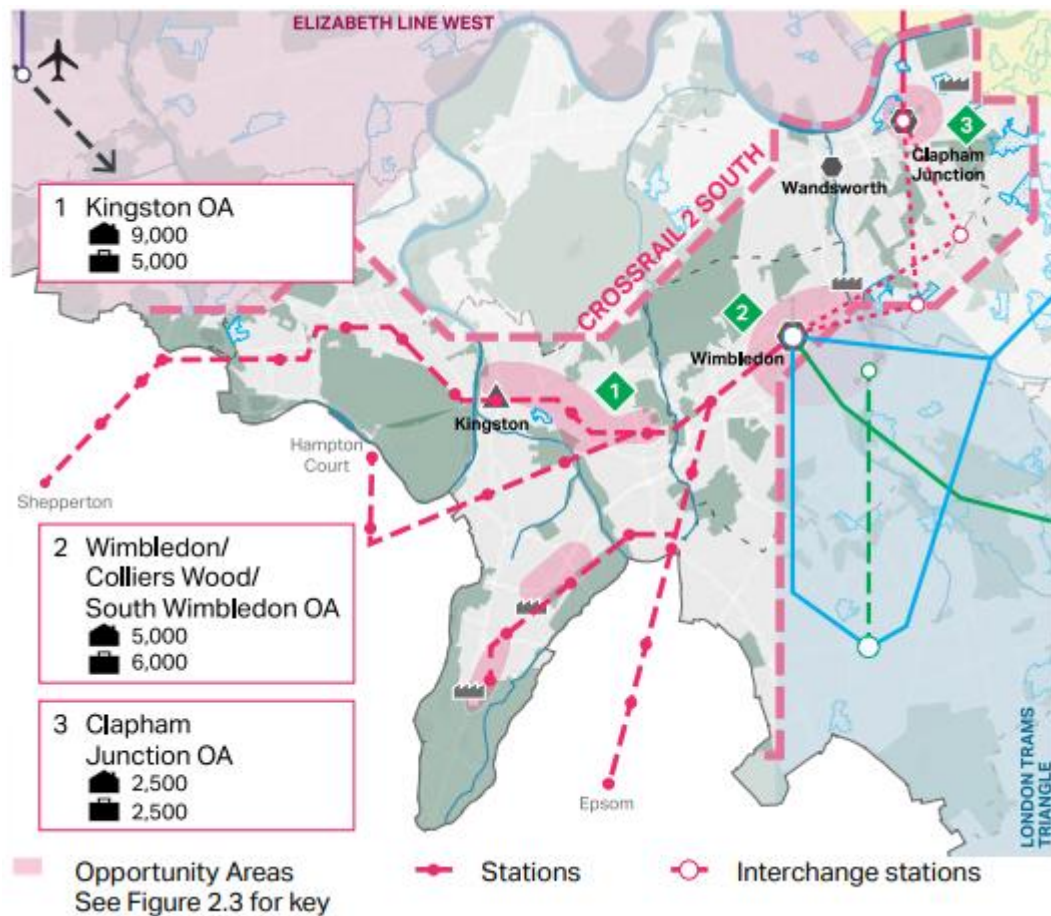
its branches, also provide the primary route for many Wandsworth residents into central London, particularly in areas which lack direct connections into the London Underground network. Leisure traffic at weekends is also high. The South West Main Line Strategic Study notes rail track constraints around 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



205. 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.
206. 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

207. 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.
208. 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.
209. Along the River Thames, there is scope for enhancements to existing riverbus services to serve the growing population in riverside developments.
210. Falcon Road rail bridge in Clapham Junction is undergoing a major transformation to create a safer, brighter more welcoming route, and inclusive community landmark. The works include new artwork cladding along the length of both walls underneath the bridge,

enhanced lighting, pigeon proofing, a new paint system to the bridge structures and landscaping to the south side of the bridge.

Walking and cycling infrastructure

211. Projects to improve walking and cycling routes and support active travel include:

- The Falcon Road underpass - enhancements to the environment underneath the railway bridge to improve people's experience and perception of using the underpass
- Burntwood lane Corridor) - improvements to the current infrastructure following public consultation to deliver cycling and pedestrian enhancements
- Queenstown Road Corridor – improvements to the current infrastructure following public consultation to deliver cycling and pedestrian enhancements
- Wandsworth Bridge Corridor – improvements to the current infrastructure
- Garratt Lane and Battersea Bridge Cycleways
- Wandle Delta Routes and Bridges – including the provision of new pedestrian and cyclist routes on 3 new bridges across Bell Lane Creek and the River Wandle
- Conversion of one-way traffic streets to provide two-way cycling
- Potential to develop quiet cycle routes
- A new unpaid (free to cross) public pedestrian crossing across Clapham Junction station connecting St. Johns Hill with Grant Road.

Electric vehicle charging

212. A strategy for the provision of EV charging infrastructure was agreed in November 2022 (Paper No. 22-330) and a further update on progress with several projects was reported in July 2023 (Paper No. 23-219). In July 2025, The Electric Vehicle Charging Report³⁶ summarised a range of measures to improve access to electric vehicle (EV) charging. It resolved to apply for grant funding for the Electric Vehicle Charging National Government Scheme.

Car and Vehicle Dependency

213. 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.

214. 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.

³⁶ [\(Public Pack\)Agenda Document for Transport Overview and Scrutiny Committee, 18/09/2025 19:30](#)

Competing Demands

215. Another main challenge in delivering the mode share target will be managing competing demands on the street.
216. 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.

Completed Transport Projects

217. Completed transport projects include:
- Putney High Street Public Realm & Environment Improvements
 - Lower Richmond Road Safety Corridor Review

Utilities Infrastructure

Policy, Objectives and Targets

218. 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.
219. London's digital infrastructure strategy involves two main strands: improving connectivity and enhancing public sector digital capabilities. The strategy for the city as a whole aims to increase full-fibre and next-generation wireless coverage through the [London Plan](#) and the [Digital Connectivity Infrastructure Guidance](#) (October 2024)³⁷.
220. 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.
221. 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.
222. The appended Infrastructure Delivery Schedule 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
223. 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.
224. 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.

³⁷ <https://www.london.gov.uk/sites/default/files/2024-11/Digital%20Connectivity%20Infrastructure%20LPG%20post%20consultation.pdf>

Review of Utilities Infrastructure

Energy Infrastructure

225. At the time of the IDP (2022), 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 2023 - 2038.

Waste Infrastructure

Waste Strategy

226. Waste disposal for the borough of Wandsworth is managed by the Western Riverside Waste Authority (WRWA), a statutory waste disposal authority, which undertakes this role for four London boroughs.
227. The Council is the statutory waste collection authority for its borough. Ongoing improvements have been made to its Garratt Park depot, to enable fleet enhancements and newly implemented food waste collections
228. The WRWA has prepared a draft Joint Municipal Waste Management Strategy ³⁸ (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.
229. 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 the implications of recent legislative changes, such as the enhanced requirements of the Environment Act 2021 on requirements for facilities for sorting mixed dry recycling and for food waste recycling.
230. At this time, it is possible to identify a few projects within Wandsworth which are likely to be needed to ensure sufficient long-term capacity for 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.

Planning Evidence Base for Waste

Wandsworth Waste Evidence Base Addendum (April 2022)

231. 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.

³⁸ [Draft Joint Municipal Waste Management Strategy](#) February 2025

232. 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.
233. 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)

234. The Council re-engaged both National Grid and National Gas in June 2024 to understand any new projects or planned investment.
235. 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.
236. 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)

237. 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. Thames Water are the statutory water and sewerage undertaker for the Wandsworth Borough.
238. 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. Thames Tideway has a few locations within Wandsworth, including Falconbrook and Heathwall Pumping Stations, Frogmore connection tunnel and the Kirtling Street boring site. Construction commenced in 2016 and the tunnel is now complete and began to be fully operational in February 2025.

239. 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.
240. 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 the Thames Water region. 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.
241. 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.
242. We are currently in the eighth Asset Management Period (AMP8), which covers 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. Further details on Thames Water's AMP8 Business Plan are available at: <https://www.thameswater.co.uk/about-us/regulation/our-five-year-plan>
243. 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. The revised statutory DWMP will be published in draft in Autumn 2027 with final publication expected in August 2028.

Telecommunications Infrastructure

244. 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.
245. 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.
246. Although Policy LP22 *Utilities and Digital Connectivity Infrastructure* 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.
247. 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.
248. The delivery of London’s net zero ambitions also relies on the availability of digital infrastructure.
249. 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.
250. 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.
251. 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.

252. As of Q1 2024, 99.3% of Wandsworth households had access to ‘superfast’³⁹ broadband with around 73% having access to full fibre connectivity, national averages of 98% and 66.9% respectively⁴⁰.
253. The Wandsworth Digital and Data Strategy (2024)⁴¹ covering three years from 2024 to 2027, was adopted 3 March 2024. The new strategy addresses the need for the Council to embrace the opportunities and challenges of process automation, artificial intelligence and the effective joined up use of data to inform decision making. The core aim of the strategy is to improve service delivery, make it easier for residents, partners and businesses to interact with us, and enable us to be a more efficient, innovative and agile.

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

³⁹ Defined as speeds of over 30 Mbps

⁴⁰ [Check UK Broadband Performance and Coverage Statistics \(thinkbroadband.com\)](https://www.thinkbroadband.com/)

⁴¹ The [Wandsworth Digital & Data Strategy](#) (2024)

Wandsworth Council Operational Services

254. The Frogmore Depot on Dormay Street SW18 is used as the base for Wandsworth's DSO trading operation – Operational Services. The site comprises of a mechanical workshop, stores facility, micro winter gritting storage, Special Education Needs (SEN) parking facilities, Sign Shop and parking for the DSO fleet for the Highways and Building Maintenance operations. The Inspection and Enforcement team, the Network Management Team and the Emergency Planning team also operate from the depot and Operational Services has a number of support services associated with the DSO. Reed House is the main base for the Housing and Regeneration Department. The Council's archive store is also located in Frogmore. Tadmore House is currently occupied by Engineering Services and client officers for the Waste, Street Cleansing and Parks contracts.
255. The Council's long term vision is to redevelop the Council's Sergeant Industrial Estate (SIE) and relocate the Frogmore Depot and services to SIE, from July 2028.

Completed projects

256. Completed utilities infrastructure projects include Public Estate fibre rollout – 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 - Infrastructure Delivery Schedule (April 2025)

This Schedule of projects lists and their details which are prioritised for infrastructure development across the London Borough of Wandsworth.

The projects are structured within the seven infrastructure themes detailed in the Infrastructure Delivery Plan. Each theme is divided into committed projects, included within the Council’s Capital programme, and potential projects. **Please note that changes made to the Capital Programme after April 2025 may not be fully reflected in the Schedule.** For a fully up-to-date understanding of the Council’s infrastructure commitments, the latest version of the Capital Programme should be consulted.

Smaller projects, projects exclusively involving maintenance, and projects that are completed or due to be completed before the end of 2025 have generally not been included.

Where a cell includes “TBC”, this indicates that this detail is not known with sufficient certainty to include at this stage. In the case of committed projects, this may be because the project is yet to commence or is multi-phased, or because the primary delivery lead is a third-party who is responsible for setting these details. For potential projects, this is likely because the project is not yet committed and therefore delivery details have not yet been fixed.

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Health Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
COMMITTED PROJECTS											
Sleaford Street Health Centre	Nine Elms	Provision of approximately 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	South West London Integrated Care Board (SWL ICB); NHS Property Services; Developers (Peabody Homes and BPS).	£12,990,000	£12,990,000	-	SCIL
POTENTIAL PROJECTS											
Brocklebank Health Centre	Wandle	GP practice to potentially be relocated as part of regeneration of Atheldene Road.	Replacement	Live	TBC	2026	SWL ICB; NHS Property Services; Higgins; WBC	£8,200,000	TBC	TBC	TBC
Health facilities required within Roehampton - Alton/ Danebury Development	Roehampton	2 GP practices to potentially be relocated as part of regeneration of Roehampton.	Replacement	Potential	TBC	TBC	SWL ICB; WBC	£3,700,000	TBC	TBC	TBC
Health facilities required within York Road/Winstanley Regeneration Area	Falconbrook	Permitted scheme for the York Road/Winstanley area (ref 2019/0024) includes the provision of a health centre. This 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
Community Clinical Space as part of York Road/Winstanley Regeneration Area	Falconbrook	Facility for in-reach and satellite clinics e.g. sexual health, substance use services, counselling, mental health, VCS, Immunisations	Provision	Potential	TBC	TBC	TBC	TBC	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

Health Infrastructure Projects

Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
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 Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
COMMITTED PROJECTS											
Inner West London Coroner’s Court	Outside of Borough	Refurbishment of Inner West London Coroner’s Court, delivered by Westminster Council	Refurbishment	TBC	TBC	TBC	Westminster Council	£1,723,000	£1,723,000	£174,000	SCIL/Receipts
Integrated Sexual Health and Substance Misuse Treatment Hub	TBC	Integrated Sexual Health and Substance Misuse Treatment Hub	Provision	TBC	TBC	TBC		£2,000,000	£2,000,000	-	TBC
Springfield Village Supported Housing Acquisition	Wandsworth Common	Supported Housing Acquisition - 56 units of supported housing for care leavers, people with mental health needs, people with learning disabilities and temporary housing	TBC	Live	TBC	TBC	WBC; Developer	£11,044,000	£11,200,000	-	TBC
Wandsworth Family Hubs Programme	Battersea , Roehampton, Tooting	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.	Improvement	Live	2024	2026	WBC	£1,500,000	£1,333,000	£167,000	Receipts
POTENTIAL PROJECTS											
Roehampton Family Hub (permanent facility)	Roehampton	Permanent purpose built facility for family hub services and Danebury GP practice at Portswood Place	Replacement	Potential	TBC	TBC	WBC	£19,500,000	TBC	TBC	WBC capital programme

Education Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
COMMITTED PROJECTS											
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	£78,749,000	£78,749,000	-	SCIL and DIFS; Developer (RMG) - land only
Ark Putney Academy Lift	West Putney	Installation of additional lift	Provision	Live	2025	TBC	WBC	£732,000	£732,000	-	SCA, but it needs to be High Needs
Furzedown Primary School	Furzedown	Dining hall relocation	Improvement	Live	2025	2026	WBC	£1,634,000	£1,634,000	-	SCA across 2 financial years
St. Cecilia's Church of England Secondary School	West Hill	Dining Facilities	Provision	Live	2024	2025	WBC	£1,539,023	£1,221,000	£318,082	Receipts
St. Cecilia's Church of England Secondary School	West Hill	Teaching block expansion to incorporate an additional 1FE	Provision	Live	2025	TBC	WBC	£4,543,786.75	£5,436,000	-	TBC
Paddock Special School expansion at Broadwater Primary	Tooting Broadway	Relocation and expansion at former Broadwater School site	Improvement	Live	2024	2026	WBC	£34,000,000	£34,000,000	-	Grant/DfE
SEND Hub (Siward Road)	Wandsworth Common	Refurbishment of the SEND and Inclusion Hub building to ensure safe delivery of services for children under 5 and an improved office space	Improvement	Live	2025	2026	WBC	£1M authorised	£1M authorised	-	Capital Bid
Wandsworth Childcare Expansion Capital Grant	West Hill	Expansion of childcare provision	TBC	Live	2024	2026	WBC	£369,902	£369,902	TBC	Department for Education
Riversdale Primary School	Southfields	Portacabin Replacement	TBC	Live	2025	TBC	WBC	£1,800,000	£63,000	£9,000	TBC
Falconbrook School Improvements	Falconbrook	Linked to Winstanley & York Rd regeneration	Improvement	Live	TBC	TBC	WBC	TBC	£0	TBC	TBC
POTENTIAL PROJECTS											
Francis Barber Pupil Referral Unit	Tooting Broadway	Rebuild	Rebuild	live	2026	2026	DfE	TBC	£320,000	TBC	TBC
Greenmead School	West Hill	Expansion to provide secondary education	Expansion	Potential	TBC	TBC	WBC	TBC	£0	TBC	TBC
(Green Schools Pilot Scheme)	Smallwood and Garrat Park School	Energy schemes – Installation of Solar PVS, BEMS and Sub-metering	Improvement	Line	Sept 25	March 26	GLA/Council	£300,000	£300,000	TBC	WBC

Education Infrastructure Projects

Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Smallwood Primary and Garrat Park School											
Granard School Phase 3	West Putney	Expansion to provide the additional 22 remaining places (to complete the 42 places)	Refurbishment works	Planned	2025	2026	WBC	£1,650,880	£1,650,880	-	TBC
Medical Pupil Referral Unit	TBC	Premises for Hospital and Home Tuition Service/Medical PRU	Provision	Potential	TBC	TBC	WBC	TBC	£0	TBC	TBC
Repurposing former site of Paddock School (Priory Lane)	Roehampton	Nightingale School will be expanding onto Priory Lane as a satellite site to meet our sufficiency needs.	Improvement	Potential	TBC	TBC	WBC	TBC	£0	TBC	Orchid Hill Trust

Community Facilities											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
COMMITTED PROJECTS											
Nine Elms Primary School and Community Facility	Nine Elms	See Education for New Primary School including Community Facility	Provision	Live	2023	2027	WBC	See Education tab	See Education tab	See Education tab	See Education section
George Shearing Centre Multi Sport Pitches	Falconbrook	Provision of multi-sport pitches	Provision	Live	2026	2026	WBC	£423,000	£423,000	-	Grants and receipts; Football Foundation
Lady Allen Adventure Playground	Northcote	Refurbishment of Lady Allen Adventure Playground	Improvement	Live	2026	April 2026	WBC	£382,000	£382,000	-	Receipts
Alton Activity Centre External Play Space Redesign and Improvement	Roehampton	Redesign of external play space, landscaping and planting	Improvement	Live	2025	2026	WBC	£2,386,000	£2,386,000	-	TBC
Putney Leisure Centre – Play Centre	West Putney	Play centre installation	Provision	On hold	2025	2027	Places Leisure	£291,000	£291,000	-	TBC
Furzedown Recreation Ground Improvements	Furzedown	New landscape and design for playground with increased capacity	Improvement and provision	Live	2024	2026	WBC	£685,000	£685,000	-	SCIL
Heathbrook Park Playzone	Shaftesbury & Queenstown	The refurbishment of an existing MUGA utilising a portion of allocated S106 funds as a 25% contribution towards costs, with 75% funded by the Football Foundation. Currently in Planning	Improvement	Live	2025	2026	WBC	£286,000	£286,000	-	Portion of £286k S106 (25%) and Football Foundation (75%) funded
Roehampton Playing Field - Changing rooms	Roehampton	The refurbishment of the 1940’s built changing rooms to meet current Sport England guidelines	Improvement	Live	2026	2027	WBC	£164,000	£164,000	TBC	S106 at £164k, with remaining costs from Trust raised pledges, and Football Foundation grant funding (to be applied for on completion of costed design and planning permission)
Tooting Common Lakeside	South Balham	Playground Refurbishment	Improvement	Live	TBC	2026	WBC	£384,000	£384,000	-	SCIL
Putney Vale Cemetery	Roehampton	Chapel lifts	TBC	Live	TBC	TBC	TBC	£264,000	£227,000	TBC	CIL
Balham Children’s Library	Balham	Refurbishment works to Balham Children’s Library	Improvement	Planned	Aug 2025	March 2026	WBC	£420,000	£420,000	-	Capital (£120K) and NCIL (£300K)
Battersea Park Children’s Library	Battersea Park	Refurbishment works to Battersea Park Children’s Library	Improvement	Planned	2026	2026	GLL	£200,000	£200,000	-	NCIL allocated
Battersea District Library	Lavender	Works involving the repair and replacement of the roof and glass dome at Battersea Reference Library	Repair and Improvement	Planned	TBC	TBC	WBC	£2M	£2M	-	Capital agreed (investigating English Heritage as an additional external source)
Wandle Recreation Centre	Wandsworth Town	Replacement of netting and fences for the artificial pitches and patch repairs	Replacement	Live	2025	TBC	TBC	£90,000	£90,000	-	TBC

Community Facilities											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Leisure Centre Upgrade Programme	Boroughwide	Leisure Centre upgrades required in line with emerging Leisure Strategy and Leisure Infrastructure Plan	Improvement	Live	2024	2029	WBC; Places Leisure	£3,600,000	TBC	TBC	SCIL
Battersea Park Millennium Arena Athletics Track Replacement	Battersea Park	Replacement of existing track and field tartan surface	Replacement	Planned	July 2026	Oct 2026	WBC; Alliance Leisure	TBC	£500,000	TBC	NCIL
Public Section Decarbonisation Scheme	Wandsworth Town Hall Falcon Grove Gwyneth Morgan Oakdene Residential Putney leisure Centre	Decarbonisation of these sites (Installation of Air Source Heat Pumps, Window replacement, wall and cavity insulation, solar PVs and LED light replacement	Improvement	Planned	September 25	March 28	WBC/PMO	£7,941,734	£7,941,734	TBC	Council/Salix (PSDS)
Battersea Park All-Weather Pitch (AWP)	Battersea Park	Replacement of sand-dressed all-weather pitch	Replacement	Potential	2026	2026	Alliance Leisure/ WBC	£602,077.51	TBC	TBC	NCIL
POTENTIAL PROJECTS											
Trewint Travellers Site	Wandsworth Common	Upgrades to Trewint Travellers Site	TBC	Potential	TBC	TBC	TBC	TBC	£150,000	TBC	TBC
Peace Pagoda Works	Battersea Park	Phase 1 works TBC	TBC	Potential	TBC	TBC	TBC	TBC	£150,000	TBC	TBC
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	£16,650,000	£0	£16,650,000	TBC
Boroughwide Playgrounds	Boroughwide	Improvements to existing and creation of new play space to address increased demand from population growth, focusing on quality and capacity enhancement to cater for higher and more frequent usage. Prioritisation informed by Play Strategy	Improvement	Ongoing	2024	TBC	WBC	£4,000,000	£4,000,000	-	SCIL
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	2027	WBC; Developers	N/A - space to be delivered by Developers pursuant to a legal agreement	N/A	-	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	2026	WBC; Developers	N/A - space to be delivered by Developers pursuant to a legal agreement	N/A	N/A	Developer Provision

Community Facilities											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
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	2026	WBC	N/A - space to be delivered by Developers pursuant to a legal agreement	N/A	N/A	WBC; UKSPF
Winstanley & York Road: New Leisure Centre	Falconbrook	Potential new leisure centre in regeneration area	Provision	Potential	TBC	TBC	Developers; WBC	TBC	TBC	TBC	TBC
Winstanley & York Road: New Library and Children’s Centre	Falconbrook	New re-provided library and children's centre in regeneration area	Provision	Potential	TBC	TBC	Developers; WBC	TBC	TBC	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
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
Neighbourhood Police Offices	Roehampton, Tooting Broadway, others	Provision of new neighbourhood police offices to meet demand generated by new development	Provision	Potential	TBC	TBC	TBC	TBC	TBC	TBC	TBC

Green and Blue Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential funding Source
COMMITTED PROJECTS											
Battersea Park – River Wall	Battersea Park	Works to River Wall	TBC	Planned	2025	2026	TBC	£259,000	£259,000	-	TBC
Battersea River Wall		Urgent stabilisation works		Planned	2023	2026	WBC	£1,969,000	£1,969,000	-	SCIL
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	£ 385,000	£385,000	-	SCIL
Swaffield Road Pocket Park	Wandle	Pocket Park	Provision	Live	2025	2026	TBC	£400,000	£400,000	-	TBC
Urban canopy cover	Boroughwide	Boroughwide planting of 1,000 trees per year	Provision	Live	2025	open	WBC	£700,000 per year	£0	£700,000 per tear	SCIL, external grant
Flood Alleviation Work (SUDS)	Boroughwide	SUDS schemes delivered through Transport or Housing schemes	Provision	Live	2023	2028	WBC	£654,000	£654,000	-	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; Rand F)	£14,974,000	£14,974,000	-	Land and landscaping to be directly delivered by developers. Capital programme allocation relates to repayment commitments in various legal agreements
Rewilding	Boroughwide	Increasing amount of space dedicated to rewilding through provisions in Grounds Maintenance Contracts	Improvement	Live	2023	2027	WBC	£900,000	£900,000	-	TBC
Flood Alleviation Work (SUDS)	Boroughwide	SUDS schemes delivered through Transport or Housing schemes	Provision	Live	2023	2028	WBC	£654,000	£654,000	-	SCIL
Tooting Triangle Drainage	South Balham	Phase 1 to improve final discharge drainage infrastructure and phase 2 to create tanks/ponds to prevent flooding	Improvement	Live	2024	TBC	WBC	£950,000	£300,000	-£650,000	TBC
POTENTIAL PROJECTS											
Oasis Park	Shaftesbury & Queenstown	Improvements to Oasis Park	Improvement	Potential	TBC	TBC	WBC	TBC	£2,000,000	TBC	TBC

Green and Blue Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential funding Source
Tooting Common Capital Ring Drainage	South Balham	TBC	TBC	Potential	TBC	TBC	WBC	£300,000	£300,000	-	TBC
Wandsworth Common Boardwalk	Wandsworth Common	Replacing boardwalk in Wandsworth Common	Improvement	Potential	TBC	TBC	WBC	TBC	£94,000	TBC	TBC
Downshire Field Improvements	Roehampton	Redesigned playspace and landscape improvements	Improvement	Potential	TBC	TBC	WBC; Developers	TBC	TBC	TBC	TBC
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]
Open Space Quality and Capacity Enhancement	Boroughwide	Improvements to open space to address increased demand from population growth, focusing on quality and capacity enhancement to cater for higher and more frequent usage. Prioritisation informed by Open Space Study.	Improvement	Potential	TBC	TBC	WBC	£500,000 per year	£0	£500,00 per year	SCIL
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]

*Progressing alongside ongoing development

Transport Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
COMMITTED PROJECTS											
Boroughwide highway bridges and structures works	Boroughwide	Enhancement works	Improvement	Live	2024	2028	WBC	£500,000	£500,000	-	SCIL
Gullies renewal	Boroughwide	Replacement and Renewal of gullies across the borough	Improvement	Live	2023	2028	WBC	£554,000	£554,000	-	Receipts
Boroughwide footway repairs	Boroughwide	Repairs to boroughwide footpaths	Improvement	Live	2023	2028	WBC	£12,873,000	£12,873,000	-	SCIL; Receipts
Boroughwide carriageway repairs	Boroughwide	Repairs to boroughwide carriageways	Improvement	Live	2023	2028	WBC	£27,846,000	£27,847,000	-£1,000	SCIL; Receipts
Clapham Junction Station Improvements	Falconbrook	Initial study and design development for works for 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	£140,000	£140,000	-	TBC; grant and contributions
Cycle parking at railway stations	TBC	Bike Hangars Project included within Wandsworth Environment & Sustainability Strategy (WESS)	Provision	Live	TBC	TBC	TBC	£500,000	£500,000	-	TBC
WESS Bike Hangers	Boroughwide	Provision of 120 bike hangars	Provision	Live	2025	2027	TBC	£860,000	£860,000	-	TfL TBC
Falcon Road Corridor (Battersea Link)	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	2027	WBC	£400,000	£400,000	TBC	National Rail, SCIL and Receipts
Falcon Road Underpass	Falconbrook	Highway and public realm improvements to the environment under the railway bridges on Falcon Rd	Improvement	Live	2024	TBC	WBC	£4, 300,000	£4, 300,000	TBC	£250,000 TfL grant; SCIL
Old York Road	Wandsworth Town	Improvements to forecourt station and surrounding street segments	Improvement	Live	2024	2028	WBC	£2,818,000	£2,350,000	£468,000	Healthy Streets Everyday Funding II

Transport Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
One way streets conversion to two way cycling (Cycle contra-flow)	Boroughwide	One Way Streets - Conversion to Two Way for Cycling	Improvement	Live	2023	2026	WBC	£328,000	£328,000	-	SCIL
Pedestrian crossings	Boroughwide	Provision of pedestrian crossings	Provision	Live	2023	2028	WBC	£703,000	£703,000	-	TBC
Wandsworth Town Station - Access for All	Wandsworth Town, Wandle, Wandsworth Common	Provision of lifts to improve accessibility to all platforms	Provision	Live	2023	TBC	Network Rail; Developers	£1,366 ,000	£1,366 ,000	-	Developer contributions
Wandsworth Town Station - Second Entrance	Wandsworth Town, Wandle, Wandsworth Common	Provision of a second entrance to ease congestion, improve access from the North of the station	Provision	Live	2023	TBC	Network Rail; Developers	£4,430,000	£4,430,000	-	SCIL; S106; Network Rail, Department for Transport
East Putney Railway Bridges	East Putney	Refurbishment of railway bridges	Refurbishment	Live	2025	2025	TBC	£600,000	£400,000	£200,000	TBC
School Streets Phase 5	Boroughwide	Continuing programme to deliver school streets (restricted vehicle access) and provide environmental improvements and enforcement measures to improve effectiveness	Provision	Live	2023	TBC	WBC	£333,000	£333,000	-	TfL; Wandsworth Environment & Sustainability (WESS) School Streets
WESS School Streets	Boroughwide	TBC	TBC	Live	2025	TBC	TBC	£553,000	£553,000	-	Wandsworth Environment & Sustainability (WESS) School Streets
Signal controlled pedestrian crossings	East Putney, West Putney	Provision of Signal controlled pedestrian crossings at Putney Hill/St John’s Avenue	Provision	Live	2023	2027	WBC	£201,000	£201,000	-	TBC
Tooting Town Centre	Tooting Broadway	Review of Mitcham Rd corridor	Improvement	Planned	2024	2028	WBC	£330,000	£330,000	-	TBC
Totterdown Street Pedestrianisation	Tooting Broadway	Traffic restrictions and public realm improvements	Improvement	Live	2023	2026	WBC	£350,000	£350,000	-	Receipts; SCIL

Transport Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
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	Paused	TBC	TBC	WBC; TfL	£3,500,000 to £4,000,000	£2,000,000	TBC	S106; SCIL
Upper Richmond Road/Putney High Street/Putney Hill safer junction scheme	Roehampton, East Putney	Improvements to Upper Richmond Road/Putney High Street/Putney Hill junction	Improvement	In development	TBC	TBC	TfL	£1,326,000	£1,326,000	-	TBC
Wandsworth Bridge Cycleways	St Mary's	Provision of cycleways and cycle resurfacing on Wandsworth Bridge	TBC	live	2024	2027	WBC	£1,011,000	£103,000	£980,000	TBC
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	£16,954,000	£16,954,000	-	SCIL and/or DIFS; TfL; Network Rail
Queenstown Road Corridor Scheme (Nine Elms element)	Nine Elms	Nine Elms element of Improvements to Queenstown Road from Chelsea Bridge to borough boundary with Lambeth to be delivered in phases	Provision	Live	2025	TBC	WBC	£3,322,000	£1,652,000	£1,670,000	SCIL and/or DIFS; LIP
Riverwalk	TBC	TBC	TBC	Paused	TBC	TBC	TBC	£3,859,000	£3,860,000	-	TBC
Wandsworth Town Centre – Access for all	Wandsworth Town	Improvements to accessibility	Improvement	Live	2025	2026 TBC	TBC	£13,66,000	£13,66,000	-	TBC
Electric Vehicle Charging Points (remaining works)	Boroughwide	Electric Vehicle Charging Infrastructure on street and on estates.	Provision	Live	2023	TBC	WBC; Suppliers	£1,473,000	£1,473,000	-	Grant from Ubitricity
Burntwood Lane	Wandsworth Common	Improved cycle route corridor and traffic calming, also to include pedestrian crossing improvements	Improvement	Live	2025	2026	WBC	£2,450,000	£2,450,000	-	S106; Grant
POTENTIAL PROJECTS											
Granville Merton Brathways Rds Junction Improvement	Southfields	Junction improvement	Improvement	Potential	2025	2027	WBC	TBC	£150,000	TBC	TBC

Transport Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
Quiet cycle routes	Boroughwide	Improve cycle access through residential roads	Provision	TBC	2025	2028	WBC; TfL	TBC	£750,000	TBC	TBC
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
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
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
Garratt Lane Cycleways	Wandsworth Town, Wandle, Wandsworth Common	Walking and cycling improvements along Garratt Lane	Provision	Live	2023	2028	WBC	£150,000	£150,000	-	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	Live	2024	TBC	WBC; TfL	TBC	£150,000	TBC	Grant
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	TBC	TBC	TBC
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
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	TBC	TBC	TBC
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	TBC	S106; SCIL; TfL

Transport Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
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	TBC	Developer
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
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	TBC	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
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
Battersea Park station accessibility project	Nine Elms	Investigation into the potential for lift access at the station	Improvement	Potential	TBC	TBC	WBC; Network Rail; Govia Thameslink	TBC	TBC	TBC	TBC
Wandsworth Common Station	Trinity	Feasibility / early development of step free access	Improvement	Potential	TBC	TBC	TBC	TBC	TBC	TBC	TBC
Balham station	Balham	Improvement scheme	Improvement	Potential	TBC	TBC	TBC	TBC	TBC	TBC	TBC
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	£27,501,000	TBC	£27,501,000	TBC

*Progressing alongside ongoing development

Utilities Infrastructure Projects											
Name	Ward	Project Description	Infrastructure Proposal Type	Status	Start date	End date	Delivery Lead(s)	Total Cost Estimate	Allocated Funding	Funding Gap	Potential Funding Source
COMMITTEED PROJECTS											
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/already implemented).	Improvement	Live (and Further Potential)	2024	2026	WBC	£1,200,000.00	£1,200,000.00	-	Receipts
Frogmore Depot re-location	Wandsworth Town	Relocation of main depot from Frogmore to Sergeant Industrial Estate	Improvement	Potential	2024	TBC	WBC	TBC	TBC	TBC	TBC
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	£-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	TBC	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
Weekly food recycling collections for flats above shops	Boroughwide	Proposals to be developed to meet new “Simpler Recycling” requirements likely to involve communal on-street food recycling containers close to these flats	Provision	Potential	TBC	2026	WBC	TBC	TBC	TBC	TBC