



# **KINGSTON UPON THAMES' INFRASTRUCTURE DELIVERY PLAN**

## **Local Plan Evidence Base**

Draft Document  
February 2026

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# 1. INTRODUCTION

## 1.1 Purpose of this IDP

The Royal Borough of Kingston upon Thames has produced this Infrastructure Delivery Plan (IDP) to support the Council's emerging New Local Plan for the borough. The IDP forms part of the Council's evidence base of the New Local Plan providing a summary of the infrastructure required for the borough, according to the level of development proposed to meet the borough's population and housing growth projections. Explicitly, this IDP seeks to provide an overview of:

- The key infrastructure projects needed over the New Local Plan period;
- The potential locations and development sites identified for their delivery;
- The estimated timing for delivery;
- The estimated costs and sources of funding in place for their delivery;
- The delivery mechanisms and governance structure for the allocation of Council funding sources (such as S106 and CIL);

\*Note this is not an exhaustive list

This IDP aims to help support a collaborative approach with relevant infrastructure and service partners to the planning of infrastructure requirements as part of the Local Plan process.

Information gathered for this IDP will help inform the allocation of financial planning contributions which will be reported in Council's Infrastructure Funding Statement. This will set out the framework for how funding will be secured through planning mechanisms (currently S106 and CIL) and how this will be strategically allocated alongside other sources of funding to deliver the necessary infrastructure to support the aims and objectives of the Local Plan.

## 1.2 Overview of Planning Policy

### National Planning Policy Framework

The National Planning Policy Framework (2024) requires all Local Plans to be prepared with the objective of contributing to the achievement of sustainable development.

In particular, when preparing new Local Plans, the framework expects policy-making authorities to work with relevant infrastructure providers to determine where additional infrastructure is required, and for planning policies to make sufficient provision for said infrastructure.

**Paragraph 27 of the NPPF states that :**

Once the matters which require collaboration have been identified, strategic policy-making authorities should make sure that their plan policies are consistent with those of other bodies where a strategic relationship exists on these matters, and with the relevant investment plans of infrastructure providers, unless there is a clear justification to the contrary. In particular their plans should ensure that:

- a) a consistent approach is taken to planning the delivery of major infrastructure, such as major transport services/projects, utilities, waste, minerals, environmental improvement and resilience, and strategic health, education and social infrastructure (such as hospitals, universities, major schools, major sports facilities and criminal justice accommodation);
- b) unmet development needs from neighbouring areas are accommodated (in accordance with paragraph 11b); and
- c) any allocation or designation which cuts across the boundary of plan areas, or has significant implications for neighbouring areas, is appropriately managed by all relevant authorities.

The NPPF highlights the need for co-operation, joint working and information sharing between different stakeholders to tackle cross boundary infrastructure requirements, but does acknowledge in Paragraph 28 that *“plans come forward at different times, and there may be a degree of uncertainty about the future direction of relevant development plans or plans of infrastructure providers. In such circumstances strategic policy-making authorities and Inspectors will need to come to an informed decision on the basis of available information, rather than waiting for a full set of evidence from other authorities.”*

Paragraph 85 of the NPPF also touches on infrastructure provision. It states that

*“Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:*

- a) clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections);*
- b) storage and distribution operations at a variety of scales and in suitably accessible locations. that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation;*
- c) the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.*

### The Mayor's London Plan

The Mayor of London's London Plan (GLA 2021) forms part of the Development Plan for boroughs in London. Local Plans are required to be in general conformity with strategic policies in the London Plan.

In planning for London's growth, the London Plan recommends Boroughs assess the capacity of existing and planned infrastructure to support the required level of growth in their area and identify infrastructure requirements in social infrastructure delivery plans or programmes.

#### **Paragraph 3.2.1 of the London Plan:**

*'... Infrastructure capacity, having regard to the growth identified in the Development Plan, should be identified in the borough's infrastructure delivery plans or programmes ...'*

The London Plan expects boroughs to work with infrastructure providers to consider the cumulative demands from developments and ensure that sufficient capacity will exist at the approach time.

There are also emphasises on boroughs to engage with local communities and stakeholders at an early stage and to plan for the infrastructure necessary along identified Growth Corridors and Opportunity Areas following an 'area-based approach' where appropriate.

### **1.3 Macro Context and Environment (National/International)**

It is important to consider the wider Macro-environment when drawing up an IDP as national/international economic, environmental, political, technological, socio-cultural and demographic factors will all invariably impact upon how RBK is able to fund and provide necessary infrastructure to support the Local plan. This IDP will not set all of these factors out in detail, save for brief overview as per the following:

#### *Economic*

The UK and numerous other countries in Europe and beyond have been dealing with challenging inflationary pressures and economic instability post COVID. The resulting costs of materials, labour, borrowing etc have all risen significantly - resulting in a significant increase in delivery costs for most forms of infrastructure delivery in the last few years. As a result, Planning contributions such as S106 and CIL can no longer deliver what they once did.

#### *Political*

The UK has recently changed governments, and a greater focus on development led growth (and the supporting infrastructure) is likely to increase the focus on infrastructure delivery in the country (and potentially change where this is intended to be located). Additionally, larger scale conflicts in the middle east and in Ukraine and geo-political tensions in Europe and beyond have fed into the inflationary and economic pressures mentioned above.

#### *Environmental*

Climate Change is another international factor which has a major impact on infrastructure delivery. The Council declared a Climate emergency in June 2019. This has placed a firm emphasis on delivering more sustainable and ecologically sensitive forms of infrastructure.

#### *Technological*

Artificial intelligence has emerged over the last few years with tech firms dominating the world markets - these technological developments combined with changes in working arrangements which were pushed forward by Covid will also impact upon certain types of infrastructure requirements at RBK.

#### *Demographic*

In 2022, the population of the United Kingdom was over 67.6 million, compared with 63.7 million ten years earlier in 2012. A greater population requires a greater level of infrastructure provision. Additionally, in the year to mid-2022, the median age of the population was 40.7 years, up from 39.6 years in 2011, which reflects a wider trend of the UK towards an older/aging population.

#### *Socio/cultural*

Technological developments above have led to much greater emphasis towards human interactions in the technological sphere - such as through emails, social media, online gaming etc which results in a wider societal change/reliance on these forms of interaction for much of the population.

### **1.4 Regional Infrastructure Needs and the Duty to Cooperate**

As highlighted by the NPPF and the London Plan, Strategic Infrastructure needs for RBK should not be viewed in isolation. Infrastructure deficiencies, needs and provisions in/for nearby Boroughs and the wider region need to be taken into account as these can have a knock on effect upon what we need to provide. As part of this requirement, the Council has engaged with and has reviewed the Infrastructure Delivery Plans and the wider local plans of all our neighbouring Boroughs and fed this into this document.

Additionally, the Localism Act 2011 and subsequent regulations also place a statutory duty on local planning authorities to engage and work effectively with other prescribed bodies when addressing relevant strategic matters (the 'Duty to Co-operate'). These matters include the planning of infrastructure that may have cross-boundary requirements or implications.

The infrastructure of strategic importance for the Greater London areas is planned for by the London Mayor (through its London Plan). The Council has and will continue to work positively with the Mayor and other local planning authorities to identify and address the matters of strategic importance as part of the New Local Plan process. Note that the Council collects Mayoral CIL on behalf of the Mayor which is used to provide London-wide transport infrastructure and deliver infrastructure of strategic regional importance.

Statements of Common Ground have/will be prepared to provide information on relevant strategic issues for the area, and the outcomes from any joint-working activities.

#### **Infrastructure covered by this IDP\***

The infrastructure types and categories included by this IDP include:

- Education
- Sport, Community and Leisure
- Healthcare

- Green Infrastructure
- Waste and Water infrastructure
- Regeneration
- Sustainable Energy, Power and Climate action
- Highways and Transportation
- Flood resilience
- Housing & Property

\*Note this is not an exhaustive list.

Please note, that the IDP does not seek to identify every item of infrastructure that may be required or would come forward over the Local Plan period. This IDP has focused on infrastructure with tangible implications for the Local Plan process (e.g. projects that require safeguarding or policy allocation in the Local Plan, and projects with a projected/known 'funding gap' and those that will likely require developer funding to support their delivery).

### **1.5 IDP Methodology**

For most of the infrastructure covered by this IDP, providers already have established processes for identifying infrastructure requirements, with service strategies and related capital programmes providing information on existing and planned capacity and future infrastructure requirements for the borough.

To inform this IDP, the Council has consulted with various infrastructure providers to identify any related infrastructure planning issues and help identify the infrastructure requirements to deliver the New Local Plan.

The infrastructure providers and service partners that contributed to this IDP include (but are not limited to):

1. London Healthy Urban Development Unit (HUDU)
2. NHS SWL Integrated Care Board
3. Surrey County Council
4. Royal Borough of Kingston Upon Thames:
  - 4.1. Achieving for Children (AfC)
  - 4.2. Corporate & Communities
  - 4.3. Highways & Transport
  - 4.4. Regeneration, Recovery, Employment, Skills and Enterprise
  - 4.5. Culture and Heritage
  - 4.6. Major projects
  - 4.7. Property
  - 4.8. Strategic Planning
  - 4.9. Greenspaces
  - 4.10. Flood Resilience

- 4.11. Leisure Services and Contracts
- 4.12. Waste
- 4.13. Capital Projects
- 5. Network Rail
- 6. NGET: National Grid Electricity Transmission
- 7. UKPN: UK Power Network
- 8. Thames Water

The preparation of this IDP had two broad stages:

**Stage 1: Initial Information gathering & initial review**

(January – February 2022)

The first stage is primarily a desktop review including a review of all existing evidence/baseline documents in order to identify what infrastructure evidence currently exists and gaps that require addressing for the preparation of an updated IDP. Note that this IDP document builds on a draft IDP produced in December 2020.

**Stage 2: Further Engagement**

(February 2022 – July 2023)

The second stage involved working with partners and providers to review and refine the information gathered in Stage 1 on an annual basis, including follow-up discussions with all the various stakeholders to narrow down the list of relevant IDP projects and seek updates on their funding and delivery.

**Stage 3: Prioritisation**

(August 2023 – July 2024)

The final stage involved taking all the resulting evidence and engagement, factoring in all macro context and regional infrastructure needs and the results of the Duty to Cooperate, and placing all of this under the ‘lens’ of the Local plan and its aims and objectives. Through doing this we are able to prioritise the identified projects into the following 3 broad categories:

|                                  |   |
|----------------------------------|---|
| <b>Critical Infrastructure:</b>  | <i>Critical for meeting primary unmet development needs arising from the Local Plan and for enabling the primary development objectives set out within the Council's Local Plan (and wider planning Policy) to be met.</i>  |
| <b>Essential Infrastructure:</b> | <i>Essential for meeting secondary unmet development needs arising from the Local Plan and for enabling secondary development objectives set out within the Council's Local Plan (and wider planning Policy) to be met.</i> |

**Important Infrastructure:**

*Important for meeting other unmet development needs arising from the Local Plan and for enabling other development objectives set out within the Council's Local Plan (and wider planning Policy) to be met.*

**Primary development needs/objectives** refer to infrastructure that meets primary human needs resulting from the implementation of the Local Plan (such as employment, core health and care facilities, housing, core educational facilities and vital (sustainable) transport facilities).

**Secondary development needs/objectives** refer to infrastructure that meets secondary human needs resulting from the implementation of the Local Plan (such as community facilities, sport and leisure facilities, sustainable travel facilities, higher/other educational facilities, flood mitigation/prevention etc).

**Other development needs/objectives** refer to infrastructure that meets other important human needs resulting from the implementation of the Local Plan (such as public spaces, cultural facilities, heritage assets, landscaped parks/gardens, biodiversity enhancement etc etc).

Prioritisation within the IDP document also takes into consideration the status of the evidence documentation used to demonstrate any unmet and/or future needs (such as age, adoption status etc). Additionally, it is noted that some projects may meet several different unmet development needs and/or policy objectives and so may be prioritised at a higher level as a result. Finally, as the IDP is a fluid document, prioritisation for certain projects may change over time.

In relation to time periods. Aligning with the New Local Plan period (between 2019 and 2041), infrastructure requirements in this IDP have been organised into the following periods:

- **Ongoing:** Infrastructure projects that have been given the green light/have commenced
- **Immediate:** Infrastructure projects that are due to commence within 1 year
- **Short-term:** Infrastructure projects that are due to commence within 2-5 years
- **Medium-term:** Infrastructure projects that are due to commence within 6-10 years
- **Long-term:** Infrastructure projects that are due to commence within 11+ years

**Stage 4: (Re)engagement and (Re)gathering of information**

July 2024 - Present (April)

Delays have occurred in progress in the local plan as a result of the publication of the revised National Planning Policy Framework as well as accompanying guidance. As a result, Stages 1-3 were repeated. As the Plan was amended, housing targets changed, projects initially inserted in the IDP have been delivered and the number and type site allocations were increased. As such the IDP has been reviewed and updated accordingly to ensure it is as up to date as possible as it moves to examination. The project lists in this document are up to date as of May 2026.

**Stage 5: Annual Review and Update**

Notwithstanding the delays outlined in the previous stage, the Council has sought to review and update this IDP periodically with infrastructure providers and service partners to ensure it reflects the most up-to-date information available. It is recognised that requirements for infrastructure will evolve over time, as such the Council will continue to refine and amend the project lists attached to this IDP on an annual basis (at a minimum).

## **1.6 Limitations of this IDP**

The planning of infrastructure is complex - involving a wide range of organisations and bodies, working to different timescales and delivery objectives. While the Council has taken care to ensure the information included in this document is accurate and correct at the time of writing, the delivery of infrastructure is a fluid process sensitive to economic, social, political and environmental changes and pressures from macro to micro level, and so the document will only ever provide snapshots of where we are at any one time.

As such, this IDP does not in any way commit the Council or any providers to the funding or delivery of infrastructure identified in this document. This IDP has been prepared at a level of detail required to support plan-making only. Additional assessments may be required to determine the precise nature of any provision and options for project funding and delivery.

## 2. DEVELOPMENT GROWTH

### 2.1 Population Change

In the city of London, the population size has increased by 16.6% in the last 10 years, from around 7,4 million in 2011 to 8,6million in 2021. By 2035, London's population is expected to increase to a total population of 9.6 million.

The Draft LHNA report identifies that population growth over the last decade has been low (3.5%), focussed mainly on the 65+ age group, with the population of children in particular falling.

Similarly, by 2032, the GLA project that greatest growth is projected to be in the 65 or over age group, where the population is expected to increase by up to 29%. In contrast the number of children of primary and secondary age are projected to drop well below the current figures. Detailed housing led population projections are listed below (GLA, 2021):

| Age Group   | % Change Identified Capacity Scenario | % Change Past Delivery Scenario | %Change Housing Target Scenario |
|-------------|---------------------------------------|---------------------------------|---------------------------------|
| 0 to 3      | -4.22%                                | -12.20%                         | -4.11%                          |
| 4 to 10     | -18.31%                               | -22.66%                         | -17.97%                         |
| 11 to 15    | -10.49%                               | -13.30%                         | -10.32%                         |
| 16 to 17    | 5.04%                                 | 2.14%                           | 5.04%                           |
| 18 to 64    | 8.40%                                 | 1.80%                           | 8.34%                           |
| 65 and over | 28.94%                                | 26.33%                          | 29.01%                          |

## 2.2 Housing Requirements

In the short to medium term, the borough is expected to experience significant growth in several areas, including Kingston town centre, Norbiton (specifically the Cambridge Road Estate), and the town centres of New Malden and Tolworth. As part of the emerging New Local Plan, the Council plans to release Green Belt land and Metropolitan Open Land for development, with most of these sites situated primarily in the southern parts of the borough

The table below shows the Draft Local Plan's 'Housing Trajectory':

|  | Pre-adoption<br>2024-27 | Years 1-10<br>2028-37 | Years 11-15<br>2038-42 | Total         |
|--|-------------------------|-----------------------|------------------------|---------------|
| <b>London Plan Target / Local Housing Need</b> |                         |                       |                        |               |
| London Plan Target                             | 5,824                   | 964                   | 0                      | 6,788         |
| Local Housing Need                             | 0                       | 12,552                | 7,845                  | 20,397        |
| <b>Total</b>                                   | <b>5,824</b>            | <b>13,516</b>         | <b>7,845</b>           | <b>27,185</b> |
| <b>Housing Land Supply</b>                     |                         |                       |                        |               |
| Permissions                                    | 1,818                   | 128                   | 0                      | 1,946         |
| Windfalls                                      | 0                       | 2,600                 | 1,475                  | 4,075         |
| Draft Site Allocations (non-GB/MOL)            | 323                     | 5,235                 | 3,175                  | 8,733         |
| Green Belt and MOL                             | 0                       | 585                   | 5,010                  | 5,595         |
| <b>Total</b>                                   | <b>2,141</b>            | <b>8,548</b>          | <b>9,660</b>           | <b>20,349</b> |

*Note: The figures above are subject to change based on planning application submission and outcome*

The Council recently commissioned a Local Housing Needs Assessment Draft Report (capacity based methodology) which identifies that population growth over the last decade has been low (3.5%), focussed mainly on the 65+ age group.

- A trend-based assessment of future demographics identifies a central needs position of **490 homes a year**. This includes declining population in younger/ school-age cohorts.
- The LHNA identifies evident benefits from higher housing delivery in supporting the sustainability of Borough schools and the local economy.
- Recommended housing size mix (market housing): 1-bed 5%; 2-bed 25%; 3-bed 50%; 4+-bed 20%.
- Recommended affordable housing tenure mix: Low-cost rent 70%; Intermediate 30%.

Whilst the LHNA identifies a lower need than the London Plan target, the Local Plan must try to meet this target as far as it can, and therefore must plan for a housing (and associated infrastructure provision) to accommodate this target.

## 2.3 Employment Developments

The future demand for offices is anticipated to be focused on town centres and within existing office clusters. The London Plan identifies Kingston as having the demand and viability to accommodate new offices. It also identifies New Malden, Surbiton and Tolworth as having demand for office functions (but generally within smaller units).

The borough has two designated Strategic Industrial Locations providing land and premises for industrial functions - Barwell Business Park and Chessington Industrial Estate. The borough also has a number of designated Locally Significant Industrial Sites, and non-designated sites containing existing industrial and business uses. To meet the future demand for industrial and related services, the London Plan expects the borough to manage and where necessary intensify existing industrial sites with no net loss in industrial capacity.

# 3. DELIVERING INFRASTRUCTURE PROJECTS

## 3.1 Bidding process and funding allocation

As noted in Section 1 of the document, this IDP provides the initial (and preliminary) prioritisation list for infrastructure projects put forward by the relevant public sector delivery agencies. It is designed to identify key infrastructure priorities necessary to deliver the Local Plan. It also provides guidance to decision makers in the allocation of Developer Contributions (such as S106 and CIL). Full details on how the IDP feeds into the Council's adopted processes and how the Council seeks to deliver these projects are available on our [website](#).<sup>1</sup>

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<sup>1</sup> <https://www.kingston.gov.uk/infrastructure-planning-delivery/delivering-infrastructure-projects>

## 4. ASSESSING INFRASTRUCTURE REQUIREMENTS

This is split into two sections. SECTION A provides the prioritisation list for infrastructure projects put forward by the relevant public sector delivery agencies. SECTION B will identify the general infrastructure requirements deriving from the developments set out in the site allocations chapter of the Plan.

### SECTION A - Project Prioritisation List

The next section provides the prioritisation list for infrastructure projects put forward by the relevant public sector delivery agencies. These are grouped/organised together by subject/service area, as listed below

- 4.1 Education
- 4.2 Sport, Community and Leisure
- 4.3 Health and Social Care
- 4.4 Green Infrastructure
- 4.5 Waste and Water Infrastructure
- 4.6 Regeneration
- 4.7 Sustainable Energy, Power, and Climate Action
- 4.8 Highways and Transportation
- 4.9 Flood resilience
- 4.10 Housing, Property and Major Projects

#### Key:

As the IDP is a 'Live' Document, the delivery of the projects in the IDP will be reviewed on a regular basis, and projects in this list may be shaded as per the following:

- Projects that are white/unshaded are of unknown status
- Projects that are shaded in **Green** have been completed
- Projects that are shaded in **Grey** have been abandoned
- Projects that are shaded in **Yellow** have commenced
- Projects that are shaded in **Light Blue** have had funding allocated to them

## 4.1 Education

### 4.1.1 Introduction

The section covers all educational-based infrastructure, including primary and secondary schools, higher education institutions, youth and social/community centres where the main purpose is education (note some overlap with healthcare section).

### 4.1.2 RBK responsibilities and requirements

The Council, as Local Education Authority, has a legal responsibility to ensure that there are sufficient school places in the Borough for all children who need a school place. The Council coordinates with adjoining authorities to estimate the needs for education infrastructure.

### 4.1.3 Evidence base

The key evidence bases used to identify the need for the projects which follow are set out below:

- RBK School Place Planning Strategies (2020- 2023)
- Childrens Centre Strategy
- Childrens Social Care Sufficiency Strategy
- Youth Centre Strategy

Note: The IDP does not test the robustness of the evidence bases above



#### 4.1.4 Education project list

| Project Name  | Source                                  | Classification           | Description of Project  | Proposed Location                                       | Proposed Location by Neighbourhood | Timing of Requirement | Timing of Requirement | Project Lead and Partners     | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding        |
|---|---|--------------------------|---|---|------------------------------------|-----------------------|-----------------------|-------------------------------|--|---------------------|--------------------------|
| Expansion of Surbiton Children's Centre Nursery (Surbiton Hill Nursery) | RBK School Place Planning Strategy 2020 | Essential Infrastructure | Permanent accommodation for additional children with SEND   | Alpha Road, Surbiton                                    | Surbiton                           | Short-Term (2023)     | Immediate             | AfC; RBK; school              | RBK capital project                          | 0.1                 | High Needs Capital grant |
| New 2 FE Primary Academy, Surbiton Primary Academy                      | RBK School Place Planning Strategy 2020 | Critical Infrastructure  | New two form entry primary academy expected from September 2022, to meet projected demand for places within Surbiton, Tolworth and Berrylands.                    | King Charles Centre, Surbiton                           | Surbiton                           | Short-Term (2023)     | Immediate             | Omnia Trust; DfE/ESFA         | ESFA free schools programme                  | N/A                 | DfE FSP                  |
| Expansion of Knollmead Primary School by 1 FE                           | RBK School Place Planning Strategy 2020 | Critical Infrastructure  | Expansion of Knollmead Primary School to accommodate pupils from the ex-government offices site (land at Hook Rise South, Tolworth) in the medium to longer term. | Knollmead Primary School (Area 5 Tolworth & Berrylands) | Surbiton                           | Medium-Term (2027+)   | Medium-term           | AfC; Knollmead Primary School | RBK capital project                          | 5-7                 | Basic Need: TBC          |
| Potential requirement for a new primary school or primary places        | RBK School Place Planning               | Essential Infrastructure | New housing developments are highly likely to trigger a requirement for additional primary places in the North and central Kingston areas.                        | TBC (Area 1 North Kingston;                             | Kinston Town                       | Medium/Long-Term      | Long-term             | AfC; DfE/ESFA                 | TBC  | TBC                 | Basic Need: TBC          |

|  |   |                                 |  |   |                    |                   |            |                               |   |     |   |
|--|---|---------------------------------|--|---|--------------------|-------------------|------------|-------------------------------|---|-----|---|
| in the North Kingston area   | Strategy 2020                           |                                 |  | Area 2 Kingston Town and Norbiton)  |                    |                   |            |                               |   |     |   |
| Potential expansion of Burlington Infant School  | RBK School Place Planning Strategy 2020 | <b>Critical Infrastructure</b>  | Expansion of Burlington Junior School to meet future demands from the Cocks Crescent and other housing developments.   | Burlington Infant School, Burlington Road<br><br>(Area 6 New Malden & Coombe) | Meldens and Coombe | Short-Term (2025) | Short-term | AfC; Burlington Infant School | RBK capital project   | TBC | Basic Need: TBC                         |
| Potential expansion of Burlington Junior School  | RBK School Place Planning Strategy 2020 | <b>Critical Infrastructure</b>  | Expansion of Burlington Junior School to meet future demands from the Cocks Crescent and other housing developments.   | Burlington Junior School, Burlington Road<br><br>(Area 6 New Malden & Coombe) | Meldens and Coombe | Short-Term        | Short-term | AfC; Burlington Junior School | RBK capital project - already being delivered   | 14  | Basic Need; preferential-rate borrowing |
| Maintenance projects for Council-maintained and Foundation primary schools and Malden Oaks | IDP engagement (AfC)                    | <b>Essential Infrastructure</b> | Ongoing work to repair and/or replace building infrastructure, to address large-scale condition and compliance issues. | TBC   | TBC                | On-going          | TBC        | AfC                           | Some would be delivered by RBK; others procured and managed by the schools themselves | TBC | Basic Need                              |

|   |   |                                |   |  |                    |                   |            |                                      |                     |      |                                    |
|---|---|--------------------------------|---|--|--------------------|-------------------|------------|--------------------------------------|---------------------|------|------------------------------------|
| Essential repair works at Lovelace Primary School           | Essential Repairs                       | <b>Critical Infrastructure</b> | Essential Repair works to the school to allow for continued use of the facilities   | Lovelace Primary School, Mansfield Rd, Chessington KT9 2RN                       |                    |                   | Immediate  | AfC                                  | RBK Capital Project | 0.65 | Basic Need, Borrowing, CIL         |
| Essential repair works at Tolworth Junior School            | Essential Repairs                       | <b>Critical Infrastructure</b> | Essential Repair works to the school to allow for continued use of the facilities   | Tolworth Junior School, School Ln, Surbiton KT6 7QJ                              |                    |                   | Immediate  | AfC                                  | RBK Capital Project | 0.25 | Basic Need, Borrowing, CIL         |
| Essential repair works at Coombe Hill Junior School         | Essential Repairs                       | <b>Critical Infrastructure</b> | Essential Repair works to the school to allow for continued use of the facilities   | Coombe Hill Junior School, Coombe Ln W, New Malden, Kingston upon Thames KT2 7DD |                    |                   | Immediate  | AfC                                  | RBK Capital Project | 1.20 | Basic Need, Borrowing, CIL         |
| New Diocese of Southwark Church of England Secondary School | RBK School Place Planning Strategy 2020 | <b>Critical Infrastructure</b> | New six-form-entry 11-16 Church of England secondary school. Application has been conditionally approved in April 2020; site was disposed of in November 2021. The school is expected to admit its first Year 7 intake in September 2025. | RBK-owned land between Hampden Road and Kingsmeadow Stadium Car Park             | Meldens and Coombe | Short-Term (2025) | Short-term | AfC; Diocese of Southwark ; DfE/ESFA | ESFA project        | N/A  | DfE FSP (for 90% of capital costs) |

|   |   |                                 |   |  |                   |                             |            |  |                     |     |  |
|---|---|---------------------------------|---|--|-------------------|-----------------------------|------------|--|---------------------|-----|--|
| Temporary expansions of existing secondary schools                                      | RBK School Place Planning Strategy 2020 | <b>Important Infrastructure</b> | Temporary expansions of existing secondary schools to meet demand for places – through bulge classes - until the opening of the proposed new secondary school.<br><br>For 2020, Hollyfield School and the Kingston Academy both accommodated an extra class; Kingston Academy did so again in 2021. | Schools to be identified.                                      | TBC               | Short-Term (2023 and 2024)  | Immediate  | AfC; RBK; schools and multi-academy trusts | RBK capital project | TBC | Basic Need: TBC  |
| Potential requirement for a new secondary school or secondary places within the borough | RBK School Place Planning Strategy 2020 | <b>Important Infrastructure</b> | New housing developments are highly likely to trigger a requirement for additional secondary places within the borough.   | TBC (Area 1 North Kingston; Area 2 Kingston Town and Norbiton) | Kingston Town     | Long-Term                   | Long-term  | AfC; DfE/ESFA                              | ESFA project        | TBC | Basic Need: TBC  |
| Malden Oaks Post-16 SEMH specialist resource provision                                  | RBK School Place Planning Strategy 2020 | <b>Critical Infrastructure</b>  | Phase 2 to expand the number of places from 8 to 24.  | Malden Oaks School, Duke's Centre, Dukes Avenue, Ham           | Short-Term (2022) | Short-Term (2022)           | Immediate  | AfC; RBK                                   | RBK capital project | 0.5 | Special Provision Capital Fund and High Needs Capital (ESFA Grant) |
| Additional centres of Dysart special school (and St Philip's special school)            | RBK School Place Planning Strategy 2020 | <b>Critical Infrastructure</b>  | Further centres of Dysart School (and perhaps for St Philip's) to provide more special school places, and a site for a secondary satellite.   | Star Centre; and site for secondary centre                     | Surbiton          | Short-Term (2023 and 2024); | Short-term | AfC; RBK                                   | RBK capital project | TBC | Special Provision Capital Fund (ESRA Grant)                        |

|   |   |                                 |   |   |                      |                             |             |   |                                |     |  |
|---|---|---------------------------------|---|---|----------------------|-----------------------------|-------------|---|--------------------------------|-----|--|
| Willow at St Philip's                           | RBK School Place Planning Strategy 2020 | <b>Essential Infrastructure</b> | This would enable the establishment of a new 14-16 vocational centre.   | St Philip's School, Harrow Close, Chessington         | South of the Borough | Short-Term (2023 and 2024); | Short-term  | AfC;RBK   | RBK capital project            | TBC | Special Provision Capital Fund (ESRA Grant)                            |
| Spring School                                   | RBK School Place Planning Strategy 2020 | <b>Critical Infrastructure</b>  | Spring School is a new special free school for children and young people with Autism. Two new special schools (one in Kingston and one in Richmond) will fill major gaps in local offers for children with Autism and SEMH as their main needs. The part of the Moor lane to be leased for the school was disposed of in November 2021.           | Part of Moor Lane Centre site, Moor Lane, Chessington | South of the Borough | Short-Term (2023)           | Immediate   | AfC; RBK; DfE/ESFA  | ESFA project                   | TBC | DfE FSP  |
| New 16-25 Campus for Special Schools            | RBK School Place Planning Strategy 2020 | <b>Essential Infrastructure</b> | Proposal to develop a 16-25 campus which would co-locate the sixth forms of the borough's special schools (Dysart, Bedelsford, St Philip's) and Orchard Hill College's provision; the proposal will also release spaces at the three special schools and free up the Orchard Hill College site - in Beaconsfield Road, New Malden - for disposal. | TBC   | TBC                  | Medium-Term                 | Medium-term | AfC; RBK; Orchard Hill College & Academy Trust (OHCAT); LocatEd | OHCAT responsible for delivery | TBC | High Needs Capital grant of £3.6m                                      |
| New 'Cullum Centre' SRP at The Kingston Academy | RBK School Place Planning Strategy 2020 | <b>Essential Infrastructure</b> | This would enable a new autism-specialist SRP at The Kingston Academy by creating bespoke facilities in partnership with the National Autistic Society, who would provide £1m towards the capital cost.   | The Kingston Academy, Richmond Road, Kingston         |                      | Short-Term (2024)           | Short-term  | AfC; RBK; Kingston Educational Trust; National Autistic Society | RBK capital project (TBC)      | 2.5 | High Needs Capital (ESFA grant) and £1m from National Autistic Society |

|   |   |                                 |  |   |                      |                   |             |                  |                     |     |     |
|---|---|---------------------------------|--|---|----------------------|-------------------|-------------|------------------|---------------------|-----|-----|
| Alternative provision vocational centre for KS2 and KS3 | RBK School Place Planning Strategy 2020 | <b>Important Infrastructure</b> | TBC  | Former Barnfield Youth Centre, Parkfield Road, Kingston | Meldens and Coombe   | Medium-Term       | Medium-term | AfC; RBK; school | RBK capital project | TBC | 0.5 |
| Chessington Childrens Centre                            | Children's Centre Strategy              | <b>Essential Infrastructure</b> | Various repairs and condition issues need to be addressed. Possibility of creating a Family hub.   | Buckland Road, Chessington                              | South of the Borough | TBC               | TBC         | RBK              | RBK capital project | TBC | TBC |
| Kingston Town Children's Centre                         | Children's Centre Strategy              | <b>Essential Infrastructure</b> | Various repairs and condition issues need to be addressed. Internal decoration and outdoor area inc play equipment to be repaired. Possibility of creating a community hub.  | Villiers Road, Kingston                                 | Kingston Town Centre | TBC               | TBC         | RBK              | RBK capital project | TBC | TBC |
| Kingsnympton Children's Centre                          | Children's Centre Strategy              | <b>Essential Infrastructure</b> | Various repairs and condition issues need to be addressed, internal renovation needed - IT to be provided. Possibility of creating a Family hub.   | Kingsnympton Park, Kingston Hill                        | Meldens and Coombe   | TBC               | TBC         | RBK              | RBK capital project | TBC | TBC |
| Old Malden Children's Centre                            | Children's Centre Strategy              | <b>Essential Infrastructure</b> | Various repairs and condition issues need to be addressed. Identified as a Family hub. Internal reconfiguration and possible additions to be building to be considered. Fire Safety issues with roof to be investigated - lack of partitions noted previous inspection | Lawrence Avenue, Malden Manor                           | Meldens and Coombe   | TBC               | TBC         | RBK              | RBK capital project | TBC | TBC |
| Tolworth Children's Centre                              | Children's Centre Strategy              | <b>Essential Infrastructure</b> | Roof and staircase repairs - £0.6m. Possibility of creating a Family Hub   | School Lane, Tolworth                                   | Surbiton             | Short-Term (2022) | Immediate   | RBK              | RBK capital project | 0.6 | TBC |
| Dickerage Sport and Community Centre                    | Youth Service Strategy - presented      | <b>Essential Infrastructure</b> | Various repairs and condition issues need to be addressed. Internal decoration of office spaces required - IT to be provided. Possible addition to be building to be   | Dickerage Lane, New Malden                              | Meldens and Coombe   | TBC               | TBC         | RBK              | RBK capital project | TBC | TBC |

|  |   |                                 |   |  |          |                   |           |             |                     |     |     |
|--|---|---------------------------------|---|--|----------|-------------------|-----------|-------------|---------------------|-----|-----|
|  | to ECSC<br>15/03/22                         |                                 | considered. Identified as a future Family hub.  |  |          |                   |           |             |                     |     |     |
| HOST 3<br>(formerly known as Green Leas 2) | Children's Social Care Sufficiency Strategy | <b>Important Infrastructure</b> | Full business case being completed to consider viability of new supported accommodation provision for care leavers. RBK Property have been requested to try and identify a potential building for this. If the project is viable and a building is found, RBK would fund the repurposing of the building. | No building identified as yet.   | TBC      | Short-Term (2023) | Immediate | RBK and AfC | RBK capital project | TBC | TBC |
| Children's Home                            | Children's Social Care Sufficiency Strategy | <b>Critical Infrastructure</b>  | Full business case being completed to consider viability of a new children's home.  | A potential building has been identified at Chamberlain Way in Surbiton. | Surbiton | Short-Term (2023) | Immediate | RBK and AfC | RBK capital project | TBC | TBC |

## 4.2 Sport, Community, and Leisure

### 4.2.1 Introduction

This section covers all sport, community, and leisure infrastructure which require maintenance and improvements works to support positive impacts on the health and wellbeing of local communities.

### 4.3.2 RBK responsibilities and requirements

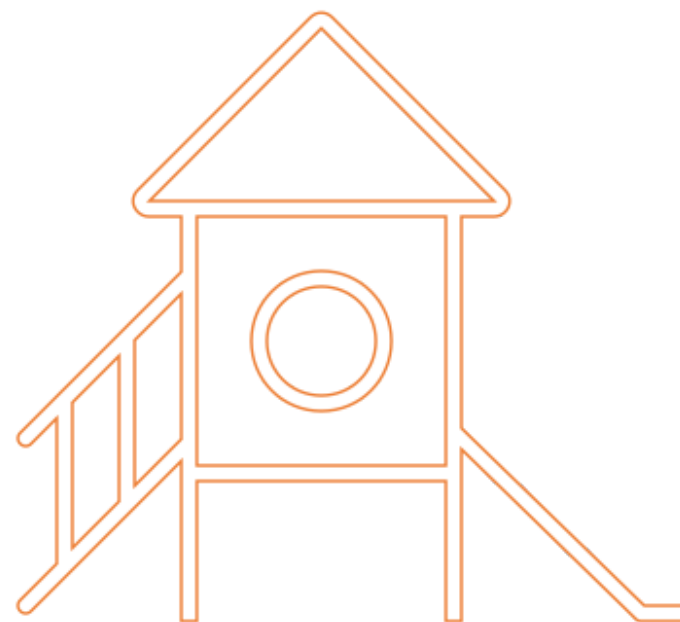
The ambition of the borough is to improve the quality of the local sports, community, and leisure spaces to support the health and wellbeing of residents and visitors, support healthier lifestyles through enhanced accessibility to open spaces, recreation and play facilities.

### 4.3.3 Evidence base

The key evidence bases used to identify the need for the projects which follow are set out below:

- RBK Leisure Strategy Refresh 2020
- RBK Community Parks Programme 2020-24
- RBK Greenspace Strategy 2024-34
- RBK Allotment Strategy 2021-31

Note: The IDP does not seek to examine the robustness of the evidence base(s) noted above.



#### 4.3.4 Sport, Community and Leisure project list

| Project Name                                 | Source                            | Classification           | Description of Project   | Proposed Location                             | Proposed Location by Neighbourhood | Timing of Requirement | Timing of Requirement | Project Lead and Partners | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding |
|--|-----------------------------------|--------------------------|--|---|------------------------------------|-----------------------|-----------------------|---------------------------|--|---------------------|-------------------|
| Kingston Leisure Centre Replacement Facility | RBK Leisure Strategy Refresh 2020 | Essential Infrastructure | The leisure centre was closed in 2019 due to requirement for urgent repair works to the centre's roof. The latest preferred option is to replace the centre on its existing footprint and provide improved leisure facilities. | Kingfisher Centre, part of Cattle Market site | Kingston Town                      | Medium-Term           | Medium-term           | RBK                       | TBC  | TBC                 | TBC               |
|  |                                   |                          | Potential requirement for the provision of a temporary swimming pool during the design and construction phases of the replacement facility at Kingston.  |   |                                    |                       |                       |                           |  |                     |                   |

|  |  |  |                                       |  |  |  |  |  |  |  |  |
|--|--|--|---------------------------------------|--|--|--|--|--|--|--|--|
|  |  |  | Recommended specification:            |  |  |  |  |  |  |  |  |
|  |  |  | · 8 lane x 25m pool (c.150 seats)     |  |  |  |  |  |  |  |  |
|  |  |  | · 20m x 10m teaching pool             |  |  |  |  |  |  |  |  |
|  |  |  | · 20 station spin studio              |  |  |  |  |  |  |  |  |
|  |  |  | · 4 x multi-purpose fitness studios   |  |  |  |  |  |  |  |  |
|  |  |  | · 4 to 8 court sports hall            |  |  |  |  |  |  |  |  |
|  |  |  | · 154 station gym                     |  |  |  |  |  |  |  |  |
|  |  |  | · Soft play and clip n climb facility |  |  |  |  |  |  |  |  |

|  |                                   |                          |  |  |                    |             |             |     |     |     |     |
|--|-----------------------------------|--------------------------|--|--|--------------------|-------------|-------------|-----|-----|-----|-----|
|  |                                   |                          | · Flexible spaces for health consultation and library services (potential co-location of services)   |  |                    |             |             |     |     |     |     |
| The Malden Centre Replacement Facility | RBK Leisure Strategy Refresh 2020 | Essential Infrastructure | Replacement facility for The Malden Centre; design options have been commissioned, it is understood that following its approval, a development partner will be sought as part of the site's delivery strategy. | The Malden Centre, part of Cocks Crescent site | Meldens and Coombe | Medium-Term | Medium-term | RBK | TBC | TBC | TBC |
|  |                                   |                          | Recommended specification:   |  |                    |             |             |     |     |     |     |
|  |                                   |                          | · 6 lane x 25m pool  |  |                    |             |             |     |     |     |     |
|  |                                   |                          | · 20m x 10m learner pool   |  |                    |             |             |     |     |     |     |
|  |                                   |                          | · 150 station gym  |  |                    |             |             |     |     |     |     |

|                                     |                                   |                          |  |                            |                      |             |           |     |     |     |     |
|-------------------------------------|-----------------------------------|--------------------------|--|----------------------------|----------------------|-------------|-----------|-----|-----|-----|-----|
|                                     |                                   |                          | <ul style="list-style-type: none"> <li>· 2 x multi-purpose fitness studios</li> </ul>  |                            |                      |             |           |     |     |     |     |
|                                     |                                   |                          | <ul style="list-style-type: none"> <li>· 4 court sports hall</li> </ul>  |                            |                      |             |           |     |     |     |     |
|                                     |                                   |                          | <ul style="list-style-type: none"> <li>· Community and art spaces</li> </ul>   |                            |                      |             |           |     |     |     |     |
|                                     |                                   |                          | <ul style="list-style-type: none"> <li>· Flexible spaces for health consultation and library services (potential co-location of services)</li> </ul>   |                            |                      |             |           |     |     |     |     |
| New leisure facility at Chessington | RBK Leisure Strategy Refresh 2020 | Essential Infrastructure | There remains a need for additional swimming provisions in the south of the borough. However, the development of a new leisure facility at Chessington is likely to be a longer-term priority. | TBC – south of the borough | South of the Borough | Longer-Term | Long-term | RBK | TBC | TBC | TBC |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|
|  |  |  | <p>In the short term, a Community Use Agreement may be required to ensure existing facilities at the academy are afforded continuity of provision and access under any new operational management of the site.</p> |  |  |  |  |  |  |  |  |  |
|  |  |  | <p>Recommended specification:</p>  |  |  |  |  |  |  |  |  |  |
|  |  |  | <ul style="list-style-type: none"> <li>· 6 lane x 25m pool</li> </ul>  |  |  |  |  |  |  |  |  |  |
|  |  |  | <ul style="list-style-type: none"> <li>· 75 station fitness suite</li> </ul>   |  |  |  |  |  |  |  |  |  |
|  |  |  | <ul style="list-style-type: none"> <li>· 2 x group fitness studios</li> </ul>  |  |  |  |  |  |  |  |  |  |
|  |  |  | <ul style="list-style-type: none"> <li>· 4 to 6 court sports hall</li> </ul>   |  |  |  |  |  |  |  |  |  |
|  |  |  | <ul style="list-style-type: none"> <li>· Community changing rooms</li> </ul>   |  |  |  |  |  |  |  |  |  |

|  |                                       |                          |   |  |              |                         |            |                  |     |      |                          |
|--|---------------------------------------|--------------------------|---|--|--------------|-------------------------|------------|------------------|-----|------|--------------------------|
|  |                                       |                          | <ul style="list-style-type: none"> <li>· Integrated healthy living centre</li> </ul>  |  |              |                         |            |                  |     |      |                          |
|  |                                       |                          | <ul style="list-style-type: none"> <li>· 4 x meeting rooms (5m x 4m)</li> </ul>   |  |              |                         |            |                  |     |      |                          |
| Improvements to facilities at Weir Archer Athletics and Fitness Centre | RBK Leisure Strategy Refresh 2020     | Important Infrastructure | Improvement to existing facilities, including changing and ancillary facilities, to support community activity on site, and its potential role as an exemplar disability sports hub facility. | Weir Archer A&F Centre                               | Kigston Town | TBC                     | TBC        | RBK; Weir Archer | TBC | TBC  | TBC                      |
| Neighbourhood Play Provision – Small Sites                             | RBK Community Parks Programme 2020-24 | Important Infrastructure | Full modernisation of vital neighbourhood play areas of local importance (at Pear Tree Close, Donald Wood Gardens, and England Way).  | Pear Tree Close, Donald Wood Gardens and England Way |              | Medium-term (2024/2025) | Short-term | RBK              | TBC | 0.15 | Capital Allocation: £25k |

|  |  |                          |   |                                       |  |                         |            |     |     |     |                           |
|--|--|--------------------------|---|---------------------------------------|--|-------------------------|------------|-----|-----|-----|---------------------------|
| Major refurbishment of play areas at Blagdon Road Open Space | RBK Community Parks Programme 2020-24        | Important Infrastructure | The existing MUGA will be upgraded to support a wider range of informal sports and activities, and attract a broader user group. This should align with works proposed at Cocks Crescent development. | Blagdon Road Open Space, New Malden   |  | Short-Term (2022/2023)  | Immediate  | RBK | TBC | 0.2 | Capital Allocation: £100k |
| Enhancement of Kingfisher Playground                         | RBK Community Parks Programme 2020-24        | Important Infrastructure | To enhance the range of equipment on the site and to extend the existing footprint of the playground. This should align with proposals for the new leisure centre.                                    | Kingfisher Playground                 |  | Short-Term (2022/2023)  | Immediate  | RBK | TBC | 0.1 | Capital Allocation: £75k  |
| Installation of 3G pitch at King George V Playing Fields     | IDP engagement (RBK Corporate & Communities) | Important Infrastructure | Installation of a full size 3G pitch within the site, to reduce deficiency in sports pitches and provide a much needed community facility in the borough.   | King George V Playing Field, Tolworth |  | Medium-Term (2024/2025) | Short-term | RBK | TBC | 1   | Grant Funding: £400k      |

|   |  |                          |  |                            |  |                         |            |     |     |      |                          |
|---|--|--------------------------|--|----------------------------|--|-------------------------|------------|-----|-----|------|--------------------------|
| Improvement works at Elm Road Recreation Ground                   | RBK Greenspace Strategy 2021-31              | Important Infrastructure | Replacement of artificial sports surface for the MUGA, and to install an accessible footpath network throughout the recreation ground.         | Elm Road Recreation Ground |  | Short-Term (2023/2024)  | Short-term | RBK | TBC | 0.12 | Grant Funding: £10k      |
| Community building at Victoria Recreation Ground                  | RBK Greenspace Strategy 2021-31              | Important Infrastructure | Modification to existing sport pavilion, changing facility and community activity area to comply with DDA and address capacity related issues. | Victoria Recreation Ground |  | Medium-Term (2024/2025) | Short-term | RBK | TBC | 0.6  | Grant Funding: £100k     |
| Installation of children's play area at Dickerage Road Open Space | IDP engagement (RBK Corporate & Communities) | Important Infrastructure | Installation of children's play area and recreational footpath at Dickerage Road Open Space  | Dickerage Road Open Space  |  | Short-Term (2022/2023)  | Short-term | RBK | TBC | 0.2  | Capital Allocation: £50k |

|  |                                 |                          |  |  |  |          |         |     |     |     |                           |
|--|---------------------------------|--------------------------|--|--|--|----------|---------|-----|-----|-----|---------------------------|
| Programme to modernise existing recreational and ancillary buildings and toilet blocks | RBK Greenspace Strategy 2021-31 | Important Infrastructure | Many of the existing buildings recreational and ancillary buildings within parks are dilapidated. Additional funding would be required to help convert and renovate these buildings or to repurpose them for new uses. | TBC  |  | On-going | Ongoing | RBK | TBC | 10  | Grant Funding: £2 million |
| Improvement works to existing allotments   | RBK Allotment Strategy 2021-31  | Important Infrastructure | Improvement works to retain the viability of existing allotment sites (including fences, footpaths, and water supply) and to bring unproductive areas back into use.   | Council managed allotments                   |  | On-going | Ongoing | RBK | TBC | 0.4 | Capital Allocation: £40k  |
| Community Food Growing   | RBK Allotment Strategy 2021-31  | Important Infrastructure | To support community food growing projects and allotments, with the aim of supporting community involvement and food growing in communities.   | Community managed sites (TBC - 14 locations) |  | On-going | Ongoing | RBK | TBC | 0.7 | Capital Allocation: TBC   |



## 4.4 Health and Social Care

### 4.4.1 Introduction

Health and Social care facilities include hospitals, primary care facilities, wellbeing/mental health facilities, children's homes, public care homes.

### 4.4.2 RBK responsibilities and requirements

The ambition of the borough is to support the NHS in its efforts to increase the emphasis on prevention and maintaining good health, moving elements of hospital care out of hospitals and into the community, and delivering primary care at scale.

### 4.4.3 Evidence bases

The evidence bases used to identify the need for the projects which follow is set out below:

- NHS Capital Estate Strategies
- NHS South West London Integrated Care Board (previously CCG)
- Engagement with RBK Public Health and Commissioning bodies and others where applicable

Note: The IDP does not seek to examine the robustness of the evidence base noted above. Further reference includes IDP engagement (SWCCG Estate Broad and RBK Public Health).





#### 4.4.4 Health and Social care project list

| Project Name   | Source                              | Classification                  | Description of Project   | Proposed Location                | Timing of Requirement | Project Lead and Partners | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding                         |
|--|-------------------------------------|---------------------------------|--|----------------------------------|-----------------------|---------------------------|--|---------------------|---|
| Cambridge Road Estate - new primary care health facility as part of the regeneration of the estate | IDP engagement (SWCCG Estate Board) | <b>Critical Infrastructure</b>  | <p>New health facility in a more central location within Cambridge Road Estate as part of the first phase of the estate redevelopment.</p> <p>Planning permission granted subject to s106 legal agreement. S106 heads of terms secures an onsite health facility of approx. 1,000 m2 in phase 2 (or later phase) or an in-lieu s106 contribution of £951,460. Details to be provided in a healthcare delivery plan. Potential relocation of Churchill medical centre into this new facility (as an alternative to project 10.)</p> | Cambridge Road Estate (CRE) site | Medium-term           | SWCCG; RBK                | TBC  | TBC                 | NHS; S106/CIL                             |
| Gosbury Hill Health Centre   | IDP engagement (SWCCG Estate Board) | <b>Essential Infrastructure</b> | <p>Options to establish whether redevelopment or relocation would best suit population needs and provide additional primary care services.</p> <p>Feasibility study underway to look at site</p>   | TBC                              | Short-term            | SWCCG; NHSPS; RBK         | TBC  | TBC                 | NHS; NHSPS/ICS Capital Recycling S106/CIL |

|                                     |                                     |                                 |  |                   |             |                                |     |     |  |
|-------------------------------------|-------------------------------------|---------------------------------|--|-------------------|-------------|--------------------------------|-----|-----|--|
|                                     |                                     |                                 | options - to be completed at the end of May 2022.  |                   |             |                                |     |     |  |
| New healthcare premises in Tolworth | IDP engagement (SWCCG Estate Board) | <b>Essential Infrastructure</b> | <p>Options for new or improved primary healthcare facilities in the Tolworth area, which could include a new community hub to expand healthcare capacity and provide additional services, including Chessington and Surbiton PCN requirements.</p> <p>Different options to deliver a new facility or increase existing primary care capacity. The approved King George's Gate development (16/10482/FUL) includes a health facility in phase 2 of the scheme. There may be other site opportunities. Discussions have taken place with regard to the Express CIC community hub site as identified in the Tolworth Plan and a masterplan is being developed for Tolworth Station. CCG has sought a s106 contribution from Tolworth Towers application, which is the subject of a planning appeal.</p> | TBC               | Medium-term | SWCCG; RBK                     | TBC | TBC | NHS; S106/CIL                                  |
| Redevelopment of Tolworth Hospital  | IDP engagement (SWCCG Estate Board) | <b>Critical Infrastructure</b>  | <p>Redevelopment of Tolworth Hospital to deliver the Estate Modernisation Programme and increase capacity to meet changing and growing population needs.</p> <p>Redevelopment of Tolworth Hospital may</p>   | Tolworth Hospital | Short-term  | St Georges Mental Health Trust | TBC | 88  | To be funded through the sales of surplus land |

|   |  |                                 |  |                   |             |                                    |     |     |               |
|---|--|---------------------------------|--|-------------------|-------------|------------------------------------|-----|-----|---------------|
|   |  |                                 | include the potential disposal of surplus land at Springfield Hospital to provide funding for redevelopment. (Acute & Specialist Care)   |                   |             |                                    |     |     |               |
| Kingston Hospital Foundation Trust Masterplan   | TBC  | <b>Important Infrastructure</b> | Relocation and consolidation of services within the site and disposal of surplus buildings. Including expanded ITU facility, eye unit expansion which include paediatric oncology, outpatient refurbishment and Energy Centre development. | Kingston Hospital | Short-term  | Kingston Hospital Foundation Trust | TBC | TBC | NHS           |
| Primary Care Networks - estate investment   | IDP engagement (SWCCG Estate Broad); 2019/20 Estate Strategy | <b>Essential Infrastructure</b> | Expansion and improvement of the estate to accommodate the additional Primary Care Network workforce and services and address the impacts of population growth and change. The short-term focus is to address immediate PCN estate issues. | Borough-wide      | Medium-term | SWCCG                              | TBC | TBC | NHS; S106/CIL |
| Projects to address health inequalities and to promote better health and mental wellbeing for the population. Includes substance misuse services, given the increasing need | IDP engagement (RBK Public Health)                           | <b>Important Infrastructure</b> | To be considered in subsequent updates of the IDP, and as part of large housing development proposals.   | TBC               | Ongoing     | SWCCG; RBK                         | TBC | TBC | TBC           |

|   |     |                                 |  |  |           |                                 |  |     |                  |
|---|-----|---------------------------------|--|--|-----------|---------------------------------|--|-----|------------------|
| driven by an increase in population.                                    |     |                                 |  |  |           |                                 |  |     |                  |
| Relocation of Kingston Wellbeing Service (KWS-Substance Misuse Service) | TBC | <b>Important Infrastructure</b> | Relocation of KWS from Surbiton Health Centre (a PFI building managed by Community Health Partnership) and the Lodge, which is a small building within the complex. Maps of the footprint on the Surbiton Health Centre complex and a basic specification are available upon request. The Public Health Team would like to identify any suitable accommodation options for KWS due to the current costs of accommodation (high price per square metre) and affordability moving forward. | TBC  | Immediate | Sarah Brown, Daniel Green (TBC) | Joint work with CCG and health services, joint program board | TBC | TBC              |
| extension and improvement to Churchill Medical centre                   | TBC | <b>Critical Infrastructure</b>  | extension and improvement to Churchill medical centre in order to deal with the increased demand from population growth  | Churchill medical centre<br>Clifton Rd,<br>Kingston upon Thames<br>KT2 6PG |           | NHS                             | TBC  | TBC | NHS S106 and CIL |

## 4.5 Green infrastructure

### 4.5.1 Introduction

Green infrastructure refers to the network of multi-functional green spaces and features vital to the sustainability of our natural environment. Green spaces across the borough require a programme of infrastructure maintenance and improvement works to ensure their long-term sustainability and support positive impacts on the health and wellbeing of locals and visitors, as well as valuable habitat for local flora and fauna.

### 4.5.2 RBK responsibilities and requirements

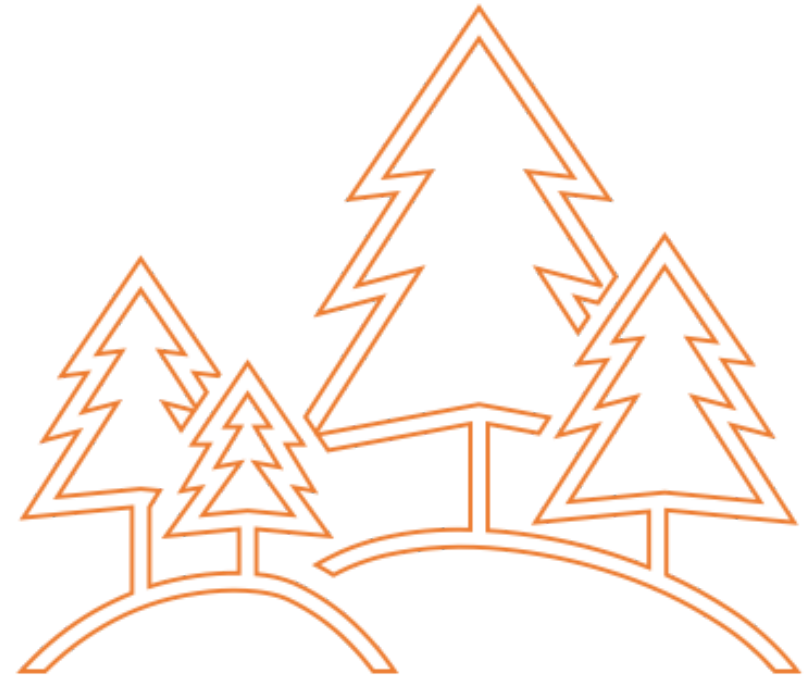
The Council aims to manage and develop its parks and greenspaces across the borough to ensure sustainable, diverse and accessible use by our current residents and visitors as well as the increased numbers of individuals through the forecasted population growth in Kingston.

### 4.5.3 Evidence base

The evidence base used to identify the need for the projects which follow is set out below:

- RBK Community Parks Programme 2020-24
- RBK Greenspaces Strategy 2021-31
- RBK Climate Change Action Plan
- ALGG Opportunity Project
- RBK Biodiversity Action Plan 2021-31

Note: The IDP does not seek to examine the robustness of the evidence base(s) noted above.



#### 4.5.4 Green infrastructure project list

| Project Name  | Source                                | Classification                  | Description of Project  | Proposed Location           | Timing of Requirement | Project Lead and Partners | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding                              |
|---|---------------------------------------|---------------------------------|---|-----------------------------|-----------------------|---------------------------|--|---------------------|--|
| Canbury Gardens Masterplanning                      | RBK Community Parks Programme 2020-24 | <b>Important Infrastructure</b> | To implement the Council's adopted masterplan, this includes improvement to a number of features within the park, biodiversity enhancements, and to provide better public access and connectivity to the town centre. | Canbury Gardens             | Medium-term           | RBK                       | TBC  | TBC                 | Capital Allocation: £100k Grant Funding: TBC   |
| Eagle Brewery Wharf – improvement works             | RBK Community Parks Programme 2020-24 | <b>Important Infrastructure</b> | Works to improve the site's design and its connection to the river. The project will be developed with a number of partners, including the Town Centre Partnership.   | Eagle Brewery Wharf         | Immediate             | RBK                       | TBC  | TBC                 | Capital Allocation: £30k Grant Funding: TBC    |
| Fishponds Park – restoration works and enhancements | RBK Community Parks Programme 2020-24 | <b>Important Infrastructure</b> | To deliver the restoration works and enhancements proposed in the Heritage Landscape Study, including enhancement to water features biodiversity.   | Fishponds Park              | Immediate             | RBK; Park Friends Group   | TBC  | 0.8                 | Capital Allocation: £100k Grant Funding: £100k |
| Latchmere Recreation Ground – improvement works     | RBK Community Parks Programme 2020-24 | <b>Important Infrastructure</b> | Improvement works proposed in the Friends Group's Park Management Plan, including a new wildlife pond.  | Latchmere Recreation Ground | Immediate             | RBK; Parks Friends Group  | TBC  | TBC                 | Capital Allocation: £30k Grant Funding: TBC    |

|   |                                       |                                 |   |                              |           |     |     |       |   |
|---|---------------------------------------|---------------------------------|---|------------------------------|-----------|-----|-----|-------|---|
| Queens Promenade – Pocket Park Project                                | RBK Community Parks Programme 2020-24 | <b>Important Infrastructure</b> | Six Acre Meadow – new footpath and reinstatement of boardwalk   | Queens Promenade Pocket Park | Immediate | RBK | TBC | 0.15  | Capital Allocation: £50k                          |
| Six Acre Meadow – new footpath and reinstatement of boardwalk         | RBK Greenspaces Strategy 2021-31      | <b>Important Infrastructure</b> | Works to create a new footpath along Six Acre Meadow from the railway bridge to the wooden bridge which crosses over the Hogsmill, and the reinstatement of boardwalk at the site.  | Six Acre Meadow              | Immediate | RBK | TBC | 0.1   | Capital Allocation: £5k<br>Neighbourhood CIL: £5k |
| Raeburn Open Space LNR - wheelchair accessible footpath and boardwalk | RBK Greenspaces Strategy 2021-31      | <b>Important Infrastructure</b> | Works to create a wheelchair accessible footpath through the woodland of the Berrylands nature reserve (joining the two bridges together to create a circular loop), and to create a raised boardwalk through the 'blackthorn tunnel'.  | Raeburn Local Nature Reserve | Immediate | RBK | TBC | 0.115 | Capital Allocation: £15k                          |
| Parks and greenspaces – infrastructure improvement works              | RBK Greenspace Strategy 2021-31       | <b>Important Infrastructure</b> | Works to essential infrastructures (including footpaths, jogging/running trails, recreational cycle paths, boundary treatments and related features) to improve accessibility, facilitate healthy lifestyles, and to keep sites safe, attractive and usable by local communities. | TBC                          | Ongoing   | RBK | TBC | 2     | Capital Allocation: £500k                         |
| Climate Change Action Plan – tree planting                            | RBK Climate Change Action Plan        | <b>Important Infrastructure</b> | To support the implementation of the Council's Climate Change Action Plan - supplementary planting of 200 standard trees in the borough over  | TBC                          | Ongoing   | RBK | TBC | 0.75  | TBC   |

|   |  |                                 |   |                                     |            |     |     |      |                           |
|---|--|---------------------------------|---|-------------------------------------|------------|-----|-----|------|---------------------------|
|   |  |                                 | each financial year.  |                                     |            |     |     |      |                           |
| Nature Enhancement Plan: Tolworth Court Farm & MM | ALGG Opportunity Project                     | <b>Important Infrastructure</b> | To deliver further nature conservation enhancements to the wetland and woodland areas of the site.  | Tolworth Court Farm & Moated Manor  | Immediate  | RBK | TBC | 0.1  | TBC                       |
| Nature Enhancement Plan: Tolworth Court Farm & FF | IDP engagement (RBK Corporate & Communities) | <b>Important Infrastructure</b> | Implementation of conservation grazing and browsing project, and extension of the wetland area to improve its ecosystem functions and support nature engagement opportunities.  | Tolworth Court Farm & Farm Fields   | Immediate  | RBK | TBC | 2.5  | Capital Allocation: £500k |
| Nature Enhancement Plan: Elmbridge Meadows        | ALGG Opportunity Project                     | <b>Important Infrastructure</b> | Restoration of the floodplain with creation of seasonal ponds, and reinstatement of drainage ditches into the Hogsmill; Installation of a community orchard, control of invasive species, and regrade of the riverbank to create more natural profiles with lowered riffle areas. | Elmbridge Meadows (Hogsmill Valley) | Short-term | RBK | TBC | 0.5  | Capital Allocation: £50k  |
| Nature Enhancement Plan: Six Acre Meadow          | ALGG Opportunity Project                     | <b>Important Infrastructure</b> | Realignment and habitat management to improve the visibility and biodiversity at the site.  | Six Acre Meadow                     | Short-term | RBK | TBC | 0.5  | Grant Funding: £50k       |
| Nature Enhancement Plan: Knollmead Allotments     | ALGG Opportunity Project                     | <b>Important Infrastructure</b> | To support the continuing community stewardship of an acre of formerly waterlogged land at the site for its special ecological and cultural value.  | Knollmead Allotments                | Immediate  | RBK | TBC | 0.01 | Neighbourhood CIL: £2k    |

|  |  |                                 |  |                                 |             |     |     |       |   |
|--|--|---------------------------------|--|---------------------------------|-------------|-----|-----|-------|---|
| Nature Enhancement Plan: Southwood Local Nature Reserve      | IDP engagement (RBK Corporate & Communities) | <b>Important Infrastructure</b> | Restoration of the flood plain, including works to improve drainage of boundary properties by creation of seasonal ponds and drainage ditches into the Hogsmill; Creation of a community orchard, and removal of invasive species. Including foot path enhancement works | Southwood Local Nature Reserve  | Medium-term | RBK | TBC | 0.5   | Grant Funding: £50k   |
| Hogsmill Restoration, Phase 2 (Bonesgate Section)            | ALGG Opportunity Project                     | <b>Important Infrastructure</b> | Continuation of existing Green Arc Project, to provide realignment of Hogsmill River, in-channel enhancement, bank reprofiling, and bridges and footpaths.   | Bonesgate River                 | Short-term  | RBK | TBC | 1     | Grant Funding: £100k  |
| Fishponds Wetland Restoration Plan                           | RBK Greenspace Strategy 2021-31              | <b>Important Infrastructure</b> | Restoration of the wetland and pond system, creating a series of functioning water bodies to support a wealth of biodiversity and nature engagement opportunities.   | Fishponds Park                  | Immediate   | RBK | TBC | 0.2   | Capital Allocation: £100k<br>Committed Sum from Thames Water: unknown value |
| Richard Jeffries Bird Sanctuary – Nature Reserve Restoration | RBK Greenspaces Strategy 2021-31             | <b>Important Infrastructure</b> | The bird sanctuary is in poor ecological condition, and suffers from litter problems and regular encampments. The proposal is to enhance the woodland habitat and to improve the secured access to the site.   | Richard Jeffries Bird Sanctuary | Immediate   | RBK | TBC | 0.075 | TBC   |

|                                       |                                      |                                 |  |   |             |     |     |      |                      |
|---------------------------------------|--------------------------------------|---------------------------------|--|---|-------------|-----|-----|------|----------------------|
| Plough Pond Restoration               | RBK Biodiversity Action Plan 2021-31 | <b>Important Infrastructure</b> | General habitat enhancements to the oldest pond in the borough, with a replacement of fencing, and creation of a publicly accessible viewing platform.   | Plough Pond   | Immediate   | RBK | TBC | 0.05 | TBC                  |
| Hogsmill Valley Woodland Restoration  | RBK Biodiversity Action Plan 2021-31 | <b>Important Infrastructure</b> | To undertake woodland enhancements and bank naturalisation works (with the inclusion of a Kingfisher back), and to improve secured access to the site to enable better management.   | The Wood, Hogsmill Valley                               | Short-term  | RBK | TBC | 0.5  | Grant Funding: £15k  |
| Tolworth Brook Naturalisation         | RBK Biodiversity Action Plan 2021-31 | <b>Important Infrastructure</b> | Continuing the naturalisation work that has taken place upstream to improve the ecosystem functions of the site, including the de-culverting of the river and creation of wetland habitats. Including footpath enhancement works | Raeburn Open Space & Edith Gardens Local Nature Reserve | Medium-term | RBK | TBC | 1.5  | Grant Funding: £200k |
| Jubilee Wood LNR and pond restoration | RBK Biodiversity Action Plan 2021-31 | <b>Important Infrastructure</b> | Restoring this nature reserve in the south of the borough which support wet woodland, a meadow and two ponds which have been under managed for many years. (known records of Great Crested Newt)                                 | Jubilee Meadows LNR                                     | Short-term  | RBK | TBC | 0.2  | TBC                  |
| Coombe Wood LNR restoration           | RBK Biodiversity Action Plan 2021-31 | <b>Important Infrastructure</b> | Improving the management and removing invasive species from this area of ancient woodland  | Coombe Wood LNR   | Medium-term | RBK | TBC | 0.02 | TBC                  |

## 4.6 Waste and Water Infrastructure

### 4.6.1 Introduction

Maintenance and renewal of existing waste and water infrastructure and delivery of new infrastructure to support growth.

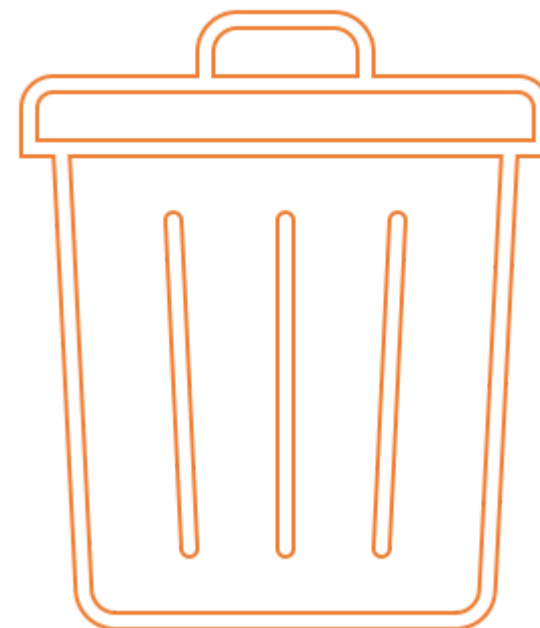
### 4.6.2 RBK responsibilities and requirements

The Council is committed to reducing the amount of waste produced in the borough and will ensure that recycling and waste management are fully considered with new development.

### 4.6.3 Evidence bases

The key evidence bases used to identify the need for the projects which follow are set out below:

- Engagement with water utility providers (eg Thames water) and RBK waste department and published waste management strategies.





#### 4.6.4 Waste and Water Infrastructure Project List

| Project Name                           | Source | Classification           | Description of Project  | Proposed Location | Timing of Requirement | Project Lead and Partners | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding |
|--|--------|--------------------------|---|-------------------|-----------------------|---------------------------|--|---------------------|-------------------|
| Chapel Mill/Villiers Road - Waste Site | TBC    | Important Infrastructure | Substantial investment in the waste site at Chapel Mill/Villiers Road; Currently at feasibility stage, assessing repair, redesign, rebuilt and relocation options | TBC               | Medium-term           | TBC                       | TBC  | TBC                 | TBC               |
| EV Waste fleet                         | TBC    | Important Infrastructure | procurement of EV fleet for waste and street cleansing teams  | borough wide      | short-term            | Deborah Flintoff          | Procurement                                  | TBC                 | CIL/Carbon offset |

## 4.7 Regeneration

### 4.7.1 Introduction

Infrastructure required to support, protect, and enhance economic development and employment in the borrow.

### 4.7.2 RBK responsibilities and requirements

The Council will promote the creation of a sustainable, diverse and balanced economy through:

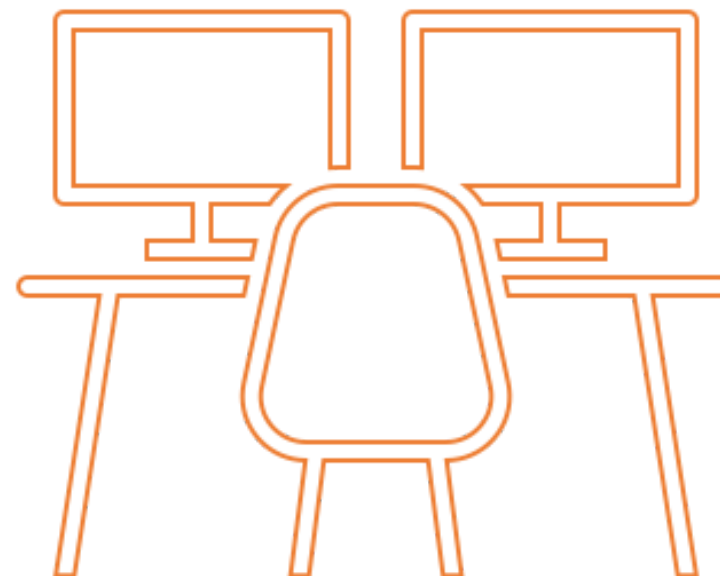
- Ensuring availability of a range of workspaces and unit sizes, start-up space, co-working space and 'grow-on' space by protecting existing floorspace and encouraging the provision of new floorspace - including to support the growth of the emerging green economy; and
- Working with affordable and shared workspace providers to bring forward affordable, flexible and shared workspace
- For major developments, maximising the opportunities for employment and skills both through construction and the final uses of the development
- Public realm improvements to stimulate high street recovery and renewal

### 4.7.3 Evidence base

The primary evidence base used to identify the need for the projects which follow is set out below:

- Employment land review
- Reimagining Kingston
- Mayor of London High Streets for All
- Culture 'Made in Kingston' Strategy;
- RBK Economic Growth and Development Strategy
- Engagement with the RBK High Street Regeneration Team

Note: The IDP does not seek to examine the robustness of the evidence base(s) noted above.



#### 4.7.4 Regeneration project list

| Project Name                                   | Source                 | Classification                  | Description of Project  | Proposed Location   | Timing of Requirement | Project Lead and Partners | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding   |
|--|------------------------|---------------------------------|---|---|-----------------------|---------------------------|--|---------------------|---|
| Provision of flexible and affordable workspace | Employment Land Review | <b>Essential Infrastructure</b> | Investment to ensure adequate provision of office-based flexible workspaces that respond to changing working patterns and growing demand. This could be in a commercial, community or public sector owned facilities, predominantly around Kingston and Surbiton, in line with ELR recommendations, with investment in physical works to make schemes viable for commercial delivery. | Kingston town centre (Sites TBC) and Surbiton, in line with ELR recommendations. Guildhall? | Short-term            | RBK, Land Owners/Agents   | TBC  | 2-3                 | £250,000 secured through S106 from Surrey House development |

|                                    |   |                                 |   |  |            |   |     |     |     |
|------------------------------------|---|---------------------------------|---|--|------------|---|-----|-----|-----|
| Kingston Riverside Regeneration    | Reimagining Kingston ; Mayor of London High Streets for All ; RBK Economic Growth and Development Strategy; Culture ' Made in Kingston' Strategy; | <b>Important Infrastructure</b> | Investment to secure the phased regeneration of Kingston Riverside and lever investment from private and other public partners, improve connectivity and use of town centre riverside asset, stimulating local and visitor economy, supporting health & well-being objectives. Works to include improvements to river edge, underpass, paving, wayfinding, lighting. Opportunity to deliver Green economy, Cultural, Well being strategic objectives underpinning council's community leadership on environment and well-being. | Kingston Riverside, Eagle Brewery Wharf  | Short-term | RBK, Kingston BID, Kingston University, John Lewis, Landowners, | TBC | 2-4 | TBC |
| Ancient Market House & Place       | Reimagining Kingston; Mayor of London High Streets for All  | <b>Important Infrastructure</b> | Public realm improvements to Ancient market and surrounding public realm, improving connectivity to riverside.  | Ancient Market House & Place; Thames Street, Kings Passage, Emms Passage, Bishops Hall, Memorial Gardens | Short-term | RBK/ KTC Stakeholders   | TBC | 3   | TBC |
| Kingston Town Centre (KTC) Gateway | Reimagining Kingston/ Mayor of London High Streets for All  | <b>Essential Infrastructure</b> | Public Realm and transport hub improvements to town centre gateways and surrounding public realm.   | Richmond Rd, Kingston Station Forecourt, Cycle Hub & Old London  | Short-term | RBK/Network Rail Kingston BID/Lando                             | TBC | 2   | TBC |

|   |  |                                 |  |  |            |  |     |     |                           |
|---|--|---------------------------------|--|--|------------|--|-----|-----|---------------------------|
|   |  |                                 |  | Road   |            | wners  |     |     |                           |
| KTC: Clarence Street: Kingston Bridge to Old London Road              | Reimagining Kingston/ ; Mayor of London High Streets for All               | <b>Important Infrastructure</b> | Public Realm improvements to main pedestrian thoroughfare (Clarence Street)  | KTC: Clarence Street: Kingston Bridge to Old London Road | Short-term | RBK/Kingston<br>on<br>BID/Landowners             | TBC | 2   | TBC                       |
| KTC: Night time Economy   | Reimagining Kingston/ ; Mayor of London High Streets for All               | <b>Important Infrastructure</b> | Investment to stimulate and reignite cultural- led night time economy, supporting high street recovery and renewal. Kingston's night time economy to drive leisure and business recovery and growth.   | Kingston Town Centre                                     | Short-term | RBK/Kingston<br>on<br>BID/Kingston<br>University | TBC | 2   | TBC                       |
| New Malden Town Square, High Street and Gateway (Fountain Roundabout) | Culture ' Made in Kingston' Strategy; Mayor of London High Streets for All | <b>Essential Infrastructure</b> | Investment to realise transformation of New Malden Town Square, High Street Public Realm improvements & gateways (Fountain Roundabout/Station), with improvements to Fountain Roundabout supporting highways transformation of traffic intersection. | New Malden Town Centre                                   | Short-term | RBK/Network<br>Rail/New Malden<br>Partnership    | TBC | 0.8 | £120,000 (secured)<br>GLA |
| Town Centre - High Street public realm decluttering                   | Mayor of London High Streets for All                                       | <b>Important Infrastructure</b> | Decluttering programme launching in New Malden to support improved pedestrian access , reduce ASB and improve high street visual appeal.   | New Malden   | Short-term | RBK/Landowners                                   | TBC | TBC | TBC                       |

|   |  |                                 |   |  |             |                 |     |     |  |
|---|--|---------------------------------|---|--|-------------|-----------------|-----|-----|--|
| Celebrating Kingston's Heritage - King Athelstan                | Culture ' Made in Kingston' Strategy; Mayor of London High Streets for All; RBK Economic Growth and Development Strategy | <b>Important Infrastructure</b> | Multi year animation of town centres and high streets, and community participation led cultural programming leading to a major national festival in 2025 to celebrate the 1,100th anniversary of the Coronation of Athelstan. | Ancient Market Place/Ancient Market House & Borough Wide | Short-term  | RBK/ Landowners | TBC | 2   | TBC via Historic England, National Lottery, Arts Council |
| Celebrating Kingston's Heritage - King Athelstan                | Culture ' Made in Kingston' Strategy; Mayor of London High Streets for All; RBK Economic Growth and Development Strategy | <b>Important Infrastructure</b> | Development of new visitor centre building on Kingston's Saxon heritage   | Kingston Town Centre                                     | Medium-term | RBK             | TBC | 5   | TBC via Historic England, National Lottery, Arts Council |
| Town Centre - Business Skills, Mentoring & Capacity development | RBK Economic Growth and Development Strategy; Inclusive Kingston; Mayor of London High Streets for All                   | <b>Important Infrastructure</b> | Provision of a mentoring/ business support programme  | New Malden, Surbiton, Chessington, Tolworth              | Short-term  | RBK             | TBC | 0.3 | TBC  |

## 4.8 Sustainable Energy, Power and Climate Action

### 4.8.1 Introduction

Infrastructure works to support an environmentally sustainable development of the borough.

### 4.8.2 RBK responsibilities and requirements

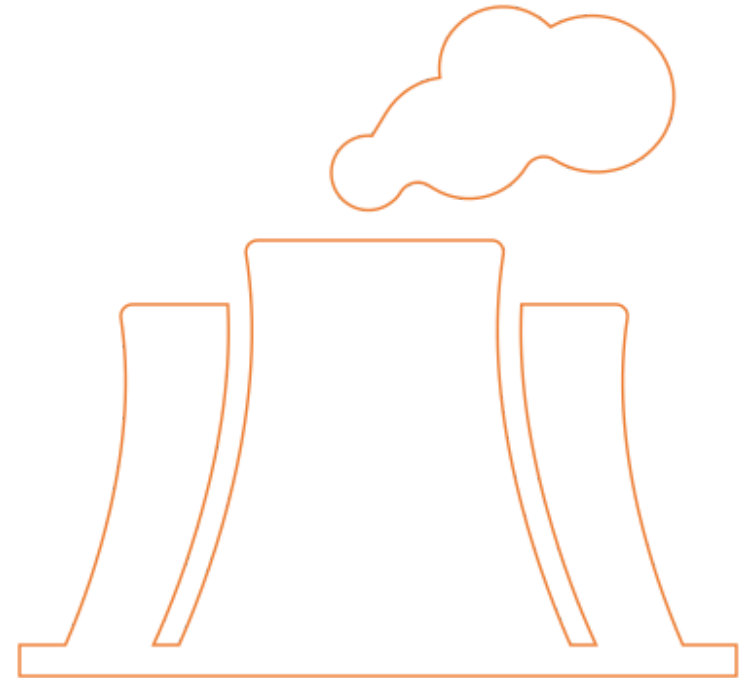
Kingston seeks to promote low carbon development that will help to slow the rate of and be resilient to the effects of climate change.

### 4.8.3 Evidence base

The evidence bases used to identify the need for the projects which follow are set out below:

- RBK Energy Masterplan
- RBK Climate Action Plan
- Engagement with UKPN
- Engagement with RBK departments (Climate change, major projects, regeneration etc)

Note: The IDP does not seek to examine the robustness of the evidence base(s) noted above.



#### 4.8.4 Sustainable Energy, Power and Climate action project list

| Project Name                          | Source                     | Classification                  | Description of Project   | Proposed Location         | Timing of Requirement | Project Lead and Partners      | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding                           |
|---------------------------------------|----------------------------|---------------------------------|--|---------------------------|-----------------------|--------------------------------|--|---------------------|---|
| DHN Cluster 1 – Kingston Town Centre  | RBK Energy Masterplan 2020 | <b>Essential Infrastructure</b> | Opportunity to utilise secondary heat from River Thames. An outline cost of £11.6m is estimated for such a scheme. Implementing this scheme could save an average of 2,740t CO2e per year; equivalent to carbon emissions from 3,300 homes using individual boilers.; opportunity to expand network to CRE in future | Kingston Town Centre area | TBC                   | RBK; land owners               | TBC  | 11.6                | Grant Funding: 20%; IRR over 30 years: 6.5  |
| DHN Cluster 2 – Cambridge Road Estate | RBK Energy Masterplan 2020 | <b>Essential Infrastructure</b> | Secondary heat supply source from Hogsmill Sewage Treatment works. An initial investment of £7.2m is required. This scheme has a yearly carbon saving of 1,000t CO2e per year; equates to CO2e produced by heating 1,200 homes with  | CRE area                  | Immediate             | RBK; Thames Water; land owners | TBC  | 7.2                 | Grant Funding: 40%; IRR over 30 years: 4.8% |

|   |                            |                                 |  |  |             |                            |     |             |                         |
|---|----------------------------|---------------------------------|--|--|-------------|----------------------------|-----|-------------|-------------------------|
|   |                            |                                 | a gas boilers,   |  |             |                            |     |             |                         |
| DHN Cluster 3 – Tolworth 2  | RBK Energy Masterplan 2020 | <b>Essential Infrastructure</b> | Secondary heat supply source from Hogsmill Sewage Treatment works.   | Tolworth hospital and surrounding area | Immediate   | RBK; land owners           | TBC | 2.5         | IRR over 30 years: 5.5% |
| Carbon Neutral Estate<br>Bring the estate to carbon neutrality, by the target of 2030 | RBK Climate Action Plan    | <b>Essential Infrastructure</b> | Property Programme<br>(1) Evaluate the Council’s buildings to create and cost a delivery plan to reduce energy consumption, adopt low carbon technologies (heat pumps and district heating networks) and increase renewable energy generation<br>(2) Identification for immediate action on buildings with minimum energy efficiency standard (MEES) below D and targeting an EPC B standard.<br>(3) Develop a business case for bringing the estate to carbon neutrality<br>(4) Bring the estate to carbon neutrality, by the target of 2030<br><br>[This work will include completion of a more detailed carbon baseline for about 90 of the Council’s | Corporate Estate                       | Medium-term | Corporate Head of Property | TBC | £10 million | TBC                     |

|  |                         |                                 |   |                  |            |                            |     |           |     |
|--|-------------------------|---------------------------------|---|------------------|------------|----------------------------|-----|-----------|-----|
|  |                         |                                 | operational buildings in order to develop a programme of work to ensure properties are carbon neutral by 2030. Actions will include heating, cooling, ventilation, lighting and water]  |                  |            |                            |     |           |     |
| Energy Management<br>Install automatic metre readers across the Council's buildings and facilities to improve data on how we use energy. If needed and feasible install submetering and Building Management Systems. | RBK Climate Action Plan | <b>Essential Infrastructure</b> | Energy & Water Management<br>Install appropriate meters/ meter readers across the Council's buildings and facilities to improve data and insights in how we use water and energy.<br>If needed and feasible install submetering and Building Management Systems.<br>All new buildings and major refurbishments to display real time consumption and generation in reception areas.<br>Monitoring energy/carbon performance for annual carbon reporting.<br>[This will help to identify where energy might be wasted or used more efficiently] | Corporate Estate | Short-term | Corporate Head of Property | TBC | 10k-£100k | TBC |

|  |                         |                                 |   |                  |            |                                      |     |            |     |
|--|-------------------------|---------------------------------|---|------------------|------------|--------------------------------------|-----|------------|-----|
| Decarbonise Our Heating<br>Replace gas boilers in Council buildings with low or no carbon alternatives, using electric alternatives where we can. Increase the number of PV panels installations in corporate assets (including installations in schools) and work to support community installations. | RBK Climate Action Plan | <b>Essential Infrastructure</b> | Decarbonise Our Heating<br>Replace gas boilers in Council buildings with low or no carbon alternatives, using electric alternatives where we can [is this at end of life or as part of costed approach - target date]<br>Increase the number of PV panels installations in corporate assets (including installations in schools) and work to support community installations. | Corporate Estate | Short-term | Corporate Head of Property           | TBC | Over £500k | TBC |
| Provide Pool Cars and Cycles for RBK Staff<br>Deliver year on year investment in pool cars and bicycles for council staff.   | RBK Climate Action Plan | <b>Important Infrastructure</b> | Provide Pool Cars and cycles for RBK Staff<br>Deliver year on year investment in pool cars and bicycles for council staff.  | Borough wide     | TBC        | General Manager Highways & Transport | TBC | TBC        | TBC |

## 4.9 Highways and Transportation

### 4.9.1 Introduction

Infrastructure works to support walking and cycling, 'green routes', behaviour change, low carbon transport measures, highways & transport schemes, parking schemes, HGV management /intrusion, and bus priority.

### 4.9.2 RBK responsibilities and requirements

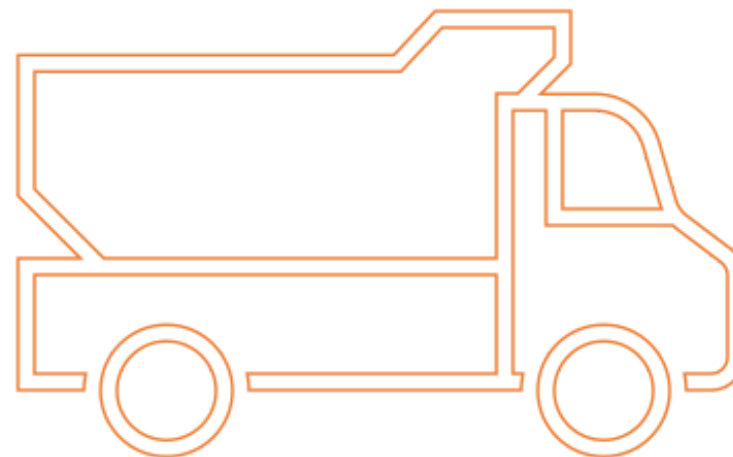
Kingston seeks to increase the modal share of public transport, through the multi-modal support of active travel which in turn will reduce the overall reliance on the private vehicle, reducing congestion and associated pollution.

### 4.9.3 Evidence base

The key evidence bases used to identify the need for the projects which follow are set out below:

- RBK Third Local Implementation Plan 2019
- Cycle Network Plan
- Climate Change Action Plan
- RBK Electric Vehicle Strategy
- Borough Parking Reviews

Note: The IDP does not seek to examine the robustness of the evidence base(s) noted above.





#### 4.9.4 Highways and Transportation project list

| Project Name  | Source   | Classification           | Description of Project   | Proposed Location | Proposed Location by Neighbourhood | Timing of Requirement | Timing of Requirement | Project Lead and Partners                | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding |
|---|--|--------------------------|--|-------------------|------------------------------------|-----------------------|-----------------------|--|--|---------------------|-------------------|
| Go Cycle Programme - completion of 'in flight' Ewell Road works | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Segregated cycling facilities between Kingston and Tolworth - connecting to existing facilities. Essential for unlocking housing development in Tolworth to provide alternative transport links to town to increase transport resilience.<br><br>Under construction but needs CIL funding consideration to complete the route. | A240 Ewell Road   |                                    | Short term 1-5 years  | Short-term            | Go Cycle Team, Highways & Transport, TfL | RBK delivery                                 | 0.407               | TfL; CIL; S106;   |

|   |  |                          |  |  |  |                         |            |  |              |       |                 |
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| Go Cycle Programme - completion of 'in flight' Cambridge Road / Kingston Road works | Lovelace Primary School, Mansfield Rd, Chessington KT9 2RN | Essential Infrastructure | Segregated cycling facilities between Kingston & New Malden - supporting significant housing development along this corridor. Also will support potential new secondary school on Kingsmeadow - essential route to school.<br><br>Under construction but needs CIL funding consideration to complete the route.  | A2043 Cambridge Road/Kingston Rd                             |  | Short term<br>1-5 years | Short-term | Go Cycle Team, Highways & Transport, TfL | RBK delivery | 0.972 | TfL; CIL; S106; |
| Go cycle Programme - NW.8 - Brighton Rd/Hook Road                                   | Tolworth Junior School, School Ln, Surbiton KT6 7QJ        | Essential Infrastructure | This link would connect with the existing scheme on Portsmouth Road to create high quality links through Surbiton & Hook and into the south of the borough. The south of the borough so far has seen less investment in large scale cycle facilities so this is an opportunity to unlock latent demand for cycling. The south of the borough includes multiple schools as well as several large employers including the Lidl Headquarters, and several large industrial estates. Costs to cover feasibility, design and surveys to progress routes to build upon the existing Gocycle Programme. Existing condition is on carriageway but desired proposal would include segregated facility. Upper Brighton Rd - space constraints may need to look at parallel routes. | A243 Brighton Rd/ Upper Brighton Rd / Hook Rd (TLRN overlap) |  | Short term<br>1-5 years | Short-term | Go Cycle Team, Highways & Transport, TfL | RBK delivery | 4.9   | TfL; CIL; S106; |

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| Upper Brighton Rd A243/ Kingsdown Rd A3210 roundabout upgrade | Coombe Hill Junior School, Coombe Ln W, New Malden, Kingston upon Thames KT2 7DD         | Critical Infrastructure  | Roundabout upgrades to reduce vehicle speeds and improve safety for cyclists. Also improve crossing facilities for pedestrians. Would be included as part of the A243 Go Cycle strategic route. | Upper Brighton Rd/ Kingsdown Rd      |  | Short term 1-5 years | Short-term | RBK   | RBK delivery | TBC | TfL; CIL; S106; |
| Go cycle programme - Leatherhead Road                         | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Extending from Hook Road to borough boundary - some facilities already exist. Ideally to be a joint scheme with Surrey CC as their shared path facility is very poor condition /sub standard    | A243 Leatherhead Road (TLRN overlap) |  | Short term 1-5 years | Short-term | Go Cycle Team, Highways & Transport, TfL, Surrey County Council | RBK delivery | 0.3 | TfL; CIL; S106; |

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| Go cycle Programme - NW.10 - New Malden to Old Malden | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | It will tie into the high priority route currently under construction along Kingston Road/Cambridge Road. This alignment follows LCN Route 75 which goes from Kingston to Sutton and forms part of the route being bid for in LB Sutton (Worcester Park to Sutton). Key route used by school children as numerous schools in the area including several secondary schools (Richard Challoner, Coombe Boys etc). This section follows Malden Road which aligns with the X26 route so would need to be considered in parallel with bus improvements. | A2043 Malden Road |  | Short term 1-5 years | Short-term | Go Cycle Team, Highways & Transport, TfL, LB Sutton | RBK delivery | 3.083 | TfL; CIL; S106; |
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| Fountain Roundabout | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Delivery of a signalised junction or other major scheme (scheme design would be subject to engagement and consultation with residents and stakeholders) to improve access and safety for all modes. Including: full pedestrian accessibility/signalisation on all arms (ideally toucans), safe cycling facilities, improved bus stop access at this key interchange and identifying opportunities to find bus reliability/journey time improvements. Collision hotspot. Links with the TfL X26 review, ties in with the Kingston Road Cycleway currently under construction. The cost of any scheme will depend on the extent and scope of the option taken forward. Proposals for Fountain Roundabout range from some minor cosmetic tidying up of the existing layout to it's wholesale removal and replacement with something completely different - the latter could cost approximately £3m to develop, design, consult and deliver, perhaps more if associated upgrades to regenerate the area around the junction are also included. | Fountain Roundabout - A2043/B282 Burlington Road, B283 New Malden High Street |  | Short term 1-5 years | Short-term | RBK, TfL | RBK delivery | 3 | TfL; CIL; S106; |
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| Burlington Road B282                           | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Important Infrastructure | Improving cycling facilities along Burlington Road between Fountain Roundabout and the A3/Borough Boundary. Some sections of shared path exist. Full review needed to improve links and safety. Routes to schools. Will sort corridor forecast to see increased traffic due to developments - unlocking transport resilience.   | Burlington Road B282 |  | Short term<br>1-5 years | Short-term | RBK, TfL  | RBK delivery | 0.433 | TfL; CIL; S106; |
| Go Cycle Programme - NW.9 - Ham to Kingston TC | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Important Infrastructure | Richmond Road is an essential link between Kingston Town Centre and Ham (then beyond to LB Richmond). Due to the geographic constraints of the river Thames and Richmond Park there are limited road options – a parallel, largely traffic free, route runs along the river via NCN4 and connects to the Teddington footbridge (cyclist's dismount). However, the riverside path is very well used by pedestrians and is not wide enough to accommodate the high level of use. There are several secondary schools within the area so this route would also facilitate safer cycling routes to school. The corridor is also a key bus route. The link includes the Ham junction which has lots of opportunities for cyclist safety/accessibility improvements. This scheme would complement the North Kingston Healthy Streets LIP project. Costs to cover feasibility, design and surveys to progress routes to build upon the existing Gocycle Programme. | A307 Richmond Road   |  | Short term<br>1-5 years | Short-term | Go Cycle Team, Highways & Transport, TfL, LB Richmond | RBK delivery | TBC   | TfL; CIL; S106; |

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| Go Cycle Programme - NW.9.a - Queens Rd/Park Rd to Kingston Hospital | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | A spur off the existing A308/Kingston Hill cycle facility to create safer cycle facilities to Kingston Hospital and the residential areas surrounding Richmond Park Kingston Gate. Richmond Park is a significant trip attractor, especially for cyclists so improved protection for cyclists would benefit less confident cyclists. Kingston Hospital is also a large employer (with parking constraints) so this route could encourage more commuting by bicycle. There are several primary schools within the area, with several operating school streets arrangements. This project would support these schemes by facilitating safer cycle routes to schools. This scheme would complement the North Kingston Healthy Streets LIP project. | Queens Road/ Park Road |  | Short term 1-5 years | Short-term | Go Cycle Team, Highways & Transport, TfL | RBK delivery | TBC | TfL; CIL; S106; |
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| Go cycle Programme - NW.11 - Coombe Rd/Lane West to Coombe Hill/Vale/A3 | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Coombe Lane West is a key link between Kingston Hospital/Kingston Hill and the Merton boundary at the A3. This corridor already has high cycle use as it provides a direct route to Kingston from areas of Merton such as Wimbledon. However, the route is also well used by vehicles as it provides access to the A3 and existing cycle facilities are poor and provide little protection currently. The route is also quite hilly so causes issues with close pass overtaking while vehicles try to get past cyclists on the hill. The corridor has a couple of constrained sections due to private properties which would need to be closely reviewed. There are a number of schools in the area, including a primary school directly on the route, so this would be an opportunity to improve routes to schools. It is also a key bus route so any proposals would need to be developed in tandem to maximise benefits for both modes. This complements the 'Coombe Lane West Corridor' LIP bid. | A238 Coombe Road/Coombe Lane West |  | Short term 1-5 years | Short-term | TfL<br><br>LB Merton (Adjoining borough with potential schemes) | RBK delivery | TBC | TfL; CIL; S106; |
| Coombe Lane West zebra crossings  | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Replace pedestrian refuge islands with zebra crossings - interim scheme ahead of funding for full cycleway scheme. Benefit of improving pedestrian crossings/accessibility alongside benefit of removing existing cyclist pinch points of the islands.   | Coombe Lane West                  |  | Short term 1-5 years | Short-term | RBK, TfL  | RBK delivery | TBC | TfL; CIL; S106; |

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| Surbiton Station access improvements & cycle links | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Surbiton station is a key interchange with a large number of rail commuters arriving at the station by bike. The station also adjoins a number of trip generators such as Surbiton High Street, many food venues and supermarkets, as well as several nearby primary and secondary schools. The scheme would improve access to Surbiton station and Surbiton high street by creating quality cycling facilities along Victoria Road and improving the roundabout directly outside the station for cyclists and pedestrians. As well as connecting the station and high street into the existing cycle network delivered via the Go Cycle Programme, in particular Cycleway 29 and Cycleway 28, as well as other LCN routes. | Surbiton station forecourt, Station Approach, Victoria Road, roundabout outside station - Victoria Rd (B3370), St Marks Hill (B3370), Claremont Rd, St James Rd |  | Short term<br>1-5 years | Short-term | Go Cycle Team, Highways & Transport, TfL | RBK delivery | TBC  | TfL; CIL; S106; |
| Jubilee Way Phase 2 works                          | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Completion of phase 2 of the cycle scheme on Jubilee Way which will link to the existing facility on the A240. This scheme has s106 and SWR match funding   | Completion of works between the north end by LIDL HQ and the south section by K2 bus stops  |  | Short term<br>1-5 years | Short-term | RBK                                      | RBK delivery | 0.09 | TfL; CIL; S106; |

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| Kingston Bypass - Greenway extension Tolworth/A3 roundabout to Tolworth station (TfL scheme) | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Existing facility is shared with peds - TfL re proposed "greenway" extension from Tolworth roundabout to Tolworth station which would connect into the existing segregated cycle path on A240 and / or improvements to station side of cycle route using Premier Inns s 106 contribution. | A240, Kingston Bypass, between Jubilee Way & A3 Tolworth Jct |  | Short term 1-5 years | Short-term | TfL, RBK | TfL delivery, RBK | 0.082-0.410 | TfL; CIL; S106; |
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| Route 75 corridor (KTC to WP) - South Lane, South | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Route 75 corridor (KTC to WP) - South Lane South: - add a parallel crossing to enable cyclists to safely cross to use the underpass, issues with poor visibility and fast speeds of vehicles exiting the A3. Key routes to schools (Richard Challoner). Create a segregated cycle route to connect to Malden Road A2043. Requires review of parking arrangements. Review options for reducing through traffic intrusions avoiding the New Malden/A3 roundabout. Creation of a 2 way segregated cycle route from mini roundabout to subway with continuity across side roads. Change of mini roundabout, possible parallel crossings on all arms enabling access from greenway to South Lane and across South Lane. Narrowing on entrances to side roads. Reorganising of parking to improve visibility and safety - potential line marking. Bus Stop Accessibility Removal and replacement of existing traffic calming with sinusoidal humps. SUDs/ rain garden/ biodiversity planting alongside the greenway. | South Lane, South - Old Malden |  | Short term 1-5 years | Short-term | RBK, TfL | RBK delivery | 0.472 | TfL; CIL; S106; |
| Route 75 corridor                                 | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Route 75 corridor (KTC to WP) Remove/move parking by the underpass which blocks visibility for cyclists crossing the carriageway heading towards Kingston. And increase cyclist safety along South Lane as well as improved wayfinding. Key route to schools (Richard Challoner). Collision location.  | South Lane, North - New Malden |  | Short term 1-5 years | Short-term | RBK, TfL | RBK delivery | 0.087 | TfL; CIL; S106; |

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| Route 75 corridor (KTC to WP) - Lower Marsh Lane      | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | To address flooding issues to enable this to be a useable cycle/pedestrian link. Key link to Berrylands station and part of LCN75.  | Lower Marsh Lane                  |  | Short term 1-5 years | Short-term | RBK      | RBK delivery | 0.092 | TfL; CIL; S106; |
| Route 75 corridor - South Lane/Thetford Rd roundabout | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Improve cyclist visibility on this roundabout to help cyclists travelling towards Worcester Park - key route to schools. Issues with vehicles not giving way to cyclists on roundabout. | South Lane/Thetford Rd roundabout |  | Short term 1-5 years | Short-term | RBK      | RBK delivery | 0.072 | TfL; CIL; S106; |
| Route 75 corridor (KTC to WP) -South Lane North       | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Important Infrastructure | Modal filters - creation of pocket parks/ landscaping to make the closure location aesthetic  | Painters Estate, Old Malden       |  | Short term 1-5 years | Short-term | RBK, TfL | RBK delivery | 0.119 | TfL; CIL; S106; |

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| Route 75 corridor - Windsor Avenue | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Review parking arrangements to improve cyclist safety. Straight road leading to some speeding issues. Football training ground intensification of use so increase coach/vehicle movements needing a review to improve cyclist safety. | Windsor Avenue |  | Short term<br>1-5 years | Short-term | RBK                 | RBK delivery | 0.044 | TfL; CIL; S106; |
| Motspur Park cycle facility        | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Creation of a segregated cycle facility from A2043 Malden Road to the borough boundary (Motspur Park, LB Merton) - existing mandatory on carriageway facility exists  | Motspur Park   |  | Short term<br>1-5 years | Short-term | RBK, tFL, LB Merton | RBK delivery | 0.683 | TfL; CIL; S106; |

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| Sheephouse Way 'Greenway' | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | <p>Creating an off-road segregated cycle route connecting LCN route 75 to the Sheephouse Estate. Part of the Malden Manor Liveable Neighbourhoods Bid. Routes to schools. Part 1 - Creation of a 2 way segregated cycle route off carriageway using verge connecting to on carriageway route on Malden Road. Part 2 - Continue cycle route around Malden Manor roundabout to the bridge across the Hogsmill. Move existing Pelican on Malden Rd to southern side of South Lane jct -</p> <p>upgrade to Toucan to connect greenway to Manor Park. Bus stop accessibility improvements. SUDs/ rain garden/ biodiversity planting alongside the greenway</p> | Sheephouse Way, New Malden                                 |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.519 | TfL; CIL; S106; |
| Malden Manor Roundabout   | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Important Infrastructure | <p>Removal/peninsularisation of roundabout and creation of a public realm</p> <p>space. Possible landscaping/ planting/ park space on the roundabout. Improvements to the public realm by shops - seating, lighting, planting. Improvements to crossing points and bus stop layout changes/ improvements.</p>   | Malden Manor roundabout, Manor Drive North/ Sheephouse Way |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.74  | TfL; CIL; S106; |

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| Amberwood Rise/ Malden Rd/ Motspur Park Rd junction improvement. | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | <p>Way to re-configure the existing roundabout style junction to make it accessible for cyclist and peds trying to get between Motspur Park Rd &amp;</p> <p>Amberwood Rise - existing Pelican could be moved/ connected to and upgraded to a toucan. Could remove the roundabout style junction and</p> <p>create a park space which could be accessed directly from pavement. May be able to have a bus benefit here as the bus might find it hard to get</p> <p>in/out of Amberwood. Key cycle route to secondary schools. Junction alterations to include removal of large island and introduction of mini-</p> <p>roundabout on a speed reducing table with shared use footways and parallel crossings.</p> | Amberwood Rise/ Malden Rd/ Motspur Park Rd junction improvement. |  | Short term 1-5 years | Short-term | RBK, TfL | RBK delivery | 0.116 | TfL; CIL; S106; |
| Amberwood Rise   | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | <p>Pedestrian/ cyclist/ bus improvements to improve bus access, cyclist</p> <p>visibility and pedestrian accessibility, tightening of kerb radii etc.</p>   | Amberwood Rise, Old Malden                                       |  | Short term 1-5 years | Short-term | RBK      | RBK delivery | 0.064 | TfL; CIL; S106; |

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| Cox Lane             | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Extension of Jubilee Way scheme to provide safe, segregated on links, facility for cyclists. HGV route to access industrial estate.                    | Cox Lane, Chessington             |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.539 | TfL; CIL; S106; |
| Clayton Road         | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Link from the A243 to improve off carriageway Route to meet standards  | Clayton Road, Chessington         |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.067 | TfL; CIL; S106; |
| Woodstock Lane South | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Phase 2 of Clayton Road (turns into Woodstock Lane South) to provide a link towards Claygate. Mostly no footway, fairly narrow rural lane, tree lined. | Woodstock Lane South, Chessington |  | Short term 1-5 years | Short-term | RBK | RBK delivery | TBC   | TfL; CIL; S106; |

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| Bridge Road                   | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Existing on carriageway cycle facility. Scheme to rearrange parking and create segregated cycling facility on this link.  | Bridge Road, Chessington                  |  | Short term 1-5 years | Short-term | RBK, TfL | RBK delivery | 0.194 | TfL; CIL; S106; |
| Ace of Spades/Hook Roundabout | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | To add facilities to make this roundabout cyclist friendly/segregated from traffic (TLRN)   | Ace of spades roundabout - A243/A3        |  | Short term 1-5 years | Short-term | TfL, RBK | RBK delivery | TBC   | TfL; CIL; S106; |
| Rushett Lane                  | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Links to Fair Oak Lane across the A243 so would need to look at both if this is considered - improving cycling facilities between A243 and Epsom Common/Epsom (SurreyCC) by providing a shared path . | Rushett Lane, B280, PROW Footpath Id FP28 |  | Short term 1-5 years | Short-term | RBK      | RBK delivery | 0.175 | TfL; CIL; S106; |

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| Fairoak Lane          | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Improving cycling facilities between A243 and Oxshott (SurreyCC) by providing a shared path  | Fairoak Lane, B280  |  | Short term 1-5 years | Short-term | RBK      | RBK delivery | TBC   | TfL; CIL; S106; |
| Love Lane             | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Link to connect to trails to Ditton Hill. Scheme to review options to upgrade the existing path to make it more accessible and wayfinding.   | Love Lane, Surbiton |  | Short term 1-5 years | Short-term | RBK      | RBK delivery | 0.009 | TfL; CIL; S106; |
| Hook Rise North - TfL | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Service road running parallel to the A3 - provides a connection to an underpass under the A3 at the end of Hook Rise North. Aspiration is to create an off-carriageway facility or more protection for cyclists using this route. TLRN. Scheme divided into 3 sections costed individually | Hook Rise North     |  | Short term 1-5 years | Short-term | TFL, RBK | RBK delivery | 0.109 | TfL; CIL; S106; |

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| Kent Way      | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Quick win to improve signage from the Ace of Spades roundabout linking to Surbiton/Chessington near Southborough School.  | Kent Way                   |  | Short term<br>1-5 years | Short-term | RBK | RBK delivery | 0.004 | TfL; CIL; S106; |
| Filby Road    | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Improving cyclist access to the off road routes to encourage cyclists to stay on-road (resident complaints about cyclists using the footway) - currently no dropped kerb / difficult access gate / can be blocked by parking for cyclist access to Horton Country Park / castle Hill Nature Reserve | Filby Road, Chessington    |  | Short term<br>1-5 years | Short-term | RBK | RBK delivery | TBC   | TfL; CIL; S106; |
| Garrison Lane | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Connects 3 schools, Chessington south station and to the A243 - a section of off road shared path exists so scheme would be to extend this facility using wide verges and space available. Routes to schools facility.  | Garrison Lane, Chessington |  | Short term<br>1-5 years | Short-term | RBK | RBK delivery | TBC   | TfL; CIL; S106; |

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| Stokesby Road   | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Opportunities to provide an off-carriageway facility using verges. Or wayfinding, cyclist visibility improvements, junction treatments to improve safety               | Stokesby Road, Chessington |  | Short term 1-5 years | Short-term | RBK | RBK delivery | TBC | TfL; CIL; S106; |
| Church Lane   | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Improve cyclist wayfinding and safety improvements where possible  | Church Lane, Chessington   |  | Short term 1-5 years | Short-term | RBK | RBK delivery | TBC | TfL; CIL; S106; |
| Hook Parade signalised crossing<br>Leatherhead Road TFL | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Convert to Toucan with associated modifications, e.g. facilitating two-way cycling either side of crossing. Needs liaison with TfL. Links with adjoining cycle routes. | Hook Parade / A243         |  | Short term 1-5 years | Short-term | RBK | RBK delivery | TBC | TfL; CIL; S106; |

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| Kingston Bypass, Beverley Way Service Road to Robin Hood Lane Service Road | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Existing shared facility needing lots of improvements including safe crossing facilities for cyclists and pedestrians on the junctions with Beverley Way & Robin Hood Way. Overlaps with TLRN.                                       | Kingston Bypass A3, Beverley Way Service Road to Robin Hood Lane Service Road |  | Short term<br>1-5 years | Short-term | TFL      | RBK delivery | 0.082 | TfL; CIL; S106; |
| Queen Elizabeth Road   | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Existing conditions on carriageway - scheme to improve conditions and share with pedestrians. Links gyratory to the north kingston area and A307 Kingston Hill cycleway. Route to Tiffin school/Kingston Grammar. Space constraints. | Queen Elizabeth Road  |  | Short term<br>1-5 years | Short-term | TfL, RBK | RBK delivery | 0.023 | TfL; CIL; S106; |
| Kingston Hall Road   | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Creation of a segregated link or shared path to connect the existing cycleway on Portsmouth Road to the facilities which need improving on St James Road   | Kingston Hall Road, A307  |  | Short term<br>1-5 years | Short-term | RBK, TFL | RBK delivery | 0.087 | TfL; CIL; S106; |

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| Clarence Street             | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan      | Essential Infrastructure | Review existing pedestrianisation arrangements with the aim to enable cycling in a safe way that minimises conflict with pedestrians. Or to improve visibility of no cycling signage if the option to keep is pedestrian only is maintained.  | Clarence Street             |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.026 | TfL; CIL; S106; |
| Fairfield Rec cycle route   | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan      | Essential Infrastructure | To review the option to upgrade the existing pedestrian path through Fairfield Rec to allow cycling. Would provide a direct cycle link but carefully consideration needed to review options.  | Fairfield Rec               |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.016 | TfL; CIL; S106; |
| Skerne Road/ Down Hall Road | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Improve safety under the bridge - Corduroy paving at bottom of steps is safety (slip) problem. Under-step lighting not reliable, not working. Bollards need contrast. Lamp column moved to east side works. Needs wayfinding to guide cyclists to the shared use area. Complaints about confusion finding way across Wood Street. | Skerne Road/ Down Hall Road |  | Short term 1-5 years | Short-term | RBK | RBK delivery | TBC   | TfL; CIL; S106; |

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| Hook Rise South | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Need eastbound cycle facility from Fullers Way South to Oakcroft Road   | Hook Rise South |  | Short term 1-5 years | Short-term | TFL | RBK delivery | TBC | TfL; CIL; S106; |
| Villiers Road   | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Villiers Road shared with HGV traffic from the tip, Royal Mail etc. Needs separation. Part of London Loop - potential opportunities to improve walking links          | Villiers Road   |  | Short term 1-5 years | Short-term | RBK | RBK delivery | TBC | TfL; CIL; S106; |
| Sury Basin      | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Segregated facility to connect Skerne Walk/Lower ham Rd to A307 Richmond Road. Linked to new development/supermarket. Does this link to Kingsgate future development? | Sury Basin      |  | Short term 1-5 years | Short-term | RBK | RBK delivery | TBC | TfL; CIL; S106; |

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| Gibbon Rd/Richmond Rd A307/Sury Basin Jct - conversion to toucan | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Convert existing pelican to a toucan to connect Sury Basin (if facility provided) into quiet network in north kingston. Also could include cyclist specific traffic lights to connect with Richmond Road if this scheme was progressed. Might be linked to future proposals for development in this area.   | Gibbon Rd/Richmond Rd A307/Sury Basin Jct |  | Short term 1-5 years | Short-term | RBK              | RBK delivery | TBC   | TfL; CIL; S106; |
| Canbury Park Rd/A307/Sopwith Way                                 | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Improving cyclist (and pedestrian) connections between toucan over A307 Richmond Rd/Sopwith Way with Canbury Park Road - currently very sub standard footway width (existing shared path) which causes conflicts with cyclist and pedestrians, due to the hoarding from the old gala bingo hall. Any development needs to address this issue. Scheme also includes improvements to the existing cycling facility along Canbury Park Rd. | Canbury Park Rd/A307/Sopwith Way          |  | Short term 1-5 years | Short-term | RBK              | RBK delivery | TBC   | TfL; CIL; S106; |
| Park Road / Tudor Drive  | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan      | Essential Infrastructure | Identifying opportunities to improve cycling facilities on this key route between Kingston and Ham/Richmond. Route to schools between Kingston & Ham. Existing condition shared with vehicles on-carriageway, desired segregated on links.  | Tudor Drive, North Kingston               |  | Short term 1-5 years | Short-term | RBK, LB Richmond | RBK delivery | 2.174 | TfL; CIL; S106; |

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| Douglas Rd cyclist bypass               | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Add cyclist bypasses into the traffic calming kerb build-outs to minimise conflicts with vehicles in priority give way. Parking management needed either side of the build outs to ensure continuity and safety for cyclists. | Douglas Road, Norbiton                  |  | Short term 1-5 years | Short-term | RBK | RBK delivery  | TBC | TfL; CIL; S106; |
| Blagdon Road contraflow                 | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Short stretch of contraflow to create a more direct route for cyclists - might be part of a redevelopment of the car park here?   | Blagdon Road outside Lidl to High St    |  | Short term 1-5 years | Short-term | RBK | RBK delivery  | TBC | TfL; CIL; S106; |
| Bittoms/South Lane, Former Surrey CC HQ | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Bollards by fire gate not accessible for cyclists.  | Bittoms/South Lane, Former Surrey CC HQ |  | Short term 1-5 years | Short-term | RBK | RBK delivery; potential tie in with County Hall development | TBC | TfL; CIL; S106; |

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| Chatham Road                                 | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Bollards by fire gate not accessible for cyclists - amend.  | Chatham Road                          |  | Short term 1-5 years | Short-term | RBK   | RBK delivery       | TBC | TfL; CIL; S106; |
| Kingswood Close to Oak Hill Crescent passage | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Upgrade this to shared use and provide cyclist friendly barriers  | Kingswood Close to Oak Hill Crescent  |  | Short term 1-5 years | Short-term | RBK   | RBK Delivery       | TBC | TfL; CIL; S106; |
| Old London Road cycle connections            | KCC; RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan | Essential Infrastructure | Route from new mini-Holland toucan crossings needs to connect to the carriageway at the east end of the telephone boxes sculpture. Currently the old green cycle path takes all bikes to the crossing by Wilko which causes conflicts with pedestrians. Unclear how to correctly get on to Clarence Street (to Eden St) as a cyclist as pedestrian crossing across Clarence Street is on green as cyclists crossing A307. | Old London Road, A307/Clarence Street |  | Short term 1-5 years | Short-term | RBK; potentially regeneration alongside H&T | RBK Delivery;s278? | TBC | s278;s106 ;CIL  |

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| Beeline route                       | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan      | Essential Infrastructure | Existing route but improvements needed to lighting and to relocate the cycle logos   | Beeline Route - New Malden station to Raynes Park |  | Short term 1-5 years | Short-term | RBK; Thames Water (land owner) | RBK;Thames Water   | 0.005 | TfL; CIL; S106; |
| Cycle wayfinding                    | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan      | Essential Infrastructure | Wayfinding/upgrade strategy for cycle network. Incl: Town Centre to Queens Rd/Richmond Park, quiet routes through north kingston to avoid Kings Rd. Including maintenance of cycle route signage. Maintenance of correct direction signing and consistency along routes. | Boroughwide                                       |  | Short term 1-5 years | Short-term | RBK                            | RBK / TFL delivery | TBC   | TfL; CIL; S106; |
| Legible London Wayfinding - lockers | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Essential Infrastructure | Using side panels of the lockers as a good location for additional wayfinding signs (£800 per map). Notify TfL which maps would be most useful for pedestrians - walking   | Boroughwide                                       |  | Short term 1-5 years | Short-term | TFL, RBK                       | RBK / TFL delivery | TBC   | TfL; CIL; S106; |

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| Legible London Wayfinding           | RBK Third Local Implementation Plan 2019; Cycle Network Plan; Climate Change Action Plan      | Essential Infrastructure | Legible London Signs - some tfl contribution - improvements across the borough to replace signs and upgrade mapping as new developments come forward | Boroughwide                                  |  | Short term 1-5 years | Short-term | TFL, RBK | RBK / TFL delivery | TBC   | TfL; CIL; S106; |
| The Cut (Kingston Road to Elm Road) | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Scheme to address flooding issues and improve conditions for pedestrians and cyclists.   | The Cut (Kingston Road to Elm Road)          |  | Short term 1-5 years | Short-term | RBK      | RBK delivery       | 0.023 | TfL; CIL;       |
| Barwell Lane                        | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Improvements for pedestrians and cyclists - route connecting A243 and Garrison Lane cycle facilities to off-highway ROW routes                       | Barwell Lane, Chessington, Bridleway Id BW31 |  | Short term 1-5 years | Short-term | RBK      | RBK delivery       | 0.117 | TfL; CIL;       |

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| Cambridge Avenue | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Upgrade of path to improve access and quality - resurfacing.   | Footpath Id FP9                                     |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.053 | TfL; CIL; |
| Hogsmill Route 1 | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Tunnel under the railway connecting South Park Grove to Willow Road. Proposed look into the feasibility to allow cycling (currently no cycling & not RBK owned) and associated upgrades to make suitable for use - lighting, remove barriers, signage warning of low height, wayfinding, mirror to improve visibility etc. Well used route for pedestrians, school children etc. | Hogsmill 1 (Thames Bridge Path to South Park Grove) |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.292 | TfL; CIL; |
| Hogsmill Route 3 | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Elmbridge Meadows Open Space - upgrade footpath alongside Hogsmill to access the A3 using an off-road route parallel to Elmbridge Ave. Alternative route instead of Windsor Avenue to access south lane underpass (via Malden Way service road)  | Hogsmill 3 (Green Lane Recreation Ground)           |  | Short term 1-5 years | Short-term | RBK | RBK delivery | 0.051 | TfL; CIL; |

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| Hogsmill Route 7 (Green Lane / Chalky Lane) | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Proposed new route at the back of Chessington & Hook football club to link Chalky Lane with Green Lane. Existing footpath so would need feasibility to identify viability of scheme. Convert to allow cycling with associated upgrades and wayfinding. Route would link Chessington to the A243 to enable cyclists to avoid some of the A243. | Hogsmill 7 (Green Lane / Chalky Lane) |  | Short term<br>1-5 years | Short-term | RBK | RBK delivery                      | 0.23 | TfL; CIL;                 |
| Electric vehicle charging provision         | RBK Electric Vehicle Strategy; Climate Change Action Plan                                     | Essential Infrastructure | As part of the EV Strategy - linked to update on EV charge points: slow, fast, rapid, charging hubs.  | Boroughwide various locations         |  | Short-term              | Short-term | RBK | RBK delivery ; external suppliers | TBC  | TfL, external grants; CIL |
| Ultra Rapid EV hubs                         | RBK Electric Vehicle Strategy; Climate Change Action Plan                                     | Essential Infrastructure | Ultra rapid hubs (inlc slow too) - finding locations for getting EV charging off street - TfL scheme. Potential for profit share. Linked to reviewing the ulev strategies. Kerbside strategy & parking strategy. Crossover policy papers going to committee in the summer (CC).   | TBC                                   |  | Short-term              | Short-term | RBK | RBK delivery ; external suppliers | TBC  | TfL, external grants; CIL |

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| Cargo Bike Deliveries for Businesses | Climate Change Action Plan  | Essential Infrastructure | Working with businesses to set up a cargo bike delivery system to reduce increased deliveries impacts. Mitigating impacts of ULEZ - better offer for businesses. Air Quality etc.  | Business hubs - New Malden, Kingston Town Centre, Hampden Rd Industrial Estate, Tolworth |  | Short-term | Short-term | RBK | RBK delivery with external support | 0.05  | TfL, external grants; CIL |
| Cycle training                       | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Training of cyclists of all ages and abilities, including delivery of basic cycle training (Bike ability levels 1 & 2) at all primary schools and increasing take-up of advanced cycle training for secondary school children; and for adults, particularly focused around increasing cycling to work.   | Boroughwide  |  | Short-term | Short-term | RBK | RBK delivery                       | 0.185 | TfL; CIL;                 |
| Behaviour change programme           | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | To increase the awareness of sustainable travel options through campaigns and information targeted at Schools, workplaces and Residents. The main focus will be working with partners to promote Kingston as a cycling friendly borough, with targeted campaigns aimed at large trip generators such as Kingston University and Kingston Hospital. VIP Days & Car Free Day (Sustainable September) | Boroughwide  |  | Short-term | Short-term | RBK | RBK delivery                       | 0.06  | TfL; CIL;                 |

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| Workplace Sustainable Transport | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | To support larger organisations within the borough that are key trip generators. With a strong focus on cycling, activity will provide support to businesses to implement measures to encourage sustainable travel such as cycle parking, cycle training, walking promotion, provision of travel information, car clubs etc. WPL CCAP   | Boroughwide |  | Short-term | Short-term | RBK | RBK delivery | 0.03 | TfL; CIL; |
| Schools Sustainable Transport   | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | To promote and support the ongoing development and implementation of School Travel Plans and Accreditation using STARS to ensure they are effective in achieving maximum modal shift. Activity will be focussed into giving greater support to those schools that experience the most significant transport problems, are expanding and/or have the greatest potential for modal shift.<br><br>Travel planning contributions - accumulated s106 could potentially fund an officer for x years.<br><br>Estimated costs: £25,000 per year | Boroughwide |  | Short-term | Short-term | RBK | RBK delivery | TBC  | TfL; CIL; |

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| Cycle Hangars                            | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Cycle hangars - to increase secure cycle parking provision in areas with no off-street storage e.g. flats/terraces & business areas<br><br>Estimated costs: £4,800 per hangar | Various sites generated from resident requests |  | Short-term | Short-term | RBK                      | RBK delivery | TBC  | TfL; CIL;       |
| Cycle Parking                            | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Cycle parking - to increase cycle parking across the borough  | Various sites                                  |  | Short-term | Short-term | RBK                      | RBK delivery | 0.15 | TfL; CIL;       |
| Electric Vehicle Charging Infrastructure | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Essential Infrastructure | As part of the EV Strategy - linked to update on EV charge points: slow, fast, rapid, charging hubs   | Boroughwide various locations                  |  | Short-term | Short-term | RBK; operators/suppliers | RBK delivery | TBC  | TfL; ORCS; CIL; |

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| Car Clubs        | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Obtain contributions through development for car clubs in new developments, with a focus on electrification of car clubs.  | Boroughwide various locations |  | Short-term | Short-term | RBK; operators/suppliers | RBK delivery | TBC   | RBK; suppliers               |
| Dockless E-Bikes | RBK Third Local Implementation Plan 2019; Cycle Network Plan 2016; Climate Change Action Plan | Important Infrastructure | Funding for lining, signing, TMOs to support alongside delivery.   | Boroughwide various locations |  | Short-term | Short-term | RBK; operators/suppliers | RBK delivery | 0.012 | TfL, Suppliers contributions |
| LED Programme    | Climate Change Action Plan  | Essential Infrastructure | Replacement of all streetlights with LED lights. In 2023-2024 an amount of ~ £2.2m will be required to complete the LED/CMS (central management system to control the system) project. Potential capital bid being prepared. | Boroughwide                   |  | Short term | Short-term | RBK                      | RBK delivery | 2.2   | RBK Capital; CIL             |

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| School Streets  | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Rolling programme with a target to deliver 4 school streets per year.  | Boroughwide     |  | Short term | Short-term | RBK | RBK delivery | 0.188 | TfL LIP; CIL, s106; RBK Capital |
| The Groves Area | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | This area scheme covers 3 schools and has a lot of through traffic and school traffic issues which has been raised by the local residents association, schools and parents. Coombe Girls Secondary school is also located on Clarence Avenue which is the boundary road for the scheme (as a medium priority strategic bus route) The area is bound on one side by a railway line meaning there are only a few routes to access schools. This also covers a level crossing which is a key walking and cycling route (part of LCN74 and 31) and a key route to access the schools but suffers from antisocial parking and engine idling. Many of the roads are heavily parked with limited off road parking options which exacerbates the situation. Some engagement has been carried out with residents to identify measures but further discussions are needed to progress options. | The Groves Area |  | Short term | Short-term | RBK | RBK delivery | 0.065 | TfL LIP; CIL, s106              |

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| Orchard Road /Hunters Road Area                                  | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Scheme to work with residents and local stakeholders to identify measures to tackle issues raised such as through traffic and speeding to create healthier streets which are more conducive to walking and cycling. This scheme is located just off the A243. There is a school nearby as well as a children's swimming pool which provides opportunities to increase walking and cycling to destinations within the area. Engagement with residents to commence in 2021/22 with delivery planned for 2022/23 & 23/24 - the details of which will be subject to the outcome of local engagement & consultation. | Orchard Road /Hunters Road Area             |  | Short term | Short-term | RBK      | RBK delivery | 0.07  | TfL LIP; CIL, s106 |
| Coombe Lane West (CLW) Corridor (A238) /Galsworthy Road Junction | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | This junction currently has no controlled pedestrian crossing facilities but is located very near to Kingston Hospital as well as Norbiton Station. The scheme is to add in pedestrian phases to the junction (as well as reviewing the current turning movements). This junction is used by several buses so will need to be worked up in partnership with TfL to minimise impact on buses.  | Coombe lane West / Galsworthy Road Junction |  | Short term | Short-term | RBK, TFL | RBK delivery | 0.115 | TfL LIP; CIL, s106 |

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| Coombe Lane West (CLW) Corridor (A238) /Merton boundary with the A3: | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | s106 has been secured to deliver a footway on the southern side between Beverley Lane & Warbank Lane and a pedestrian refuge island to improve access between the New Victoria Hospital/Coombe Hill Manor Care Home and the bus stop. No footway exists and this space is used for parking currently. Scheme to review options to improve cycle facilities which may link to a potential Merton cycle scheme to extend their existing facility to the boundary.  | Coombe lane West / Beverley Lane / Warbank Lane / New Victoria Hospital |  | Short term | Short-term | RBK, TFL | RBK delivery | 0.115 | TfL LIP; CIL, s106 |
| 20mph  | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | 20mph has been rolled out across the borough via previous funded schemes. This fund will be used to identify opportunities across 3 remaining neighbourhoods to expand the borough 20mph programme as well as delivering outcome monitoring for the previously delivered Surbiton 20mph Area   | Boroughwide   |  | Short term | Short-term | RBK      | RBK delivery | 0.06  | TfL LIP; CIL, s106 |
| A2043 Malden Road (Fountain Roundabout to Blakes Lane Jct)           | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Clusters of collisions involving pedestrians and cyclists have been identified at Fountain Roundabout and along the Malden Road link to Blakes Lane. This scheme will identify measures to improve pedestrian & cyclist protection. This scheme overlaps with the TfL X26 Bus Corridor Review and a proposed cycling bid along Malden Road (which will tie into the currently constructed link on Cambridge/Kingston Road). These overlaps will be taken into consideration. Scheme to continue with road safety assessment to work up measures with delivery planned for 22/23. | A2043 Malden Road (Fountain Roundabout to Blakes Lane Jct)              |  | Short term | Short-term | RBK      | RBK delivery | 0.065 | TfL LIP; CIL, s106 |

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| Birkenhead Avenue/Gordon Road | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Scheme to look at through traffic avoiding the A307. Measures which will be explored include one way working etc. The two roads run in parallel so need to be considered together to manage potential displacement. There is a planning application on Gordon Road for a new supermarket so this scheme will review the implications of potential new development and develop proposals to maximise opportunities to promote healthy streets where possible. Feasibility & design are due to be completed by 21/22 with delivery planned for 22/23. Tiffin secondary school is located on Birkenhead Avenue. The A307 is a key bus route so this will need to be taken into consideration as part of the project. | Birkenhead Avenue/Gordon Road |  | Short term | Short-term | RBK | RBK delivery | 0.06 | TfL LIP; CIL, s106 |
| Albert Road LTN               | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Scheme to make the LTN permanent (subject to committee approval) including implementing continuous crossings at either end of Albert Road to improve pedestrian and cyclist access. This scheme will also cover post scheme outcome monitoring and evaluation through data collection and undertaking quantitative surveys with users to assess the effectiveness of the scheme to build an evidence base for future schemes.   | Albert Road                   |  | Short term | Short-term | RBK | RBK delivery | 0.06 | TfL LIP; CIL, s106 |

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| King Charles LTN | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Post implementation monitoring and evaluation of two of the modal filters implemented (Lower Ham is subject to committee approval to make permanent). This will include data collection to assess the impact & effectiveness as well as quantitative surveys to evaluate user experiences. Collecting this post scheme data will enable RBK to build an evidence base for these type of measures which can be used to help make the case for other healthy street schemes supporting the MTS. | King Charles Road, adjoining Alexandra Playground |  | Short term | Short-term | RBK | RBK delivery | 0.02 | TfL LIP; CIL, s106 |
| Lower Ham LTN    | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Post implementation monitoring and evaluation of two of the modal filters implemented (Lower Ham is subject to committee approval to make permanent). This will include data collection to assess the impact & effectiveness as well as quantitative surveys to evaluate user experiences. Collecting this post scheme data will enable RBK to build an evidence base for these type of measures which can be used to help make the case for other healthy street schemes supporting the MTS. | Lower Ham Road                                    |  | Short term | Short-term | RBK | RBK delivery | 0.02 | TfL LIP; CIL, s106 |

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| Alexandra Drive | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | This scheme proposes to close an existing service road outside a parade of shops to reallocate road space and create a new public open space in order to reduce car dominance in the area and improve pedestrian accessibility. Feasibility currently being completed, design & engagement with businesses and other stakeholders planned for 22/23 with delivery to follow in 23/24. This is planned to be a 3 year project due to the proposed road closure so there will need to be in depth engagement. Further delivery may be extended to 23/24 subject to monitoring of the King Charles Road modal filter. | Alexandra Drive, Surbiton |  | Short term | Short-term | RBK | RBK delivery | 0.045 | TfL LIP; CIL, s106 |
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| Coombe Road, Kingston | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | <p>This scheme will support a new primary school along Coombe Road as well as new housing. It is anticipated that this will generate significant additional trips so provides the opportunity to improve routes to school to encourage walking &amp; cycling. The new school and housing is also a very short distance from Norbiton station and opposite a parade of local shops so is will become even more of a destination for local residents. Measures include converting an existing zebra crossing to a toucan and improving access to the area for pedestrians and cyclists within a healthy streets environment. This scheme will require the adjustment of existing bus infrastructure so we will work with TfL to facilitate this. Feasibility is underway for 21/22 with delivery of measures anticipated in 22/23.</p> <p>This scheme overlaps with the Coombe Lane/Coombe Lane West Go Cycle proposal included within this bid so would be coordinated or future proofed for any future Go Cycle schemes</p> | Coombe Road, Kingston |  | Short term | Short-term | RBK | RBK delivery | 0.05 | TfL LIP; CIL, s106 |
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| Cranes Park//<br>Lingfield Ave/<br>Villiers Ave Area | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Scheme to work with residents & local stakeholders to address traffic dominance & rat running issues by assessing the potential for banned turns or other restrictions on Cranes Park to tackle rat running traffic. This is an important local scheme to address resident concerns of speeding, rat running and road safety. Proposals include interventions such as banned turns or one way working to reduce vehicle dominance as well as tree planning to create a more pedestrian friendly environment, so aligns well with the healthy streets criteria. Delivery is planned for 22/23 subject to the outcome of public consultation. Lingfield Avenue has recieved some funding for traffic calming measures in 21/22 so has been included to review alongside adjoining/parallel streets. Scheme will included increasing tree cover to create more shade and improve air quality/biodiversity. | Cranes Park//<br>Lingfield Ave/<br>Villiers Ave Area |  | Short term | Short-term | RBK | RBK delivery | 0.07 | TfL LIP; CIL, s106 |
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| North Kingston Area - Phase 2 | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | This neighbourhood scheme aims to create a healthy street area so includes a range of proposals to improve pedestrian visibility/priority at side roads e.g., through SRET/ continuous crossings/ raised tables. A hex is highlighted outside of Richmond Park Kingston Gate as there are a high number of movements for all modes, with especially high levels of cyclists & pedestrians accessing the park and nearby. This scheme will look to address the rat running issues to reduce the vehicle numbers which will improve safety for NMUs. Richmond Road is also identified as having medium safety hexes, as well as corresponding high & priority walking hexes. There are a lot of cyclist and pedestrian movements crossing Richmond Rd to access the town and riverside. Improvements to junctions and crossing points along this stretch are also included within this scheme. As highlighted the scheme also includes a number of schools, and is a relatively dense housing area so has latent demand to increase cycling & walking levels. | North Kingston Area - Phase 2 |  | Short term | Short-term | RBK | RBK delivery | 0.079 | TfL LIP; CIL, s106 |
|-------------------------------|--|--------------------------|---|-------------------------------|--|------------|------------|-----|--------------|-------|--------------------|

|  |  |  |   |  |  |  |  |  |  |  |  |
|--|--|--|---|--|--|--|--|--|--|--|--|
|  |  |  | <p>A continuation of a package of measures to create a Healthy Streets Area. This covers Kings Road (inc parallel roads) and will build on the Queens Rd/Crescent Rd width restrictions (previously a separate scheme) currently being trialled (subject to committee approval) and extend the measures to further tackle traffic dominance and rat running. This scheme will also compliment the existing school streets on Alexandra Road and Princes Road.</p> <p>Proposed measures to include; Albany Park Road (at both junctions with Richmond Road) - Continuous Footway (Copenhagen Crossing); Grosvenor Gardens (by Richmond Road) - Continuous Footway (Copenhagen Crossing); Richmond Road (by Bank Lane) - Conversion of Zebra Crossing into Toucan Crossing; Junction of Richmond Road with Kings Road and Lower Kings Road – Junction Improvements. Feasibility has been completed, 22/23 will cover consultation, design &amp; build</p> |  |  |  |  |  |  |  |  |
|--|--|--|---|--|--|--|--|--|--|--|--|

|                                     |  |                          |   |                                     |  |            |            |          |              |       |                              |
|-------------------------------------|--|--------------------------|---|-------------------------------------|--|------------|------------|----------|--------------|-------|------------------------------|
| A243 Healthy Streets Area - Phase 2 | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | <p>The A243 Hook Road is a key link between Surbiton to the north and the A3 to the south. The southern section between Thornhill Road and the A3 provides access to Tolworth Hospital, the Red Lion Business Park (via Thornhill Road) and a number of local schools. The road is therefore a busy corridor with high vehicle and pedestrian movements, particularly during the peak periods. The geographical typology of the Hook Road Area lends itself to a number of residential areas bisected by a spine route that splits at the Kingsdowne Road/ Upper Brighton Road junction, with the Upper Brighton/ Hook Road going southbound and Kingsdowne Road eastbound. Trip generators includes 10 primary/secondary schools, 6 places of worship, Surbiton rail station, Surbiton library, 5 parades of shops and 3 community centres. This area also links to the existing Portsmouth Road Go Cycle cycleway. This scheme overlaps with two proposed school streets. Hook Road and Fullers Way North Road were observed to have high vehicular movements on entry into the borough from A3. There are three schools, a hospital and multiple shops located along these roads, this high vehicle flow forms a natural obstacle to walking and cycling permeability.</p> | A243 Healthy Streets Area - Phase 2 |  | Short term | Short-term | RBK, TFL | RBK delivery | 0.095 | TfL (bid pending); CIL, s106 |
|-------------------------------------|--|--------------------------|---|-------------------------------------|--|------------|------------|----------|--------------|-------|------------------------------|

|                                 |  |                          |  |                 |  |            |            |     |              |     |                    |
|---------------------------------|--|--------------------------|--|-----------------|--|------------|------------|-----|--------------|-----|--------------------|
|                                 |  |                          | <p>A continuation of a package of measures to create a Healthy Streets Area. This will build on the modal filter delivered on Thornhill/Tolworth Road to reduce rat running within the area. Other measures proposed include (subject to consultation): Tolworth Road (by Fullers Way North / Red Lion Road) - Modal filter (road closure); Cecil Close (by Hook Road) - HGV footway protections (subjects to TfL's agreement); Tolworth Road (by Hook Road) - Continuous footway (Copenhagen crossing); Lovelace Gardens (by Upper Brighton Road) - Continuous footway (Copenhagen crossing); Herne Road (by Hook Road) - Continuous footway (Copenhagen crossing); Victoria Road (by Upper Brighton Road) - Zebra crossing; Ditton Road (by Hook Road) - Pocket park; Copenhagen Crossings &amp; modal filter to tackle through traffic avoiding Hook/A3 jct. These measures will support the proposed school streets on South Bank Terrace and Oak Hill Road.</p> |                 |  |            |            |     |              |     |                    |
| Berrylands Healthy Streets Area | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | <p>To review the Berrylands area to identify measures to reduce traffic impacts and create an environment which encourages more walking and cycling, increases air quality and community cohesion etc</p>  | Berrylands area |  | Short term | Short-term | RBK | RBK delivery | TBC | TfL LIP; CIL, s106 |

|  |  |                          |   |                               |  |                                     |             |   |  |     |                    |
|--|--|--------------------------|---|-------------------------------|--|-------------------------------------|-------------|---|--|-----|--------------------|
| Eden Street                                | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Review options for potential long term scheme to pedestrianise Eden Street. Currently a busy bus interchange so would closely involve TfL/ bus operators and potentially require relocation of this hub.  | Eden Street                   |  | Medium term                         | Short-term  | RBK; TfL/ bus operators                           | RBK & TfL delivery                       | TBC | TfL LIP; CIL, s106 |
| Kingston Town Centre Gyratory Major Scheme | RBK Third Local Implementation Plan 2019; Climate Change Action Plan | Essential Infrastructure | Major scheme - Redesign of the gyratory as part of a major town centre review. Need to review options in the Kingston Town Centre Movement Study which set out different ways to alter the gyratory.  | Kingston town centre          |  | Medium-longer term (c.2025 to 2030) | Medium-term | RBK, TfL, RB Richmond (links to borough boundary) | RBK & TfL delivery - planning & highways | TBC | S106/CIL/ TFL      |
| A3 Hook Roundabout Improvements            | RBK Third Local Implementation Plan 2019;                            | Essential Infrastructure | Current layout of the A3/A243 interchange creates significant borough network implications. Boundary and highway responsibilities require input from TfL, Highways England and Surrey CC. Investigation of alterations to allow traffic join/leave A3 | A3 Hook roundabout            |  | Longer-term (c.2030)                | Long-term   | RBK   | TfL delivery, RBK                        | TBC | TBC                |
| A3/Fullers Way North Junction Improvement  | RBK Third Local Implementation Plan 2019;                            | Essential Infrastructure | Measures relate to previous planning decisions and Land ownership issues to be resolved to allow progress   | A3/Fullers Way North Junction |  | Medium-longer term (c.2025 to 2030) | Medium-term | RBK   | TfL delivery, RBK                        | TBC | TfL, S106/CIL      |

|                     |  |                          |   |                     |  |            |            |         |              |      |           |
|---------------------|--|--------------------------|---|---------------------|--|------------|------------|---------|--------------|------|-----------|
| Latchmere Lane area | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Latchmere Lane area |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Canbury             | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Canbury             |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Norbiton CPZ        | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Norbiton CPZ        |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| King Henry's Road   | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | King Henry's Road   |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |

|                                       |  |                          |   |                                       |  |            |            |         |              |      |           |
|---------------------------------------|--|--------------------------|---|---------------------------------------|--|------------|------------|---------|--------------|------|-----------|
| Blagdon Road                          | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Blagdon Road                          |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Albert, Queens & George Rds           | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Albert, Queens & George Rds           |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Georgia, Springfield & California Rds | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Georgia, Springfield & California Rds |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Appleton Gardens                      | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Appleton Gardens                      |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |

|  |  |                          |   |  |  |            |            |         |              |      |           |
|--|--|--------------------------|---|--|--|------------|------------|---------|--------------|------|-----------|
| Orme Road / Kenley Road / Arundel Road / Revell Road | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Orme Road / Kenley Road / Arundel Road / Revell Road |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Warboys Road / Warboys Approach / Ladderstile Ride   | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Warboys Road / Warboys Approach / Ladderstile Ride   |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Home Zone/Welbeck Close/St James Close               | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Home Zone/Welbeck Close/St James Close               |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Worcester Park area                                  | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | Pembury Ave/Caverleigh Way, Kingshill Ave, Lower Green Gardens & Marl Field Close - potentially The Manor Drive.  | Worcester Park area                                  |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |

|                        |  |                          |   |                        |  |            |            |         |              |      |           |
|------------------------|--|--------------------------|---|------------------------|--|------------|------------|---------|--------------|------|-----------|
| Browns Rd area         | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | including Alpha Rd and Britannia Rd   | Browns Rd area         |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Beaconsfield Road Area | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Beaconsfield Road Area |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Review Riverside Zone  | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Review Riverside Zone  |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Durbin Road Area       | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Durbin Road Area       |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |

|                                |  |                          |   |                                |  |            |            |         |              |      |           |
|--------------------------------|--|--------------------------|---|--------------------------------|--|------------|------------|---------|--------------|------|-----------|
| Chessington Crofts area        | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | Ashcroft Rd/Oakcroft Villas/Cedarcroft Rd/Firecroft Rd/Oakcroft Rd  | Chessington Crofts area        |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Chessington North Station Area | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | Moor Lane (north end) and Compton Crescent Area   | Chessington North Station Area |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Hunters Road                   | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Hunters Road                   |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Orchard Road                   | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Orchard Road                   |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |

|                  |  |                          |   |                  |  |            |            |         |              |      |           |
|------------------|--|--------------------------|---|------------------|--|------------|------------|---------|--------------|------|-----------|
| Cricketers Close | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Cricketers Close |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Rollesby Road    | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Rollesby Road    |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Lofthouse Place  | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Lofthouse Place  |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |
| Verona Drive     | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Verona Drive     |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106 |

|                               |  |                          |   |                               |  |            |            |         |              |      |                    |
|-------------------------------|--|--------------------------|---|-------------------------------|--|------------|------------|---------|--------------|------|--------------------|
| Selby Close/York Way area     | Borough Parking Review; Climate Change Action Plan | Important Infrastructure | To review parking arrangements and deliver a parking management scheme. Cost estimate TBC depending on feasibility - £10,000 approximate cost covering consultation,TMO, signs and lines and project management | Selby Close/York Way area     |  | Short-term | Short-term | RBK;NSL | RBK delivery | 0.01 | CIL, s106          |
| Clayton Road                  | RBK Third Local Implementation Plan 2019;          | Important Infrastructure | To review existing arrangements to identify options to manage HGV intrusions  | Clayton Road                  |  | Short-term | Short-term | RBK     | RBK delivery | TBC  | CIL, s106; TfL LIP |
| Villiers Avenue/Lamberts Road | RBK Third Local Implementation Plan 2019;          | Important Infrastructure | To review existing arrangements to identify options to manage HGV intrusions  | Villiers Avenue/Lamberts Road |  | Short-term | Short-term | RBK     | RBK delivery | TBC  | CIL, s106; TfL LIP |
| Hawks Road/Villiers Road      | RBK Third Local Implementation Plan 2019;          | Important Infrastructure | To review existing arrangements to identify options to manage HGV intrusions  | Hawks Road/Villiers Road      |  | Short-term | Short-term | RBK     | RBK delivery | TBC  | CIL, s106; TfL LIP |
| Tudor Drive/Park Road         | RBK Third Local Implementation Plan 2019;          | Important Infrastructure | To review existing arrangements to identify options to manage HGV intrusions  | Tudor Drive/Park Road         |  | Short-term | Short-term | RBK     | RBK delivery | TBC  | CIL, s106; TfL LIP |

|                   |   |                         |  |                   |  |            |            |                     |                  |       |                              |
|-------------------|---|-------------------------|--|-------------------|--|------------|------------|---------------------|------------------|-------|------------------------------|
| Eden Street       | RBK Third Local Implementation Plan 2019; | Critical Infrastructure | Eden Street is a key bus interchange within Kingston Town Centre. It is also a collision hotspot due to the large number of vehicle/cycle/pedestrian movements and proximity to key destinations and fast-food venues. This area is also very close to significant developments within the town centre. Changes were trialled under the LSP programme and options are currently being worked up to identify the best way to improve safety whilst taking into account buses and deliveries to businesses.  | Eden Street       |  | Short-term | Short-term | RBK, TFL            | RBK/TFL delivery | 0.045 | TfL (bid pending); CIL, s106 |
| A2043 Malden Road | RBK Third Local Implementation Plan 2019; | Critical Infrastructure | Identified as a strategic & local route – very high priority. Malden Road (RB Kingston) (A2043) adjoins Central Road & Cheam Common Road (LB Sutton) which runs through Worcester Park shopping area and is also a key bus route for local & strategic routes including the X26. The A2043 is highlighted as being within the 50-75th percentile safety link. Currently the area experiences severe congestion due to railway line pinch points which also results in poor air quality along this link. Delays to buses between Kingston & Sutton are tidal. This bid for funding is to continue progressing this existing scheme to implement measures which tackle bus delays. This is a joint scheme with LB Sutton and will feed into the X26 Review.. | A2043 Malden Road |  | Short-term | Short-term | RBK, TFL, LB Sutton | RBK/TFL delivery | 0.7   | TfL (bid pending); CIL, s106 |

|              |   |                          |  |              |  |            |            |          |                  |      |                              |
|--------------|---|--------------------------|--|--------------|--|------------|------------|----------|------------------|------|------------------------------|
| Motspur Park | RBK Third Local Implementation Plan 2019; | Important Infrastructure | Scheme to address speeding concerns raised by local residents and councillors and to review the existing speed reduction measures along this road to improve speed compliance. This road is local bus route K5 and is also a key borough cycling link from LCN75 into LB of Merton towards Wimbledon/Raynes Park and for access to Motspur Park station. | Motspur Park |  | Short-term | Short-term | RBK, TFL | RBK/TFL delivery | 0.05 | TfL (bid pending); CIL, s106 |
|--------------|---|--------------------------|--|--------------|--|------------|------------|----------|------------------|------|------------------------------|

## 4.10 Flood resilience

### 4.10.1 Introduction

Sustainable Drainage Systems (SuDS) to manage surface water drainage and mitigate flood risk in the borough.

### 4.10.2 RBK responsibilities and requirements

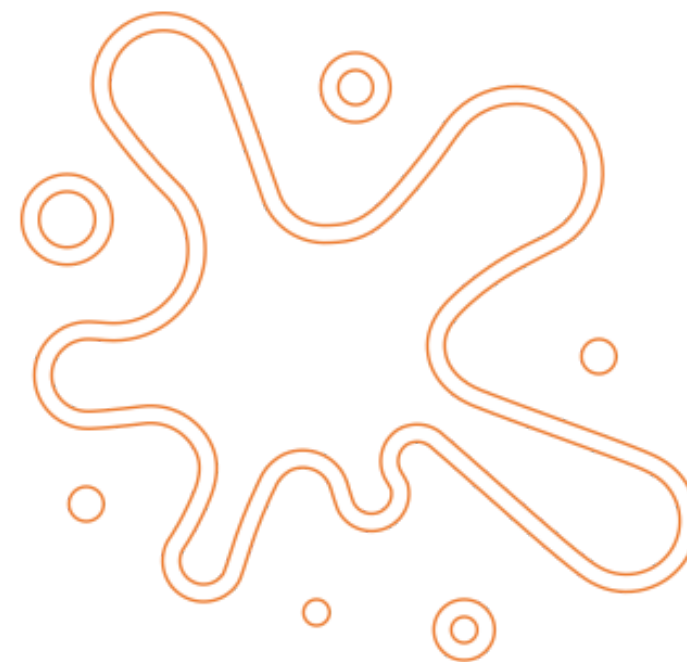
Climate change will result in extreme flood events occurring more frequently in the future, with the potential to affect residents and businesses in a number of areas of the borough. The Council will seek to reduce flood risk and ensure resilience against the future impact of flooding in accordance with the National Planning Policy Framework.

### 4.10.3 Evidence base

The key evidence bases used to identify the need for the projects which follow are set out below:

- Surface Water Management Plan
- Engagement with RBK Flood Risk Engineers

Note: The IDP does not seek to examine the robustness of the evidence base noted above.





#### 4.10.4 Flood resilience project list

| Project Name       | Source   | Classification                  | Description of Project  | Proposed Location                     | Timing of Requirement | Project Lead and Partners                  | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding     |
|--------------------|--|---------------------------------|---|---------------------------------------|-----------------------|--|--|---------------------|-----------------------|
| King Georges Field | Surface Water Management Plan (unpublished)      | <b>Essential Infrastructure</b> | Park currently floods and impacts properties on Hook Rise South; opportunity to incorporate SuDS features to better manage the surface water runoff and lower the impact of flooding. | King Georges Field, Chessington       | Short-term            | RBK, Metis                                 | RBK delivery                                 | TBC                 | EA; Thames Water; CIL |
| Alexandra Rec      | Surface Water Management Plan (near publication) | <b>Important Infrastructure</b> | SUDS features. South East Rivers Trust leading on this project  | Alexandra Recreation Ground, Surbiton | Short-term            | RBK, Metis, South East Rivers Trust (lead) | RBK delivery                                 | TBC                 | EA; Thames Water; CIL |

|                         |  |                                 |   |   |            |            |              |       |                       |
|-------------------------|--|---------------------------------|---|---|------------|------------|--------------|-------|-----------------------|
| Latchmere Park          | Surface Water Management Plan (near publication) | <b>Important Infrastructure</b> | <p>Various Flood Mitigation Measures/SuDS features</p> <p>Falls under the Acre Road scheme but won't be funded via the pilot. Park and surrounding roads are at risk of surface water flooding. The inclusion of a basin and/or swale would help to reduce the existing levels of flooding in heavy storm events.</p> | Latchmere Recreation Ground, North Kingston | Short-term | RBK, Metis | RBK delivery | TBC   | EA; Thames Water; CIL |
| Critical Drainage Areas | Surface Water Management Plan (unpublished)      | <b>Important Infrastructure</b> | <p>Various Flood Mitigation Measures/SuDS features</p> <p>Acre Road (may be funded under the London Strategic SUDs Pilot Study)</p>   | Acre Road, North Kingston                   | Short-term | RBK, Metis | RBK delivery | 0.328 | EA; Thames Water; CIL |
| Critical Drainage Areas | Surface Water Management Plan (unpublished)      | <b>Important Infrastructure</b> | Various Flood Mitigation Measures/SuDS features   | Old Malden                                  | Short-term | RBK, Metis | RBK delivery | TBC   | EA; Thames Water; CIL |

|                                     |   |                                 |  |  |            |            |              |             |                       |
|-------------------------------------|---|---------------------------------|--|--|------------|------------|--------------|-------------|-----------------------|
|                                     |   |                                 | at Old Malden (Manor Park)   |  |            |            |              |             |                       |
| Critical Drainage Areas             | Surface Water Management Plan (unpublished) | <b>Important Infrastructure</b> | Various Flood Mitigation Measures/SUDS at Surbiton (Seething Wells)  | Seething Wells Area, Surbiton / Berrylands   | Short-term | RBK, Metis | RBK delivery | TBC         | EA; Thames Water; CIL |
| Hook Flood Alleviation Scheme       | Surface Water Management Plan (unpublished) | <b>Essential Infrastructure</b> | Various Flood Mitigation Measures/SuDS features. Involves the construction of detention basin at Sir Francis Barker Recreation Ground, and channel widening of the watercourse at Lovelace Playing Fields and Kingston Rugby Football Club | Sir Francis Barker Recreation Ground, Lovelace Playing Fields and Kingston Rugby Football Club | Short-term | RBK, Metis | RBK delivery | 1.523 (TBC) | EA; CIL               |
| New Malden Flood Alleviation Scheme | Surface Water Management Plan (unpublished) | <b>Essential Infrastructure</b> | Various Flood Mitigation Measures/SuDS features: Construction of online detention basin, channel widening features, rain garden and permeable paving to  | Coombe Wood golf course, Coombe Girls School   | Short-term | RBK, Metis | RBK delivery | 1.687(TBC)  | EA; Thames Water; CIL |

|  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|
|  |  |  | reduce existing flood risk to properties at Coombe girls school and Coombe wood golf course. |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|

## 4.11 Housing, property and Major Projects

### 4.11.1 Introduction

RBK asset and property management and major projects (including Affordable Housing).

### 4.11.2 RBK responsibilities and requirements

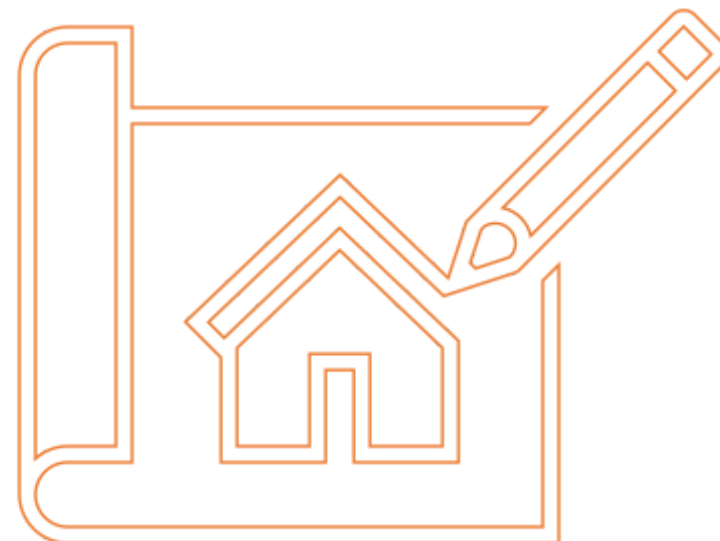
The Council will work positively and proactively with key stakeholders and development industry partners to facilitate the delivery of affordable homes and public facilities to help meet the borough's increasing needs.

### 4.11.3 Evidence base

The key evidence bases used to identify the need for the projects which follow are set out below:

- Kingston's housing accommodation needs assessment
- Corporate Landlord - Asset Strategy/ Capital Assets
- Engagement with RBK Housing, Property and Major Projects teams

Note: The IDP does not seek to examine the robustness of the evidence base noted above.



#### 4.11.4 Housing and Property project list

| Project Name                | Source  | Classification                  | Description of Project   | Proposed Location           | Proposed Location by Neighbourhood | Timing of Requirement I | Timing of Requirement | Project Lead and Partners                       | Delivery Mechanism & Governance arrangements | Estimated Cost (£M) | Potential Funding  |
|-----------------------------|---|---------------------------------|--|-----------------------------|------------------------------------|-------------------------|-----------------------|---|--|---------------------|--|
| Acre Road Affordable Houses | Kingston's housing accommodation needs assessment   | <b>Critical Infrastructure</b>  | ~40 units of specialist supported housing including a mix of either older person housing or potentially a 8-12 unit acute learning disabilities scheme alongside a mainstream/housing for older person unit. | Acre Rd                     |                                    |                         | Short-term            | TBC   | TBC  | TBC                 | TBC  |
| Latchmere Pavilion          | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Essential Infrastructure</b> | Provision of sports/ leisure facility for recreation and community use incl flexible space, changing, public toilet, refreshment to support local external   | Latchmere Recreation Ground |                                    | 2022-24                 | Short-term            | Corporate Head of Capital Projects; Greenspaces | RBK Delivery                                 | 0.3                 | RBK General; DLUHC funding for Changing Places Toilet - separate |

|  |   |                          |   |                                 |                      |         |            |   |              |     |             |
|--|---|--------------------------|---|---------------------------------|----------------------|---------|------------|---|--------------|-----|-------------|
|  |   |                          | recreation and amenity  |                                 |                      |         |            |   |              |     |             |
| King Edward Recreation Ground Pavilion | Corporate Landlord - Asset Strategy/ Capital Assets | Important Infrastructure | Provision of sports/ leisure facility for recreation and community use incl flexible space, changing, public toilet, refreshment to support local external recreation and amenity | King Edward Recreation Ground   | South of the Borough | 2022-24 | Short-term | Corporate Head of Capital Projects; Greenspaces | RBK Delivery | 0.4 | RBK General |
| King George V Pavilion                 | Corporate Landlord - Asset Strategy/ Capital Assets | Important Infrastructure | Provision of sports/ leisure facility for recreation and community use incl flexible space, changing, public toilet, refreshment to support local external recreation and amenity | King George V Playing Fields    |                      | 2022-24 | Short-term | Corporate Head of Capital Projects; Greenspaces | RBK Delivery | 0.4 | RBK General |
| Cemetery Pergola                       | Corporate Landlord - Asset Strategy/ Capital Assets | Important Infrastructure | Replacement of facility for cemetery visitors and families for reflection   | Kingston Cemetery & Crematorium | Kingston Town        | 2022-23 | Immediate  | Corporate Head of Capital Projects              | RBK Delivery | 0.2 | RBK General |

|  |   |                                 |   |                                 |                      |         |            |  |              |      |   |
|--|---|---------------------------------|---|---------------------------------|----------------------|---------|------------|--|--------------|------|---|
| Changing Places Toilets - Latchmere Rec          | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Important Infrastructure</b> | 1no CP toilet - DLUHC funding + RBK - provision in strategic area   | Latchmere Rec Ground - Pavilion |                      | 2022-23 | Immediate  | Corporate Head of Capital Projects; MDUK, Friends of Latchmere Rec Ground          | RBK Delivery | 0.1  | DLUHC for CP facility; RBK match funding; RBK service costs |
| Changing Places Toilets - Hook Centre            | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Important Infrastructure</b> | 1no CP toilet - DLUHC funding + RBK - provision in strategic area   | Hook Centre                     | South of the Borough | 2022-23 | Immediate  | Corporate Head of Capital Projects; MDUK, Culture/ Libraries Lead; Community Brain | RBK Delivery | 0.1  | DLUHC for CP facility; RBK match funding; RBK service costs |
| Changing Places Toilets - Marketplace/ surrounds | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Important Infrastructure</b> | 1no CP toilet - DLUHC funding + RBK - provision in strategic area   | Marketplace/ surrounds          | Kingston Town        | 2022-24 | Short-term | Corporate Head of Capital Projects; MDUK, Regeneration, Kingston First/ other      | RBK Delivery | 0.1  | DLUHC for CP facility; RBK match funding; RBK service costs |
| Surbiton Cemetery                                | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Critical Infrastructure</b>  | Requirement for expansion of plots to accommodate, with sub-structure/ groundworks to stabilise area. Increased demand for sqm. | Surbiton Cemetery               | Surbiton             | 2022-23 | Immediate  | Corporate Head of Capital Projects;  | RBK Delivery | 0.25 | RBK General   |

|  |  |                          |  |            |                      |           |            |  |              |                 |   |
|--|--|--------------------------|--|------------|----------------------|-----------|------------|--|--------------|-----------------|---|
| Tolworth Car Park  | Corporate Landlord - Asset Strategy/ Capital Assets          | Important Infrastructure | Remedials, upgrade   | Tolworth   | South of the Borough | 2022-24   | Short-term | Corporate Head of Capital Projects; Corporate Head of Property                         | RBK Delivery | 0.3             | RBK General   |
| New Malden Library                                       | Library provision  | Important Infrastructure | Structural, roof, compliance, refurbishment, remodelling                           | New Malden | Meldens and Coombe   | 2022-23   | Immediate  | Corporate Head of Capital Projects; Culture/ Libraries Lead; Workplace; Community Hubs | RBK Delivery | 1               | RBK General - 0.4 approved  |
| Kingston Library   | Library provision, community hub/ work place; Cultural offer | Important Infrastructure | Workplace remodel, upgrade, basement works, remedial, refurb for lettings, heating | Kingston   | Kingston Town        | 2022-24   | Short-term | Corporate Head of Capital Projects; Culture/ Libraries Lead; Workplace; Community Hubs | RBK Delivery | 0.8             | RBK General; Arts Council LIF; Heritage Lottery; 0.2 for Roof works |
| Kingston Library & Kingston Museum long term development | Cultural offer   | Essential Infrastructure | Wholesale re-work as part of Cultural Quarter/ Kingfisher re-development           | Kingston   | Kingston Town        | 2022-2028 | TBC        | Corporate Head of Capital Projects; Culture/ Libraries Lead; Workplace;                | RBK Delivery | TBC 6-8 million | Heritage Lottery? Arts Council?                                     |

|   |  |                          |  |                   |                      |         |            |  |              |      |                               |
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|   |  |                          |  |                   |                      |         |            | Community Hubs   |              |      |                               |
| Kingston Library & Kingston Museum scoping/ visioning for long term development | Cultural offer                               | Essential Infrastructure | Scoping/ visioning to masterplan in tandem with Kingfisher, public realm, and Museum/ library functions                                      | Kingston          | Kingston Town        | 2022-24 | Immediate  | Corporate Head of Capital Projects; Culture/ Libraries Lead; Workplace; Community Hubs | RBK Delivery | 0.25 | RBK General                   |
| Surbiton Library  | Library provision, community hub/ work place | Essential Infrastructure | Refurbishment, remedial repairs, fire compliance   | Surbiton          | Surbiton             | 2022-23 | Immediate  | Corporate Head of Capital Projects; Culture/ Libraries Lead; Workplace; Community Hubs | RBK Delivery | 0.6  | RBK General                   |
| Hook Centre/ Library  | Library provision, community hub/ work place | Essential Infrastructure | Heating and air conditioning, ICT infrastructure, rebranding, remodelling, extension (Changing Places Toilet to include - listed separately) | Hook, Chessington | South of the Borough | 2022-24 | Short-term | Corporate Head of Capital Projects; Culture/ Libraries Lead; Workplace; Community Hubs | RBK Delivery | 1.5  | RBK General; Arts Council LIF |

|                         |                   |                          |   |          |          |         |             |   |              |     |             |
|-------------------------|-------------------|--------------------------|---|----------|----------|---------|-------------|---|--------------|-----|-------------|
| Surbiton Library Annexe | Library provision | Important Infrastructure | Refurbishment and re-purposing of space                           | Surbiton | Surbiton | 2022-25 | Medium-term | Corporate Head of Capital Projects; Culture/Libraries Lead; Workplace; Community Hubs | RBK Delivery | 0.2 | RBK General |
| Tudor Library extension | Library provision | Important Infrastructure | General refurbishment and urgent remedial works                   | TBC      |          | 2022-25 | Medium-term | Corporate Head of Capital Projects; Culture/Libraries Lead; Workplace; Community Hubs | RBK Delivery | 0.2 | RBK General |
| Tudor Hall & Playground | Library provision | Important Infrastructure | External works including playground rectification and upgrade     | TBC      |          | 2022-23 | Immediate   | Corporate Head of Capital Projects; Culture/Libraries Lead; Workplace; Community Hubs | RBK Delivery | 0.1 | RBK General |
| Old Malden Library      | Library provision | Important Infrastructure | Rotting woodwork, General refurbishment and urgent remedial works | TBC      |          | 2022-24 | Short-term  | Corporate Head of Capital Projects; Culture/Libraries                                 | RBK Delivery | 0.2 | RBK General |

|                     |   |  |  |          |                         |         |            |   |              |      |                                     |
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|                     |   |  |  |          |                         |         |            | Lead;<br>Workplace;<br>Community<br>Hubs  |              |      |                                     |
| Tolworth<br>Library | Library<br>provision                      | <b>Essential<br/>Infrastructu<br/>re</b> | General<br>refurbishment<br>and urgent<br>remedial works<br>incl toilet<br>facilities, internal<br>and external<br>works                               | Tolworth | South of the<br>Borough | 2022-24 | Short-term | Corporate<br>Head of<br>Capital<br>Projects;<br>Culture/<br>Libraries<br>Lead;<br>Workplace;<br>Community<br>Hubs | RBK Delivery | 0.15 | RBK General                         |
| Kingston<br>Museum  | Cultural<br>offer                         | <b>Important<br/>Infrastructu<br/>re</b> | General<br>refurbishment,<br>remodelling,<br>accessibility,<br>cultural frontage,<br>public realm  | Kingston | Kingston Town           | 2022-24 | Short-term | Corporate<br>Head of<br>Capital<br>Projects;<br>Culture/<br>Libraries<br>Lead;<br>Workplace;<br>Community<br>Hubs | RBK Delivery | 2    | RBK General;<br>Heritage<br>Lottery |
| Sessions<br>House   | Future<br>workplace;<br>Cultural<br>offer | <b>Important<br/>Infrastructu<br/>re</b> | Re-use of<br>Corporate asset<br>for Council<br>infrastructure/<br>workplace,<br>potentially for<br>CCTV control,<br>other Council<br>critical elements | Surbiton | Surbiton                | 2022-24 | Short-term | Corporate<br>Head of<br>Capital<br>Projects;<br>Workplace;  | RBK Delivery | 1.5  | RBK General                         |

|   |   |                                 |  |                                  |               |         |             |  |              |     |   |
|---|---|---------------------------------|--|----------------------------------|---------------|---------|-------------|--|--------------|-----|---|
| CCTV infrastructure - CCTV Control room and BEC | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Essential Infrastructure</b> | Infrastructure upgrade incl CCTV routing, cabling, processing, secure housing of equipment, monitoring, staff workspace and welfare associated, security elements associated | Kingston                         | Kingston Town | 2022-24 | Short-term  | Programme Director - Future Workplace  | RBK Delivery | 2.5 | RBK General; DLUHC, GLA/ TfL                    |
| Coronation Stone - future                       | Cultural offer                                      | <b>Important Infrastructure</b> | Possible longer-term repairs work/ relocation to All Saints  | Kingston                         | Kingston Town | 2024-26 | Medium-term | Culture Lead   | RBK Delivery | 0.2 | RBK General                                     |
| Kingston History Centre (GH)                    | Cultural offer                                      | <b>Important Infrastructure</b> | Refurbishment, workplace upgrade, decant requirements  | Kingston                         | Kingston Town | 2022-24 | Short-term  | Culture Lead   | RBK Delivery | 0.5 | RBK General; Arts Council LIF; Heritage Lottery |
| Libraries ICT/ data Infrastructure project      | Library provision                                   | <b>Essential Infrastructure</b> | Delivery of new media/ ICT infrastructure to all libraries/ hubs to boost accessibility to services, facilities, for residents and productivity re: workplace                | Boroughwide at Library locations | TBC           | 2022-24 | Short-term  | Corporate Head of Capital Projects; Culture/ Libraries Lead; Workplace; Community Hubs | RBK Delivery | 0.4 | RBK General; Arts Council LIF                   |

|   |   |                                 |   |                                 |                      |         |            |  |              |      |             |
|---|---|---------------------------------|---|---------------------------------|----------------------|---------|------------|--|--------------|------|-------------|
| Harrow Close Car Park area redesign and remodel                 | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Important Infrastructure</b> | Audit, re-design and reconfiguration of layout, parking, signage, landscaping, barriers, fencing, security, circulation routes to provide ergonomic solution, minimising congestion and removing health & safety issues | Harrow Close                    | South of the Borough | 2022-23 | Immediate  | Corporate Head of Capital Projects; Corporate Head of Property; FM | RBK Delivery | 0.7  | RBK General |
| Christ Church Primary School playing field works                | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Important Infrastructure</b> | Remedial works to enable use all year   |                                 |                      | 2022-24 | Short-term | Corporate Head of Capital Projects; Greenspaces                    | RBK Delivery | 0.25 | RBK General |
| Kingston Crematorium expansion, accessibility and modernisation | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Essential Infrastructure</b> | Expansion, accessibility and modernisation, ability to hold larger services, celebrations of life particularly post-Covid   | Kingston Cemetery & Crematorium | Kingston Town        | 2022-24 | Ongoing    |  | RBK Delivery | 2    | RBK General |
| Caretaker House re-purpose - Moor Lane                          | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Essential Infrastructure</b> | Re-purposing for vulnerable adults/ younger adults  | Moor Lane                       |                      | 2022-23 | Immediate  |  | RBK Delivery | 0.2  | RBK General |

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|---|---|---------------------------------|--|---------------------------|---------------|---------|------------|------------------------------------|--------------|------|-------------|
| Caretaker Houses re-purpose   | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Essential Infrastructure</b> | Re-purposing of houses across the borough for community care/ key workers  | Boroughwide               | TBC           | 2022-24 | Short-term |                                    | RBK Delivery | 4    | RBK General |
| Robin Hood Primary - turning/ access CHECK not repeat of AfC                  |   | <b>Essential Infrastructure</b> | Works to manage traffic, access, turning for support to Primary School pupils with additional needs/ support requirements                        | Robin Hood Primary School |               | 2022-24 | Immediate  |                                    | RBK Delivery | 0.3  | RBK General |
| CHECK not repeat - Relocation of vehicle depot - associated UKPN/ other works | AfC   | <b>Essential Infrastructure</b> | Reprovision of minibus parking and secured area for AfC functions including CCTV, power/ elec, lighting, re-surfacing, welfare, security fencing | Cox Lane /Jubilee Way     |               | 2022-24 | Short-term |                                    | RBK Delivery | 0.5  | RBK General |
| Bittoms Car Park improvements   | Car Parks - Infrastructure/ Accessibility           | <b>Important Infrastructure</b> | Car park improvements  | Bittoms Car Park          |               | 2022-24 | Short-term | Corporate Head of Capital Projects | RBK Delivery | 0.15 | RBK General |
| Rose Car Park Lifts and ancillary   | Car Parks - Infrastructure/ Accessibility           | <b>Important Infrastructure</b> | Replacement of lifts beyond service life to provide accessibility and ancillary improvements   | Rose Car Park             | Kingston Town | 2022-24 | Immediate  | Corporate Head of Capital Projects | RBK Delivery | 0.9  | RBK General |

|  |   |                                 |  |   |                      |         |            |                                      |              |                            |             |
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| Market House - Check not a duplication of Regeneration | Town Centres & High Street                          | <b>Essential Infrastructure</b> | Refurbishment, re-purposing & DDA works to bring building back into civic use.   | Market Place  | Kingston Town        | 2022-25 | Short-term | Corporate Head of Capital Projects   | RBK Delivery | 3.5                        | RBK General |
| Tolworth Leisure Centre refurb                         | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Essential Infrastructure</b> | Refurbishment of the Tolworth Leisure Centre   | Tolworth Recreation/ Leisure Centre   | South of the Borough | 2022-24 | Short-term | Corporate Head of Capital Projects   | RBK Delivery | 0.6                        | RBK General |
| Check with Highways for any duplication                | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Essential Infrastructure</b> | Town Centre Automatic Bollards   | TS to insert  | Kingston Town        | 2022-24 | Immediate  | TBC                                  | TBC          | TBC                        | TBC         |
| Future Workplace Programme                             | Corporate Landlord - Asset Strategy/ Capital Assets | <b>Essential Infrastructure</b> | Wholesale review of councils workspaces, aim to reduce the councils footprint and release Guildhall 1 & Guildhall 2 as they will be surplus to requirements. | Options appraisal with recommended future location to be presented to committee, this will determine future location for staff. | Kingston Town        | 2022-24 | Ongoing    | Tessa Cole and third sector partners | RBK Delivery | Dependent on chosen option | N/A         |

## SECTION B - SITE ALLOCATIONS

In this section we have grouped together the site allocations based on their geographical Neighbourhoods (the Borough consists of 4 Neighbourhoods) and attempted to identify their likely infrastructure requirements upon the Borough.

These have been grouped together as follows:

- 4.11 Kingston and North Kingston Neighbourhood (K&NK)
- 4.12 Surbiton Neighbourhood (SURB)
- 4.13 New and Old Malden Neighbourhood (N&OM)
- 4.14 South of the Borough Neighbourhood (SOTB)

High-level estimate of the additional infrastructure requirements in the Royal Borough of Kingston upon Thames (RBK) area for the delivery of 13,960 additional homes (across 44 mixed-use developments) by 2043. These figures are very broad indicative estimates of infrastructure requirements and demands which could arise from the delivery of these sites — local specifics (housing mix, occupancy, modal share, demographics, existing spare capacity, service catchments) will drive actual demand and need detailed modelling and analysis when the developments will come forward at the Development Management stage. Please see the RBK website for maps of these 4 neighbourhoods, and please see the site allocations section of the Plan (chapter 12) for further information on these site allocations.

### 4.11 Kingston and North Kingston Neighbourhood (Years 1-15)

| Category                       | Increment per home   | Potential total (for circa 5,464 homes) | Observations / Notes / Sources  |
|--------------------------------|----------------------|---|---|
| <b>Primary School Places</b>   | 0.25 pupils per home | <b>1,366 places</b>                     | Based on DfE national average pupil yield (Fact Sheet 5: <i>New Homes and School Places, 2023</i> ). Actual yield may vary depending on housing mix (family vs. apartment). |
| <b>Secondary School Places</b> | 0.13 pupils per home | <b>711 places</b>                       | Same DfE yield source; adjusted locally for Kingston demographics if available.   |

|  |  |                                |  |
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| <b>Car Parking Provision</b>                           | 1.1 spaces per home                      | <b>6,010 spaces</b>            | Typical suburban/outer-London parking standard. Borough policies may cap parking for high PTAL areas.  |
| <b>Electric Vehicle (EV) Parking / Charging Points</b> | 1 EV-capable space per home              | <b>5,464 EV-capable spaces</b> | Consistent with 2022 Building Regulations – Approved Document S (EV charging infrastructure requirement).  |
| <b>Daily Vehicle Trips (Private Car)</b>               | 3.8 trips per home per day (approx.)     | <b>20,763 trips/day</b>        | Derived from National Travel Survey: ~2.5 persons/home × ~2.5 trips/person/day × 60 % by car. Kingston’s good PT access may reduce actual car share. |
| <b>Daily Bus &amp; Rail Journeys</b>                   | 0.94 journeys per home per day (approx.) | <b>5,138 trips/day</b>         | Assumes ~15 % modal share of total daily trips. Adjust for local PTAL scores and mode split data.  |
| <b>General Practice (GP) Doctors (FTE)</b>             | 0.00152 GPs per home                     | <b>8.3 GPs (≈ 8–9 FTE)</b>     | Based on ~2.5 persons/home and 1 GP : 1,655 patients (England, 2024). Local primary-care network capacity may vary.                                  |
| <b>Hospital Beds</b>                                   | 0.0065 beds per home                     | <b>36 beds</b>                 | Ratio of 2.6 beds per 1,000 population (UK average). Regional NHS capacity planning applies.   |
| <b>Community Facilities</b>                            | 0.001 facility per home (≈ 1 / 1,000)    | <b>5–6 facilities</b>          | Benchmarked from local-authority practice: one community centre or equivalent per ~1,000 homes. Could include libraries, youth spaces, shared halls. |

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|--|-----------------------------|--|--|
| <b>Water Supply Demand</b>                                 | 350 litres/day per home     | <b>1,912,400 litres/day</b>            | Average domestic consumption benchmark (Ofwat / Environment Agency). May reduce with efficiency measures.                              |
| <b>Energy Demand</b>                                       | 3.5 MWh/year per home       | <b>19,124 MWh/year</b>                 | Based on UK average household electricity + heating demand (BEIS, 2023). Lower with heat pumps and insulation.                         |
| <b>Waste Generation</b>                                    | 300 kg/year per home        | <b>1,639,200 kg/year</b>               | Average UK household waste arisings (WRAP 2023). Recycling improvements could reduce totals.   |
| <b>Green &amp; Blue Infrastructure (Greenspace + SUDS)</b> | 15 m <sup>2</sup> per home  | <b>81,960 m<sup>2</sup> (~ 8.2 ha)</b> | Derived from open-space benchmarks (Fields in Trust / Natural England). May vary with local plan standards and flood-mitigation needs. |
| <b>Digital Infrastructure – Broadband</b>                  | 1 fibre connection per home | <b>5,464 fibre connections</b>         | Standard full-fibre provision for all new dwellings.   |
| <b>Digital Infrastructure – 5G Small-Cells</b>             | 1 per 200 homes             | <b>≈ 27 small-cell sites</b>           | Typical small-cell density estimate for dense urban deployment (Ofcom 2024 guidance).  |

#### 4.12 Surbiton Neighbourhood (Years 1-15)

| Category   | Increment per home      | Total for 965 homes          | Observations / Notes / Sources   |
|--|-------------------------|------------------------------|--|
| <b>Primary School Places</b>                           | 0.25 pupils/home        | <b>241 places</b>            | DfE (2023) <i>Fact Sheet 5: New Homes and School Places</i> . Family housing mix yields more pupils; apartments yield fewer. |
| <b>Secondary School Places</b>                         | 0.13 pupils/home        | <b>126 places</b>            | DfE pupil yield averages. Adjust locally depending on housing tenure and size.   |
| <b>Car Parking Provision</b>                           | 1.1 spaces/home         | <b>1,062 spaces</b>          | Reflects suburban/outer-London average. Surbiton's higher PTAL near rail may lower provision.                                |
| <b>Electric Vehicle (EV) Parking / Charging Points</b> | 1 EV-capable space/home | <b>965 EV-capable spaces</b> | Required by Building Regulations (Approved Document S, 2022).  |
| <b>Daily Vehicle Trips (Private Car)</b>               | 3.5 trips/home/day      | <b>3,378 trips/day</b>       | Based on ~2.5 persons/home × ~2.5 trips/person/day × 60% car mode share. Could drop in areas near Surbiton station.          |
| <b>Daily Bus &amp; Rail Journeys</b>                   | 0.88 journeys/home/day  | <b>849 trips/day</b>         | 15% modal share estimate from DfT National Travel Survey (2023). Surbiton's excellent rail access could raise PT share.      |

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| <b>General Practice (GP) Doctors (FTE)</b>                 | 0.00152 GPs/home                         | <b>1.47 FTE GPs (≈ 1–2)</b>             | Based on 1 GP : 1,655 patients, ~2.5 persons/home. (Commons Library 2024).                                       |
| <b>Hospital Beds</b>                                       | 0.006 beds/home                          | <b>6 beds</b>                           | Based on UK ratio 2.6 beds/1,000 population (King's Fund 2025). Actual provision borough-wide.                   |
| <b>Community Facilities</b>                                | 0.001 facility/home (~1 per 1,000 homes) | <b>≈ 1 facility</b>                     | Typical standard for local centres, community halls, or flexible spaces.   |
| <b>Water Supply Demand</b>                                 | 350 litres/day/home                      | <b>337,750 litres/day</b>               | Ofwat / Environment Agency 2024 benchmark; reduced by efficient fixtures.  |
| <b>Energy Demand</b>                                       | 3.5 MWh/year/home                        | <b>3,378 MWh/year</b>                   | UK average household demand (BEIS 2023). Surbiton's new homes may achieve 15–25% less due to EPC A/B standards.  |
| <b>Waste Generation</b>                                    | 300 kg/year/home                         | <b>289,500 kg/year (≈ 290 tonnes)</b>   | WRAP 2023 household waste benchmark. Recycling rate in Kingston (~49%) affects residual waste.                   |
| <b>Green &amp; Blue Infrastructure (Greenspace + SUDS)</b> | 15 m <sup>2</sup> /home                  | <b>14,475 m<sup>2</sup> (≈ 1.45 ha)</b> | Based on Fields in Trust and Natural England open-space standards. Include SUDS features (rain gardens, swales). |

|  |                         |                             |   |
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| <b>Digital Infrastructure – Broadband</b>      | 1 fibre connection/home | <b>965 connections</b>      | Full-fibre broadband required in all new housing (Ofcom 2024 guidance). |
| <b>Digital Infrastructure – 5G Small Cells</b> | 1 per 200 homes         | <b>≈ 5 small-cell sites</b> | Ofcom (2024) standard for dense urban/suburban 5G coverage.             |

#### 4.13 New and Old Malden Neighbourhood (Years 1-15)

| <b>Category</b>                | <b>Increment per home</b> | <b>Total for 2,183 homes</b> | <b>Observations / Notes / Sources</b>  |
|--------------------------------|---------------------------|------------------------------|--|
| <b>Primary School Places</b>   | 0.25 pupils/home          | <b>546 places</b>            | Based on Department for Education (DfE) average pupil yield (Fact Sheet 5, <i>New Homes and School Places</i> , 2023). Reflects family-type housing; fewer if flats. |
| <b>Secondary School Places</b> | 0.13 pupils/home          | <b>284 places</b>            | Same DfE source; local adjustment may be required based on secondary catchments.   |
| <b>Car Parking Provision</b>   | 1.1 spaces/home           | <b>2,401 spaces</b>          | Typical suburban London provision. Kingston Local Plan may reduce for PTAL > 3 (public transport access).  |

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| <b>Electric Vehicle (EV) Parking / Charging Points</b> | 1 EV-capable space/home                  | <b>2,183 EV-capable spaces</b> | In line with 2022 Building Regulations – Approved Document S (mandatory EV charging for new dwellings).                           |
| <b>Daily Vehicle Trips (Private Car)</b>               | 3.5 trips/home/day (approx.)             | <b>7,641 trips/day</b>         | Based on ~2.5 persons/home × ~2.5 trips/person/day × 60 % by car. Kingston’s PTAL areas may reduce this figure.                   |
| <b>Daily Bus &amp; Rail Journeys</b>                   | 0.88 journeys/home/day (approx.)         | <b>1,923 journeys/day</b>      | Assumes ~15 % of total trips by bus/rail in a suburban London borough (DfT NTS 2023).   |
| <b>General Practice (GP) Doctors (FTE)</b>             | 0.00152 GPs/home                         | <b>3.3 FTE GPs (≈ 3–4)</b>     | Based on ~2.5 persons/home and 1 GP : 1,655 patients (Commons Library 2024). Local Primary Care Networks may adjust for age/need. |
| <b>Hospital Beds</b>                                   | 0.006 beds/home                          | <b>13 beds</b>                 | UK average ≈ 2.6 beds/1,000 population (King’s Fund 2025). Demand depends on case-mix and NHS regional capacity.                  |
| <b>Community Facilities</b>                            | 0.001 facility/home (~1 per 1,000 homes) | <b>≈ 2 facilities</b>          | Typical local standard: one small community centre or equivalent per ~1,000 homes. Could include multipurpose halls or libraries. |

|  |                         |   |  |
|--|-------------------------|---|--|
| <b>Water Supply Demand</b>                                 | 350 litres/day/home     | <b>764,050 litres/day</b>               | Based on Ofwat / Environment Agency average domestic consumption (2024). May reduce with efficiency measures.    |
| <b>Energy Demand</b>                                       | 3.5 MWh/year/home       | <b>7,641 MWh/year</b>                   | BEIS 2023 household average. Will fall with energy-efficient design, heat pumps, solar PV.                       |
| <b>Waste Generation</b>                                    | 300 kg/year/home        | <b>654,900 kg/year (≈ 655 t/year)</b>   | WRAP 2023 household waste benchmark. Recycling and food-waste collection may alter figures.                      |
| <b>Green &amp; Blue Infrastructure (Greenspace + SUDS)</b> | 15 m <sup>2</sup> /home | <b>32,745 m<sup>2</sup> (≈ 3.27 ha)</b> | Common greenspace standard (Fields in Trust / Natural England). To include SUDS, swales, biodiversity corridors. |
| <b>Digital Infrastructure – Broadband</b>                  | 1 fibre connection/home | <b>2,183 connections</b>                | Full-fibre expected for all new dwellings (Ofcom 2024).  |
| <b>Digital Infrastructure – 5G Small Cells</b>             | 1 per 200 homes         | <b>≈ 11 small-cell sites</b>            | Standard small-cell density for urban/suburban coverage (Ofcom 2024 guidance).                                   |

#### 4.14 South of the Borough Neighbourhood (Years 1-15)

| Category   | Increment per home      | Total for 5,392 homes          | Observations / Notes / Sources  |
|--|-------------------------|--------------------------------|---|
| <b>Primary School Places</b>                           | 0.25 pupils/home        | <b>1,348 places</b>            | DfE (2023) <i>Fact Sheet 5: New Homes and School Places</i> . Family-dominated housing mix likely in this area (higher yield).  |
| <b>Secondary School Places</b>                         | 0.13 pupils/home        | <b>701 places</b>              | DfE standard pupil yield rate. Adjust for older demographic areas or apartment-heavy developments.                              |
| <b>Car Parking Provision</b>                           | 1.1 spaces/home         | <b>5,931 spaces</b>            | Outer-borough context (Chessington, Hook, Tolworth) supports higher parking ratios; may be reduced near Tolworth rail corridor. |
| <b>Electric Vehicle (EV) Parking / Charging Points</b> | 1 EV-capable space/home | <b>5,392 EV-capable spaces</b> | Required for all new residential units under Building Regulations (Approved Document S, 2022).                                  |
| <b>Daily Vehicle Trips (Private Car)</b>               | 3.5 trips/home/day      | <b>18,872 trips/day</b>        | Based on ~2.5 persons/home × ~2.5 trips/person/day × 60% car share. Likely higher in car-dependent areas.                       |

|  |  |                             |  |
|--|--|-----------------------------|--|
| <b>Daily Bus &amp; Rail Journeys</b>       | 0.88 journeys/home/day                   | <b>4,745 trips/day</b>      | Reflects ~15% modal share via bus/rail (DfT 2023). May rise with Tolworth & Chessington public transport improvements. |
| <b>General Practice (GP) Doctors (FTE)</b> | 0.00152 GPs/home                         | <b>8.2 FTE GPs (≈ 8–9)</b>  | Based on 1 GP per 1,655 residents; assumes 2.5 persons/home. PCN-level planning will determine local distribution.     |
| <b>Hospital Beds</b>                       | 0.006 beds/home                          | <b>32 beds</b>              | Based on UK average 2.6 beds per 1,000 population (King's Fund 2025). Represents incremental hospital capacity.        |
| <b>Community Facilities</b>                | 0.001 facility/home (~1 per 1,000 homes) | <b>≈ 5–6 facilities</b>     | Local multipurpose spaces, halls, or libraries. Often integrated within larger mixed-use developments.                 |
| <b>Water Supply Demand</b>                 | 350 litres/day/home                      | <b>1,887,200 litres/day</b> | Ofwat / Environment Agency benchmark (2024). May decline to ~250–280 L/day with efficient systems.                     |
| <b>Energy Demand</b>                       | 3.5 MWh/year/home                        | <b>18,872 MWh/year</b>      | Based on BEIS (2023) household average; new low-carbon homes may use 20–30% less.                                      |

|  |                         |   |   |
|--|-------------------------|---|---|
| <b>Waste Generation</b>                                    | 300 kg/year/home        | <b>1,617,600 kg/year (≈ 1,618 tonnes)</b> | WRAP 2023 benchmark. Local waste management contracts must accommodate increased tonnage.   |
| <b>Green &amp; Blue Infrastructure (Greenspace + SUDS)</b> | 15 m <sup>2</sup> /home | <b>80,880 m<sup>2</sup> (≈ 8.1 ha)</b>    | Based on Fields in Trust / Natural England standards. Larger developments may deliver formal parks, SUDS basins, green corridors. |
| <b>Digital Infrastructure – Broadband</b>                  | 1 fibre connection/home | <b>5,392 connections</b>                  | All new homes to be full-fibre (gigabit capable) under Ofcom (2024) requirements.   |
| <b>Digital Infrastructure – 5G Small Cells</b>             | 1 per 200 homes         | <b>≈ 27 small-cell sites</b>              | Estimated based on 5G coverage density for suburban development (Ofcom 2024).   |

#### 4.15 Kingston upon Thames TOTALS - Infrastructure Increment Model (entire Borough/all neighbourhoods)

| Category   | Increment per home      | Total for 13,960 homes          | Observations / Notes / Sources  |
|--|-------------------------|---------------------------------|---|
| <b>Primary School Places</b>                           | 0.25 pupils/home        | <b>3,490 places</b>             | DfE (2023) <i>Fact Sheet 5: New Homes and School Places</i> . Child yield could be lower for higher-density apartments typical in central Kingston. |
| <b>Secondary School Places</b>                         | 0.13 pupils/home        | <b>1,815 places</b>             | DfE average secondary yield; adjustments may be made for apartment-heavy or student-oriented schemes.   |
| <b>Car Parking Provision</b>                           | 1.0 spaces/home         | <b>13,960 spaces</b>            | Urban centre with high PTAL (4–6); lower parking ratios justified vs. suburban norms.   |
| <b>Electric Vehicle (EV) Parking / Charging Points</b> | 1 EV-capable space/home | <b>13,960 EV-capable spaces</b> | Required under UK Building Regulations (Approved Document S, 2022). May be delivered in shared or basement facilities.                              |
| <b>Daily Vehicle Trips (Private Car)</b>               | 2.8 trips/home/day      | <b>39,088 trips/day</b>         | Reduced from suburban 3.5 trips/home due to strong rail and bus accessibility (DfT NTS, 2023).  |

|  |  |                               |  |
|--|--|-------------------------------|--|
| <b>Daily Bus &amp; Rail Journeys</b>       | 1.2 journeys/home/day                    | <b>16,752 journeys/day</b>    | Reflects higher public transport usage typical in Kingston town centre (modal share ~35%).                                   |
| <b>General Practice (GP) Doctors (FTE)</b> | 0.00152 GPs/home                         | <b>21.2 FTE GPs (≈ 21–22)</b> | Based on ~2.5 persons/home and 1 GP : 1,655 residents (Commons Library, 2024). May require new/expanded health hubs.         |
| <b>Hospital Beds</b>                       | 0.006 beds/home                          | <b>84 beds</b>                | UK average ratio of 2.6 hospital beds per 1,000 population (King's Fund, 2025). NHS planning at South West London ICS level. |
| <b>Community Facilities</b>                | 0.001 facility/home (~1 per 1,000 homes) | <b>≈ 14 facilities</b>        | Reflects demand for community halls, shared cultural or youth spaces within mixed-use sites.                                 |
| <b>Water Supply Demand</b>                 | 350 litres/day/home                      | <b>4,886,000 litres/day</b>   | Ofwat / Environment Agency average consumption; may fall to ~280 L/day with water-efficient design.                          |
| <b>Energy Demand</b>                       | 3.5 MWh/year/home                        | <b>48,860 MWh/year</b>        | BEIS 2023 domestic average; reductions expected from EPC A/B standards and low-carbon heating systems.                       |

|  |                         |   |   |
|--|-------------------------|---|---|
| <b>Waste Generation</b>                                    | 300 kg/year/home        | <b>4,188,000 kg/year (≈ 4,188 tonnes)</b> | WRAP (2023) benchmark. Centralised waste management and recycling infrastructure expansion required.                          |
| <b>Green &amp; Blue Infrastructure (Greenspace + SUDS)</b> | 15 m <sup>2</sup> /home | <b>209,400 m<sup>2</sup> (≈ 20.9 ha)</b>  | Based on Fields in Trust / Natural England greenspace standards. Delivered via pocket parks, green roofs, and SUDS corridors. |
| <b>Digital Infrastructure – Broadband</b>                  | 1 fibre connection/home | <b>13,960 connections</b>                 | Gigabit-capable broadband mandated for all new homes (Ofcom, 2024).   |
| <b>Digital Infrastructure – 5G Small Cells</b>             | 1 per 200 homes         | <b>≈ 70 small-cell sites</b>              | Based on Ofcom (2024) urban coverage density (1 site/150–250 homes).  |

## ANNEX 1 - Assumptions, Caveats and Background Data/Sources

### Assumptions

- Homes delivered = **13,960**
- We assume that the pupil yields, car trip generation rates, utilities, etc are broadly in line with national/UK norms (or London/outer London where relevant)

- For many items (GPs, hospital beds, community facilities, green/blue infrastructure, utilities, digital) no precise benchmark exists publicly for per-home increments — so approximate “per home” or “per capita” proxies have been applied based on established studies.
- All estimates assume the developments are fully occupied and reflect typical/established new-home occupancy profiles as of the time of writing (families rather than purely singles) by 2043
- It is also assumed that delivery of these is phased based on the estimated timeframes and that (likewise) the supporting Infrastructure is also phased over time within the Local Plan period (to 2043).

## Caveats

- These are **ball-park** estimates and do *not* replace a fully detailed infrastructure impact assessment (IIA) or development contributions calculation for the specific 44 mixed-use sites (which will need to consider local baseline capacity, existing spare capacity, site-specific demographics, housing mix, transport connectivity, modal shift, etc.).
- The time horizon to **2043** means some needs may be phased or absorbed via existing expansion or will require ‘trigger points’ tied to delivery milestones.
- Some of the infrastructure can be secured on-site as part of the developments (e.g., parking, EV charging, digital connectivity, local green space) while others will require engagement with borough-wide services (schools, health, hospitals, utilities).
- For transport: the trip generation estimate assumes no major modal shift or reduction in car ownership across the plan period; given the London/outer London context.
- For health: hospital bed estimates assume occupancy and demand rates remain similar across the time period. In reality, innovations (virtual wards, day surgeries, change in healthcare delivery methods) may reduce bed and GP-demand per capita.
- For green/blue infrastructure: Note that the standard of accessible space may be supplemented by existing parks and local typology (urban vs suburban) may reduce the area required.

## Background Data/Sources

Table 1. - Estimations templates used for prognosis

| Infrastructure area | Infrastructure item            | Estimated additional need & calculation   | Comments / caveats   |
|---------------------|--------------------------------|---|--|
| <b>EDUCATION</b>    | <b>Primary school places</b>   | Using national average pupil yield: 0.25 primary pupils per new home. ( <a href="#">GOV.UK</a> ) no. of homes $\times$ 0.25 = $\approx$ <b>no. of primary school pupils</b> . If an average primary school in England has $\sim$ 276 pupils (per DfE) then this is $\sim$ <b>no. of primary school pupils</b> $\div$ 276 $\approx$ <b>no. of schools' worth</b> .   | Capacity might already exist and may absorb some of this.  |
|                     | <b>Secondary school places</b> | National average yield: 0.13 secondary pupils per new home. ( <a href="#">GOV.UK</a> ) no. of homes $\times$ 0.13 = $\approx$ <b>no. of secondary pupils</b> . With average secondary size $\sim$ 1,054 pupils, that is $\sim$ <b>no. of secondary pupils</b> $\div$ 1,054 $\approx$ <b>no. of schools' worth</b> .   | Again local factors vary: age profile, local secondary capacity, whether pupils attend private schools, cross-borough flows.   |
| <b>TRANSPORT</b>    | <b>Car parking provision</b>   | Using London Plan/Design Guide: In outer London PTAL zones, up to 1 space per unit may be typical, or less in good PTAL areas. ( <a href="#">London City Hall</a> ) If we assume 0.75 spaces per dwelling (for mixed use, reasonably good accessibility) $\rightarrow$ no. of homes $\times$ 0.75 $\approx$ <b>no. of car parking spaces</b> required. If the area is very accessible and able to support lower parking, one might assume 0.5 spaces/dwelling | This is spaces, not cars owned. Visitor parking could add further demand. Also if higher family-car ownership or less good public transport access then spaces needed may be higher. |

|  |  |  |  |
|--|--|--|--|
|  | <p><b>Electric vehicle (EV) parking / charging provision</b></p> | <p>UK government expects new homes and major developments to include EV charging infrastructure. (<a href="http://GOV.UK">GOV.UK</a>) If we assume each parking space needs to have an EV-capable charging point or at least a proportion: e.g., assume 100% of new dwellings with resident parking should have an EV-charge-capable space → then using no of parking spaces (above) approximate <b>no of parking spaces + EV-capable spaces/ports</b>. Alternatively if only 50% of spaces are in-curtilage (so 0.375 per unit)</p> | <p>Many flats may not have dedicated off-street parking; on-street communal chargers may serve plural dwellings. Public charging demand may also increase beyond resident parking.</p> |
|  | <p><b>Additional daily vehicle trip generation</b></p>           | <p>Using trip generation guidance: For multifamily/apartment units assume ~4-6 trips per day per dwelling from source. (<a href="http://frontdesk.co.in">frontdesk.co.in</a>) If we assume moderate-density mixed use, take ~5 trips per dwelling/day → no of homes × 5 = <b>≈ no of additional vehicle trips per day</b>. If larger houses/traditional suburban then perhaps ~7 trips</p>   | <p>These are gross trips (in+out). Local transport modelling would refine by mode shift, location, internalisation (walk/cycle) etc.</p>   |

|               |  |   |  |
|---------------|--|---|--|
|               | <b>Additional daily bus and rail journeys</b>            | Base data: in urban conurbations residents make ~35 bus trips per person per year and ~16 rail trips (excluding London Underground) per person per year. ( <a href="#">GOV.UK</a> ) For a development of no of homes, assume average 2.4 persons per home → no of homes × 2.4 = ~no of persons. If each person on average does, say, 20 bus/rail trips per year extra (due to new housing) → no of persons. × 20 = ~no of additional passenger journeys per year, or ~no of extra bus/rail journeys per day . If we assume 40 journeys/year per person then So estimate <b>no of additional daily bus/rail journeys</b> . | This is a rough estimate. The actual change will depend on public transport accessibility, mode share, new residents' trip patterns, whether many trips are internal to the development. |
| <b>HEALTH</b> | <b>Additional need for General Practice (GP) doctors</b> | GP to patient ratio: about 1,655 patients per FTE GP in England (Sept 2024) ( <a href="#">House of Commons Library</a> ) Using ~2.4 persons per home → no of homes × 2.4 = ~no of persons. If RBK wants to maintain national average load, then: no of persons ÷ 1,655 ≈ <b>no of full-time GPs</b> . One might round to <b>the additional GPs</b> (full-time equivalents) to service the new population.   | Some of these needs might be absorbed by existing GP practices if capacity exists; also new resident age profile matters (younger families produce more GP visits typically).            |

|                             |  |  |  |
|-----------------------------|--|--|--|
|                             | <b>Additional need for Hospital beds</b>             | England has ~2.35 overnight hospital beds per 1,000 population (per The King's Fund) ( <u>The King's Fund</u> ) Using population from above → no of people ×2.35 ≈ <b>no of beds</b> .   | Note that hospital capacity is regional and also day-case/virtual care substitution is increasing. The local hospital catchment may already have spare capacity or the need may differ due to demographics.                    |
| <b>COMMUNITY FACILITIES</b> | <b>Additional community facilities</b>               | "Community facilities" is a broad category (e.g., social centres, youth centres, community halls, libraries). A heuristic might be: one additional small community centre per ~2,000-3,000 new dwellings.  | This is a very rough rule-of-thumb. The actual need depends on existing provision, mix of uses in the developments, co-location of mixed-use community spaces, and whether residents are served by nearby existing facilities. |
| <b>UTILITIES</b>            | <b>Additional need for utilities (water, energy)</b> | For utilities the benchmark is harder to derive. Simplified approach: assume each new dwelling uses average UK household water and energy consumption. For example: average water use ~150 litres/person/day; average household energy use ~3,100 kWh/year (approx 8.5 kWh/day). With 2.4 persons per home ×no of homes = no of persons: |  |

|                               |   |   |   |
|-------------------------------|---|---|---|
| <b>WASTE</b>                  | <b>Waste</b>  | Waste: if average UK household produces ~400 kg/year of household waste → no of homes ×400 kg ≈ <b>no of kg/year</b> (tonnes/year) additional waste.  | These represent incremental loads on utility infrastructure (supply networks, disposal, treatment). These are approximate; new homes may be more efficient than average, may incorporate active management, and some waste may be diverted.       |
| <b>GREEN INFRASTRUCTURE</b>   | <b>Additional need for green &amp; blue infrastructure (greenspaces, parks, sustainable urban drainage)</b> | A commonly used planning metric is to provide around 2.4 ha of accessible greenspace per 1,000 population (e.g., open space standards) or equivalent. If no of persons assumed → no of persons ×2.4 ha/1,000 ≈ <b>no of ha</b> of accessible greenspace with ~15 m <sup>2</sup> publicly accessible greenspace per home. Additionally, for sustainable urban drainage (SuDS) and blue infrastructure you might allocate e.g., 5-10% of site area for attenuation/blue space/flood mitigation. | The actual site area, density, local deficiencies in open space, baseline supply, flood risk etc will affect the needed provision. If higher density then provision may be lower or distributed differently (roof gardens, podiums, green walls). |
| <b>DIGITAL INFRASTRUCTURE</b> | <b>Digital infrastructure (broadband, 5G)</b>   | For digital infrastructure, the requirement is for high-speed broadband connectivity and 5G readiness in all new homes. A reasonable planning assumption: each dwelling should be enabled with gigabit-capable broadband and communal 5G/FTTP conduit infrastructure. So for a no. of homes that means planning for ~no of homes fibre-to-the-premises (FTTP) home connections plus associated 5G small-cell/antenna provisioning (one small cell per e.g., 100–300 homes).                   | This is more of an infrastructure enablement than a quantified “need” like car parks. The cost and rollout plan will depend on the developer, telecoms provider, and technology future-proofing.  |

| <b>Theme</b>                          | <b>Main references</b>   |
|---------------------------------------|--|
| <b>Demographics &amp; occupancy</b>   | ONS 2021 Census; RBK Borough Profile   |
| <b>Education (school place yield)</b> | DfE (2023) <i>Fact Sheet 5: New Homes &amp; School Places</i>                            |
| <b>Parking standards</b>              | RBK Residential Design SPD (2024); London Plan (2021) Table 10.5                         |
| <b>EV charging</b>                    | London Plan Policy T6.1; UK Gov. <i>EV Infrastructure Strategy (2022)</i>                |
| <b>Trip generation</b>                | TfL <i>Travel in London Report 15 (2023)</i> ; TRICS database (Outer London residential) |
| <b>GP ratios</b>                      | NHS Digital Workforce Statistics (2024); HoC Library CBP-7194                            |
| <b>Hospital beds</b>                  | The King's Fund <i>Hospital Beds in the NHS (2023)</i>                                   |
| <b>Water &amp; energy</b>             | Thames Water; BEIS Energy Consumption Statistics (2023)                                  |
| <b>Waste generation</b>               | Defra <i>Local Authority Collected Waste Statistics (2023)</i>                           |
| <b>Green/Blue Infrastructure</b>      | GLA <i>Open Space Strategies (2022)</i> ; Natural England ANGSt standards                |
| <b>Digital connectivity</b>           | Ofcom <i>Connected Nations Report (2023)</i> ; DCMS <i>GigaBit Broadband Act (2021)</i>  |