



FUNDING & DELIVERY



Waltham Forest Infrastructure Delivery Plan 2020

25. Funding and Delivery

Introduction

- 25.1 The fundamental purpose of this IDP is to assess what infrastructure is required in respect of the growth and development envisaged for the borough as set out in the Draft Local Plan to 2035, where that should be, when it is required and how much it will cost. With regard to funding the infrastructure needs arising, there are a variety of funding sources available to fund the provision of infrastructure.
- 25.2 This chapter seeks to cover:
- Potential sources of funding
 - Total infrastructure requirements to support growth to 2035
 - Total identified funding gap

Sources of Funding

- 25.3 This section seeks to provide an overview of those sources, noting that funding complex and multi-outcomes infrastructure projects increasingly tend to be funded not from one single pot, but with contributions or proportions coming from various sources. This partnership approach to funding delivery has been key to the successful regeneration of areas across London and the UK.

Community Infrastructure Levy (CIL)

- 25.4 The Council are a CIL Charging Authority and have an Adopted CIL Charging Schedule in place since 2014. The Council also collection Mayoral CIL (MCIL) receipts on behalf of the Mayor of London. MCIL1 operated in the Borough between 2012 and 2019 and MCIL2 has been in operation in the borough since April 2019. MCIL 1 receipts were used exclusively to support the delivery of Crossrail 1/The Elizabeth Line, opening 2021 and MCIL2 receipts are expected to support the delivery of Crossrail 2 (see section 2.72).
- 25.5 CIL generation is directly related to the level of development that takes place in the borough – it is therefore difficult to predict. However, based on the Council CIL Income Model, it is expected that CIL could generate up to £111m over the Local Plan period to 2035/36. The Council is pursuing a stepped trajectory, which would result in a significant proportion of the receipts expected receive in the 2025-203 period.
- 25.6 CIL funding is never expected to be able to fund all infrastructure projects because the levy at which it is set must ensure that new developments remain viable.

25.7 NB: At the time of writing (Autumn 2020), the Government is consulting on proposals to merge section106 and CIL funding under a single Infrastructure Tariff¹.

Neighbourhood CIL (NCIL)

25.8 The CIL Regulations (Reg.59A) also require the Council to allocate at least 15% of receipts, subject to a cap of £100 per council tax dwelling, should be spent on priorities that are agreed with the local community in areas where development is taking place.

25.9 This Neighbourhood portion or Neighbourhood CIL (NCIL) can be spent on anything that is concerned with addressing the demands that development places on an area, including but not limited to infrastructure – this is a wider definition than for the main CIL pot. This proportion increases to 25% of receipts where there is an adopted Neighbourhood Plan in place.

25.10 The Highams Park Neighbourhood Plan (HPNP) was supported/passed by referendum on the 5th March 2020 – 25% of all CIL receipts collected within this area will be passed to or spent according to the wishes of the HPNP Group in the future.

Figure 25.1: Portions of Waltham Forest Community Infrastructure Levy (CIL) Receipt's

Portion	Percentage of Receipt's	Process
CIL Strategic Portion (SCIL)	70 – 80%	Spend can be anywhere in Waltham Forest, or outside the administrative boundary, providing the infrastructure funded is required to support the development of Waltham Forest.
CIL Neighbourhood Portion (NCIL)	Currently 15% of CIL collected in respect of development in each neighbourhood capped at £100 per council tax dwelling. This increases to 25% (uncapped) in places where a neighbourhood plan is in place.	<u>Highams Park Neighbourhood Planning Area</u> : Neighbourhood portion spent in consultation Highams Park Neighbourhood Planning Group. <u>Elsewhere</u> : funding retained by the Council and spent by it in consultation with the communities in which development has taken place.
CIL Administrative Expenses Portion	5% if CIL collected.	Spend applied to costs of administrative expenses for collection and enforcement in line with legal restrictions on use of this funding. (NB: 4% of the Mayoral CL collected by the Council can also be retained for this purpose).

¹ <https://www.gov.uk/government/consultations/planning-for-the-future>

25.11 CIL was adopted in the Borough in May 2014. As can be seen in Table 25.2 below, after going through an initial bedding-in period, receipts peaked in 2017/18, with noticeable decline in receipts in the last two financial years. As CIL is not paid until development starts, it takes time between the grant of a planning application and the CIL income to be received. Indeed, not all permissions go on to be built out, so not all CIL liability notices that are generated go on to be paid – this can make projecting CIL income difficult, particularly at a time of economic uncertainty. The Council produces an Annual Report, in link with Regulation 62 of the CIL Regulations. The Regulation 62 Report can be found [here](#).

25.12 As of December 2020, a new Statutory Duty has also been placed on Councils to report CIL income and intended future areas of spend in a new Annual Infrastructure Funding Statement. The Councils Infrastructure Funding Statement for 2018/19 and 2019/20 can be found [here](#).

Table 25.2: CIL Income 2014- 31st March 2020

Financial Year	Total CIL Receipts (Boroughwide)	Strategic CIL (80%)	Neighbourhood CIL (15%)	CIL Administration (5%)
2014/15	£37,990.60	£30,392.48	£5,698.59	£1,899.53
2015/16	£96,481.99	£77,185.59	£14,472.30	£4,824.10
2016/17	£1,900,759.46	£1,520,607.57	£285,113.92	£95,037.97
2017/18	£6,706,177.41	£5,364,941.93	£1,005,926.61	£335,308.87
2018/19	£4,899,612.23	£3,919,689.78	£734,941.83	£244,980.61
2019/20	£2,813,610.80	£2,250,888.64	£422,041.62	£140,680.54
Totals	£16,454,632.49	£13,163,705.99	£2,468,194.87	£822,731.62

CIL Spend

25.13 The Council has made two strategic funding allocations from its CIL funds:

- Reopening Lea Bridge Station (Cabinet: 15/7/2014) - £3.034m commitment towards an overall cost of £11.7m, facilitating the reopening of Lea Bridge Station to passenger services.
- Leyton Tube capacity improvement and Step Free Access scheme (Cabinet: 7/1/2019) - £9m commitment from the Council, supported with £9m funding from TfL to support to support major works addressing 4 key priorities:
 - Mitigating current capacity and safety issues, particularly at peak times;
 - Improving accessibility and delivering step free access;
 - Delivering future capacity to accommodate significant growth in passenger numbers, including from new developments in the Leyton area;

- Facilitate wider growth of the Leyton growth area and southern part of the borough.

Neighbourhood CIL (NCIL) Spend

25.14 As of the 31 March 2020, the Council had collected £2,468,194.89 in NCIL. To date, NCIL has been used to fund:

Table 25.3: NCIL Spent to date

Project/Activity	Amount Awarded
London Borough of Culture	£300,000
Making Places	£300,000
Park Improvement Programme (details in Infrastructure Delivery Schedule – see Appendix 1)	£260,000
Play Improvement Programme (details in Infrastructure Delivery Schedule – see Appendix 1)	£440,000

25.15 The Council’s Adopted CIL Charging Schedule will be reviewed as part of the Local Plan viability testing process and be reviewed, if required.

S106 Income

25.16 Planning Obligations under Section 106 (S.106) of the Town and Country Planning Act 1990 (as amended), commonly known as s.106 agreements, are a mechanism which can be used by the Local Planning Authority to make a development proposal acceptable in planning terms, that would not otherwise be refused. They are focussed on site specific mitigation of the impact of development.

25.17 The common uses of planning obligations are to secure affordable housing, and to specify the type and timing of this housing, and to secure on-site infrastructure provision or financial contributions for the provision of off-site infrastructure. S.106 can also be used to:

- Restrict the development or use of the land in any specified way;
- Require specified operations or activities to be carried out in, on, under or over the land;
- Require the land to be used in a specified way; or,
- Require a sum or sums to be paid to the authority (or to the GLA) on a specified date, dates or periodically.

25.18 A planning obligation can be subject to conditions, it can specify restrictions, definitely or indefinitely, and in terms of payments, the timing of these can be specified in the legal agreement.

- 25.19 If the legal agreement between the Local Planning Authority and the applicant/developer is not complied with, it is enforceable against the person or persons that entered the agreement or any subsequent owner. The 106 can be enforced by injunction. In case of breach of the obligation, or obligations, the authority can take direct action and recover expenses.
- 25.20 The planning obligation is a binding legal agreement, a deed, which states that it is an obligation for planning purposes, identifies the relevant land, the person entering the obligation and their interest. The obligation can be a unitary obligation or a multiparty agreement. The obligation becomes a Land Charge.
- 25.21 Each s.106 agreement must meet three legal tests, which are set out in Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended). These are that any subsequent agreement must be:
- a) Necessary to make the development acceptable in planning terms
 - b) Directly related to the development
 - c) Fairly and reasonably related in scale and kind to the development
- 25.22 As well as the legal tests, the policy tests are contained in the National Planning Policy Framework, para 203: Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
- 25.23 The most common use of s.106 is to secure affordable housing in perpetuity, to secure on site infrastructure delivery or other specific items such as managed workspace, or to secure off-site infrastructure delivery, most commonly by way of commuted sum/financial contribution.

Figure 25.4: Section 106 income over 2015/16 – 2019/20

Financial Year	Total S.106 Income
2015/16	£4,631,355.05
2016/17	£2,537,262.77
2017/18	£5,571,720.48
2018/19	£3,453,040.31
2019/20	£7,854,608.58

- 25.24 Whilst s.106 income must be used to fund the specific mitigation works related to the planning permission, the works often tend to have secondary benefits of improving resilience, capacity and quality of the particular form of infrastructure. Mitigation measures, if designed efficiently and effectively can also often have multiple benefits

beyond one form of infrastructure eg improved walking and cycle infrastructure can contribute to the wider strategic active travel network, deliver air quality benefits, improve green links and help support biodiversity.

- 25.25 Given that Section 106 contributions are directly related to the mitigation of a particular development proposal, the level of future receipts is difficult to predict. Indeed, the Council endeavours as much as possible to ensure that any potential negative impacts arising are dealt with and mitigated as part of the scheme design and therefore S106 income, whilst it represents an opportunity to improve the boroughs infrastructure provision, should not in itself be considered a measure of success.

Council Tax

- 25.26 Council Tax funds approximately 50% of services excluding schools. The additional new homes across the borough over the lifetime of the plan will generate a significant amount additional council tax, subject to Central Governments calculations of Councils' Spending Power and any resulting equalisation.
- 25.27 The average Band D Council Tax in the borough in 2019/20 was £1,373.44 and for a Band C was £1,220.83. It should be noted that the majority of homes in the borough are Band C properties.
- 25.28 It is clear that councils will be expected to rely primarily on income from Council Tax and Business Rates and growing external income. With additional homes comes additional capital financing and revenue costs; for instance, the increased demands in service areas such as highways, public health, schools and waste recycling services and so on. However, growth and regeneration in the borough provides an opportunity to leverage investment in core infrastructure can help improve its efficiency and ensure the borough is on a cleaner, greener and more financially sustainable footing with regard to future revenue requirements.

Business Rates

- 25.29 Business Rates are paid on commercial property, such as offices and industrial units, and shops. The government plans to increase the share of business rates.
- 25.30 It has now been confirmed that the London Pooling pilot will cease after its two-year pilot period at 31 March 2020. Waltham Forest received a one-off c£4m in 2018/19 as the levy normally paid to central government under the standard scheme was allowed to be retained by London and redistributed. Additionally, the Council was successful in its bid for the Pool's Strategic Investment Pot the aim of which is to help the borough develop sustainable business growth.

Spending Review

- 25.31 HM Treasury initially set out a five-year plan for government departmental spending taking into account its new priorities. No timetable for the outcome of the review and

its potential impact on Ministry of Housing, Communities and Local Government (MHCLG) has yet been announced and the likelihood is that it will be reduced to a three-year settlement from April 2021. A one-year settlement covering financial year 2020/21 was announced in September 2019.

Fair Funding Review

25.32 The Fair Funding Review takes the share of funding allocated to MHCLG after the Spending Review and resets the current formula for distribution amongst local authorities based on relative needs and resources. The Council responded to the MHCLG's consultation in February 2019 and is actively engaging MHCLG to lobby for a fair settlement post 2021/22.

25.33 Further information on the Council's Budget and Council Tax Setting for 2020/21 can be found at: <https://democracy.walthamforest.gov.uk/documents/s71402/2%20-%20BUDGET%20SETTING%20REPORT%202020-21%20v6.pdf>

New Homes Bonus

25.34 New Homes Bonus (NHB) grant is paid to councils as an incentive for housing growth. The Government confirmed that NHB payments to councils would be reduced from six years to five years in 2017/18 and introduced a 0.4% baseline so that local authorities need to achieve tax base growth of greater than 0.4% before they receive any NHB funding.

Private Sector Funding

25.35 It is widely recognised that the private sector will have a fundamental role to play in the delivery of infrastructure. The Council recognises that it has an important role to play in enabling the delivery of investment and infrastructure identified in the Local Plan 2035 and in this IDP through its Development Management, Regeneration, Housing Delivery, Property and Asset Management, Highways, Education and Waste Functions.

Utility Service Investment Plans and strategies

25.36 The Council works closely with infrastructure providers and other statutory undertakers to ensure the growth and development planned in the borough is accounted for in their long-term planning and delivery strategies. This ensures that the Council is tapping into and supporting the leverage of maximum investment in the borough, ensuring that as and when developments are brought forward, infrastructure contributions collected at the local level can be channelled into other forms of social and community infrastructure, rather than 'hard' and often expensive utilities or enabling infrastructure e.g. a new major sub-station, water pumping or sewage capacity upgrade.

NGB's including Sport England and Heritage Lottery Fund (HLF)

25.37 The Council works closely with various stakeholders and bodies to leverage partnership investment in the borough. Major infrastructure investments are increasingly subject to 'pooled' funding, often sourced from a range of individual pots or organisations.

Financial and professional support provided by these bodies can be instrumental in developing shared visions and objectives, often leading to greater outcomes that would have been possible by any one partner or stakeholder working in isolation.

Other Potential Funding Sources

Source	Description	Project Types	Maturity	Positive Attributes	Negative Attributes
Prudential Borrowing	Loans at low rates from the Public Works Loan Board (PWLB) under prudential principles	Any	Mature	Low Rates Reliable Prudential approach determined by local authorities	Availability of revenue funding to repay the loan Political appetite for borrowing
Local Authority Bonds	A fixed- interest bond, repayable on a specific date, used by a local authority in order to raise a loan and similar to a Treasury bond. Could be used as part of a TIF scheme.	Any	Re-emerging with the implementation of a UK Municipal Bonds Agency	Reliable Stable repayment amounts over time	Ability to repay the loan
Tax increment financing (TIF)	Enables local authorities to borrow against the value of the future uplift in order to deliver the necessary infrastructure	Sites / areas where substantial business rate growth is a realistic prospect.	Emerging	Prudential System	Ability to repay dependent on achievement of predicted growth in value

	(usually based on BRR)				
Local asset backed vehicle	Local Asset Backed Vehicles (LABVs) allow local authorities to use their assets (usually land) to lever long-term investment from the private sector for regeneration projects.	Contaminated or underdeveloped urban areas; housing projects. Developing Unlocking value from previously undeveloped / unused local assets.	Developing	Unlocking value from previously undeveloped / unused local assets. Brings in funding and expertise from private sector to develop the asset.	Need to secure political buy-in. Difficulty and cost of implementation: working across a range of partners; managing risks; stakeholder engagement; operation costs; procurement and legal requirements
Strategic Asset Management	Maximising the contribution of local authority assets as sources of long-term funding through a combination of: refurbishing and repurposing buildings in order to make better use out of them and ready them for sale; selling off to generate receipts, or liabilities to	Revenue from SAM can be used for any purpose	Mature	Limited costs Maximises value of local authority assets Facilities working across the public sector locally Some dedicated funds to support (e.g. Open Public Estate)	Difficulty in aligning objectives of different public sector owners Need to adopt an entrepreneurial approach, working to commercial timescales and accepting risk Tensions and trade-offs between short-term financial gain and long-term economic growth benefit

	reduce costs; acquiring new assets to meet local council or civic needs, to deliver where the market cannot or to grow the investment portfolio				
European Funding	A range of EU funds are accessible to local authorities in the forms of loans, grants or equity funding. The main source is the 'EU Structural Investment Funds (ESIF) Growth Programme'	Projects meeting eligibility criteria e.g. for ERDF, projects relating to Innovation, ICT, SME competitiveness, Low Carbon, Climate Change Adaptation, Environmental Protection	Mature	Provides additional source of funding to national / local streams. This is one of the criteria for eligibility	Requires match funding. There may not be a pipeline of projects ready to apply for funding The quality of proposals may not be sufficiently high. Uncertainty of the impact of Brexit on UK access to EU funds (and national successor funding) beyond 2020.
Housing Infrastructure Fund	The fund offers repayable finance for upfront infrastructure investment and other site preparation	Any	Mature	Additional funding for site-based development	Limited life cycle and strict eligibility criteria

	works that will support economic growth, jobs and homes				
Private Finance Initiative (PFI)	Under a PFI, the private sector will typically design, build, finance and maintain infrastructure facilities under a longterm contract. The public sector body which uses the infrastructure repays the debt over a long period, often 25-30 years.	Generally linked to buildings (e.g. schools, hospitals)	Mature	Enables a local authority to embark on large capital projects with little upfront commitment of resources	Higher costs and risks than conventional funding Business case for PFI can be weak Local authority's ability to manage risk and achieve appropriate contract
Local Government Pension Funds	The Local Government Pension Scheme (LGPS) is a funded, statutory, public service pension scheme. The LGPS may be able to invest	Any	Emerging	Source of investment with a long-term view and interest in the UK infrastructure market	Scope for involvement of LGPS currently evolving

	part of its fund in supporting the development of local communities across the UK				
Institutional Investors	Sovereign wealth funds and pension funds show a growing interest in the UK infrastructure market as a place to invest	Any	Emerging	Large operators with long-term view of investment.	Likely limited potential as infrastructure debt competes for attention with other asset classes Has to perform against other competing assets classes on risk / reward basis
Crowd funding	Funding a project or venture by raising monetary contributions from a large number of people, typically via the internet	Traditionally small community projects eg community gardens, however the Mayors Crowdfund London initiative has the potential to delivery projects at a more significant scale. https://www.spacehive.com/movement/mayoroflondon	Emerging	Direct link with local population and their need Ability to address gaps in funding for small projects which contribute to well-being and sense of place Dynamic and grass-rooted	Delivering large scale projects via this route remains challenging

Infrastructure Requirements to Support Growth to 2035 – Conclusions

Introduction

25.38 The specific infrastructure requirements necessary to accommodate the growth and development as set out in the Draft Waltham Forest Local Plan 2035 have been identified through this study.

25.39 Given the dynamic nature of the borough and its resident population, particularly in the context of emerging trends in population demographics since the 2016 referendum and expected impacts of COVID19, the process of refining and updating this IDP will continue. It is expected that this IDP will be updated annually and reviewed more comprehensively as and when required. The IDP will also inform the Council's annually published Capital Programme and Financial Strategy, which sets out the Council's income and expenditure for the coming years.

Phasing of Infrastructure

25.40 The Planning Practice Guidance makes clear that, "The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate of and phasing of development".

25.41 The relevant phasing periods are as follows:

- Phase 1 (Short Term) – 2020-2025
- Phase 2 (Medium Term) – 2025-2030
- Phase 3 (Long Term) – 2030-2035
- Phase 4 (Very Long Term) – Post 2035

25.42 The delivery of infrastructure will be monitored in a number of ways:

- The delivery of necessary supporting/mitigating infrastructure will be subject to planning condition, attached to the planning consent;
- The delivery of necessary supporting/mitigating infrastructure will be a requirement of the legal obligation (Section.106 Agreement)
- The Council's Annual Monitoring Report (AMR) will review the implementation of policies and any delays in delivery will be identified and the reasons investigated if appropriate;
- The Housing Trajectory, Annual Housing Delivery Test (HDT) and Annual %-Year housing land supply will highlight if sites are not coming forward as anticipated, if new sites are identified, or as sites are delivered. If insufficient housing is being delivered, the Council will need to review its delivery strategy and whether the provision of infrastructure is inhibiting housing or employment delivery/economic growth;
- The Council will also produce an Annual Infrastructure Funding Statement (IFS), a new Statutory requirement, as of September 2019, which sets out:
 - an overview of s106 and CIL for 2019/20 (collection & spend)
 - An overview of the infrastructure priorities and the projects or types of infrastructure that the authority intends to fund by CIL (this replaces existing Regulation 123 list).
 - a report on contributions received through section 278 highways agreements can also be included in infrastructure funding statements, to further improve transparency for communities.
 - The Annual Infrastructure Funding Statement also requires the creation of a strategic priority programme list of projects – i.e Annual updates to the Council's Infrastructure Delivery Plan (IDP) and supporting Infrastructure Delivery Schedule (IDS)

Infrastructure Delivery Conclusions

25.43 As an outer London Borough, Waltham Forest is reliant on a strong transport system to enable its residents to access employment and a range of opportunities and services both within the borough and across the greater London area. The Boroughs proximity to Central London, the City and the Queen Elizabeth Olympic Park means large numbers of people use a range of transport models to transit to,

from and through the borough. This puts significant strain on the carrying capacity of road and public transport infrastructure. Waltham Forests existing transport network and infrastructure, however, reflects a historic legacy of severe constraints on the road and public transport network.

- 25.44 The outcome has been a severely stretched surface transport network resulting in congestion, air pollution, collisions and delays. Congestion on the transport network also has an adverse impact on the local economy and can make areas less attractive to live, work or invest. In order to overcome some of these issues, it is imperative that active and sustainable travel choices are priorities over other modes. Transport provision in the borough will therefore need constant upgrade and renewal as the London and Borough population and economy grows over the lifetime of the Local Plan 2035. A rolling three-year capital programme is in place (LIP3), but there remain funding gaps for some of the boroughs priorities, which include an increased focus on walking and cycling as primary modes of transport, supporting the Mayors Transport Strategy (2018) vision.
- 25.45 Education, including high quality Early Years provision is critical to improving Life Chances. Population growth can place pressure on the provision and availability of choice in local early years, primary and secondary school places, with the Council, as Local Education Authority, having a statutory responsibility to ensure that there is sufficient school places for its resident pupils. Given changes in primary Pupil Admission Numbers (PANs) over recent years – for a number of reasons including but not limited to, a transition to universal credit, rising house prices, the impact of the 2016 referendum and more recently COVID19 – following a previous period of sustained increases in the need for reception/primary school places, there is now a surplus in reception/primary places in the borough. With regard to Year7/secondary provision, the growth in primary need over the past 8-10 years is now flowing through to the secondary phase and the Council has delivered a number of recent expansions to , with further expansions opening in September 2020 at , ensuring the borough has sufficient secondary school provision for the medium term – this is continually monitored and updated on an ongoing basis.
- 25.46 Primary healthcare and healthcare services more generally are critical – it is the entry point for residents into the wider healthcare system and General Practitioners (GPs) working from GP Surgeries are a key component of this provision. The key challenges for the provision of GP based services in the future is the ongoing evolution of healthcare service delivery, particularly in the context of COVID19, and the ongoing uncertainty about the wider policy and funding environment. Any geographic differentiation in levels of need across different areas or communities in the borough is addressed as part of the Joint Strategic Needs Assessments (with the support of other

analysis and predictive tools such as the HUDU model) so that service, and supporting estates requirements, can be planned for accordingly. The Council and local health partners work in close collaboration to deliver health services and much needed investment in key health facilities in the Borough and a number of key projects have been identified in this IDP to support future provision.

- 25.47 Energy supply and water provision are both critical infrastructure strands, but as there is a statutory duty on respective providers to ensure that supply meets demand, this element of infrastructure is not considered to be a significant delivery concern. However, alongside the national and regional energy provider infrastructure, there are also strong local aspirations for the provision of Decentralised Energy and Heating Networks (DEN/DHN) as part of their wider Energy Strategy for the Borough that will also explore the potential for increased use if green energy generation on all Council-owned property.
- 25.48 The majority of Waltham Forest is located in Flood Zone 1, classified as having a low probability of flooding, however parts of the borough are located in Flood Zones 2 and 3, where a higher risk of flooding exists. All new developments are required to address flood risk by incorporating flood prevention and mitigation measures as part of the design and take climate change into consideration. The Department for Environment, Food & Rural Affairs (DEFRA)² budget will unlikely be able to cover the costs of works nationally, or in London, so other funding sources including an element of developer contributions, will be sought. Some costs will fall to other service providers and undertakers such as Thames Water, who as a statutory consultee, have been engaged throughout the production of the Local Plan to 2035.
- 25.49 Figure 25.5 below sets out a headline overview of the estimated costs for the infrastructure themes covered in this report. It is important to note that a detailed capital programme is not available in every case and in some instances reasonable estimates, based on the best available information, have had to be made for future infrastructure provision. Further details are set out in the relevant sections of the body of this report and in the supporting [Infrastructure Delivery Schedule \(IDS\)](#) in Appendix 1. This costs table and supporting IFS will be regularly reviewed, refined and updated as part of the ongoing infrastructure planning process by the Council and relevant stakeholders.

Figure 25.5: Summary expected infrastructure costs to 2035

² <https://www.gov.uk/government/organisations/department-for-environment-food-rural-affairs>

Infrastructure Type/Category	Identified Funding Required	Time Period	Available/Committed Funding	Identified Funding gap
Strategic Transport	Strategic Transport - £187m	2035	£9m CIL to Leyton Tube £660k CIL to Lea Bridge Station	c£173m Highways traditionally S.106, S.278 and TfL funded
Highways & Active Travel	£304.5m	2020-2041	S.106 CIL/NCIL LBWF TfL - Streetspace for London and other programmes as appropriate DfT	£304.5m
Digital Communications	£3.8m	2023	SIP Funding - £800k	£3m
Energy	£13.7m	2022	UKPN Capital Programme to 2023	NA – future improvements expected to be within UKPN Capital Programme
Water – Supply Water – Sewage	TBC – Infrastructure Phasing Plan being agreed with Thames Water	2035	Tbc	Major utility works expected to be within TW’s Capital Programme

Sustainable Waste Collection & Management	Low Hall Depot – cost c£20m Low Carbon Vehicles and Household Recycling Centre improvements being explored - Tbc	2025	Capital Receipt	NA
Health, excluding Whipps Cross redevelopment	Primary Healthcare (GP's) - £53.1m	2030	Assumption that £15m would be generated through S.16, the remainder funded by WEL CCG/NHSE/NHSPS	£38.1m CCG/NHS Contribution
Education, inc Early Years	Early Years – TBC Primary – NA Secondary – TBC	2030	LBWF	£9m existing Secondary expansion Programme Ongoing capital investment into the estate @ c£1.5-£2m per annum. December Cabinet item. DfE increasing requesting/requiring developer contributions and

				have made representations to the Local Plan.
Culture	EMD Cinema - £25m Making Places Phase 2 - £434k Fellowships Sq Cultural & Community Space - £6m+	2024	LBWF SOHO Theatres Countryside Making Places Funding	NA
Built & Natural Heritage	NA	2035		S.106, where applicable or enhancements secured through redevelopment
Sports & Leisure	£638k	2025	LBWF, S.106, CIL, NCIL, Capital receipt	NA
Open Space & Outdoor Play	£4.49m	2035	BWF, S.106, CIL, NCIL	£3.8m
Libraries	NA			NA
Gypsy & Traveller provision	2 additional pitches – cost TBC	2023	GLA, LBWF, CIL	NA
Burial Space	£400k (excluding potential crematoria provision)	2025	LBWF	£400k

Allotments	NA	2035	LBWF, CIL, NCIL, S.106 (where applicable)	NA
Trees & Biodiversity	Annual Tree Planting Programme - £350k p.a. £1.75m	2025	S,106, CIL, NCIL, SANGS, SAMMS External Grant Funding opportunities	c£1.5m
Air Quality	£190k	NA	S.106 Mitigation, CIL, NCIL, External Grant Funding opportunities	NA
Blue Infrastructure and Strategic Flood Risk	£6.148m	2027	S.106, CIL, NCIL, Lead Local Flood Authority, the EA, Thames 21, Thames RFCC	£2,353,790
Green & Blue Strategic Infrastructure Projects to 2035	£24m	2035	S.106, CIL, NCIL, External Grant Funding opportunities	£24m
Epping Forest	NA		S.106 Mitigation	NA
Total	£651,150,000			£550,653,790

25.50 The Capital funding position for the public sector has been heavily constrained over recent years and is likely to remain so into the medium term of the Local Plan's intended delivery to 2035. At the same time, the issue of individual development viability has become more pressing for the private investment sector, with increasing land and construction costs, increasing wage costs and increasing concerns regarding skills gaps in the UK and London

construction sector, are putting downward pressure on financial returns from new development. This can lead to increased levels of land banking or developers delaying bring their site forward with development and investment schemes.

- 25.51 It is in this complex climate that the right balance needs to be struck between the overall acceptability of proposed development schemes in the face of limited resources for the delivery of infrastructure necessary to facilitate that development.
- 25.52 Developer contributions and the prioritisation and allocation of those funds will therefore have an even more crucial role to play ‘pump-priming’ and supporting the delivery of infrastructure.
- 25.53 Chapter 26 sets out the level of funding received and expected to be received through developer contributions, including the Community Infrastructure Levy and Section 106 agreements (excluding non-monetary contributions ie affordable housing, local labour and apprenticeships to residents in the borough). As stated in paragraph 25.7, Government has also recently consulted on proposed reforms to replace the CIL and S106 regimes with a single infrastructure tariff.
- 25.54 Whether the CIL and S106 regimes are amended or replaced with a successor system, as proposed by the Government White Paper 2020³, the principle of developer contributions will be retained and will continue to perform a key role in securing financial contributions to support growth and infrastructure delivery.

³ <https://www.gov.uk/government/consultations/planning-for-the-future>

26. Governance & Delivery

26.1 The Role of the of the Local Plan and IDP in the delivery on Infrastructure.

26.2 The Council's role as Local Planning Authority (LPA) means it has a fundamental role in facilitating and securing the delivery of the infrastructure requirements as identified in this IDP. This includes:

- The delivery of infrastructure through the application of planning policies (e.g by requiring the provision of necessary infrastructure that is phased in conjunction with development and allocating any necessary sites for infrastructure provision)
- Leveraging direct funding of infrastructure through enabling private sector investment, through the negotiation of planning applications, including the use of planning obligations (Section 106 Agreements)
- Facilitating, enabling and influencing third party public sector investment in statutory services which impact on spatial policies (such as education, public transport, health and social care and utilities)
- The collecting and investment of Community Infrastructure Levy (CIL) receipts generated from new chargeable development
- The collection of Mayoral Community Infrastructure Levy (MCIL) on behalf of the Mayor of London, to help fund strategic transport improvements such as Crossrail 2.
- Continually monitoring the impacts of policies, strategies and delivery and prioritising the use of resources accordingly through the production of its annual Infrastructure Funding Statement (IFS).

26.3 The infrastructure requirements set out in this IDP are based on technical and other assessments undertaken at a certain point in time. Given the depth and evolving nature of the evidence base work underpinning respective infrastructure items, it is important to acknowledge that the IDP is a 'living document' and will be monitored and updated as more information becomes available or as new infrastructure schemes or solutions are identified.

Governance

Creating Futures

- 26.4 Creating Futures is the Council's Corporate Strategy, which sets a vision for creating strong and sustainable communities, and its commitment to achieving the best possible outcomes for our communities.
- 26.5 Infrastructure funding and investment channelled through our five guiding principles as defined within the Council's Creating Future Strategy. Aims and priorities of the SAMP Futures corporate strategy:
- Our unique strengths: building on what's best about our borough
 - Return on investment: always getting maximum value from our resources
 - People focussed: providing 21st century services that meet people's needs
 - New relationships: building deeper relationships with our partners and a new relationship with our community
 - New ways of working: creating an agile council that is more digitally driven and more commercially minded
- 26.6 Investment in the boroughs long term infrastructure to support growth and regeneration is therefore a key priority for the Council and the Cabinet.

Member and Corporate Oversight

- 26.7 **Infrastructure and Investment Bord (IIB)**, chaired by the Leader of the Council, reviews the strategic direction of the delivery of growth and investment in Waltham Forest to bring community focused benefits and ensure a legacy of high quality, long lasting regeneration. The Board has a particular focus on ensuring the delivery of the high-quality infrastructure necessary to support the borough's planned growth.
- 26.8 In addition to IIB, monthly **Portfolio Lead Meeting (PLM)** meetings, chaired by Portfolio Leader Member for Economic Growth & High Streets takes place to reviews progress on the Regeneration and Growth agenda including programmes, projects and planning and regeneration policy.
- 26.9 Cross-part oversight is provided by **Growth Scrutiny Committee** which includes members from both the administration and the opposition groups. The terms of reference for Growth Scrutiny can be found here:

26.11 The impact of the IWF campaign has been underscored by invitations to present at the MIPIM property fair events in 2018 and 2019 as well as at the London Real Estate Forum. In addition, and for the first time – the Borough was selected to host a New London Architecture ‘On location’ conference that proved very popular with 200 delegates attending and receiving site tours of our key growth areas.

Property Transformation Strategy

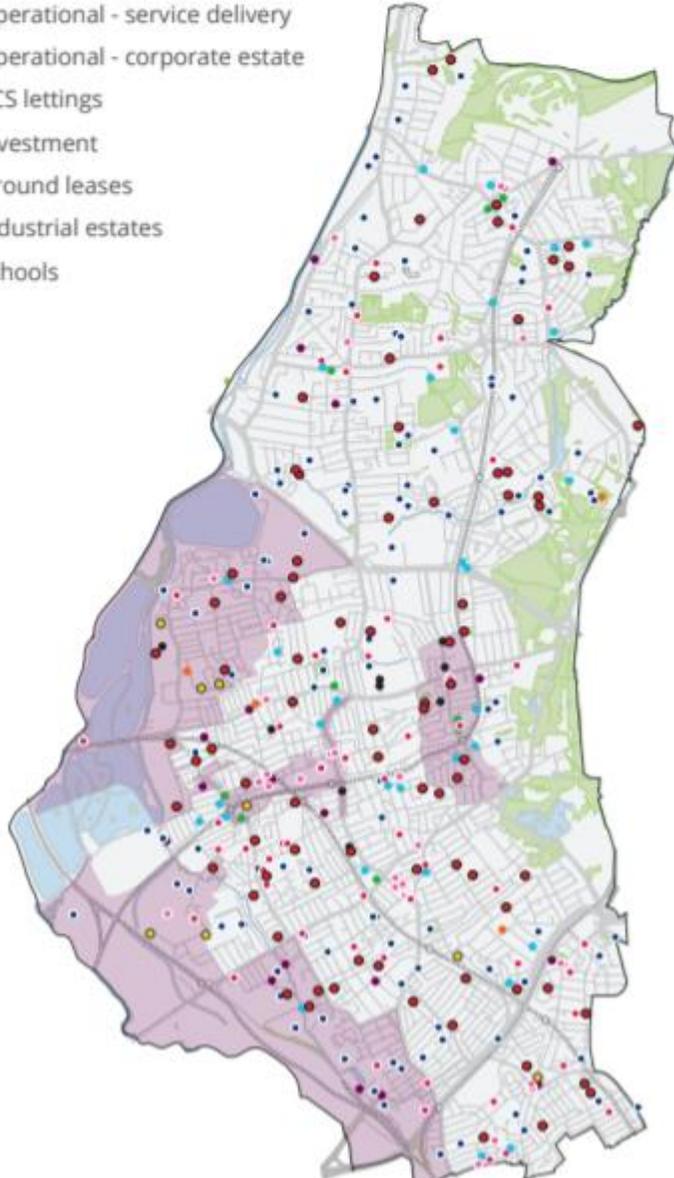
26.12 The Council’s Property Transformation Strategy⁴ identifies that the Council owns 410 properties in the borough across a range of types. The Council holds a single database with each asset earmarked against one of the steps in the lifecycle. This guides our investment and management decisions. Using the principles above we will continue to critically assess the Council’s portfolio, in conjunction with service managers and One Public Estate partners, to ensure each asset remains fit for purpose and makes the maximum contribution to our business objectives.

Figure 25.7: LBWF key property assets

⁴ <https://democracy.walthamforest.gov.uk/documents/s59283/Property%20Transformation%20Strategy%20-%20Appendix%201.pdf>

- Key growth areas
- Adhoc land and buildings
- Amenity spaces
- Car parks
- Operational - service delivery
- Operational - corporate estate
- VCS lettings
- Investment
- Ground leases
- Industrial estates
- Schools

 **410**
PROPERTIES



26.13 The Council's Property and Asset Management department, part of the wider Economic Growth and Housing Delivery Directorate, are committed to a set of principles that will help realise the overarching objectives of the Council and delivery of the Local Plan to 2035.

26.14 These principles underpin how the Council will make decisions on the use of its property:

- Seek to work in productive partnerships, adopting a 'One Public Estate' philosophy
- Use property as an enabler for service transformation and delivery of the Council's agreed business outcomes
- Treat our buildings and spaces as one property portfolio available to meet the borough's diverse needs
- Consider social, economic and financial return on investment when seeking to optimise the use of our assets
- Operate a Corporate Landlord model to drive the most efficient use of our operational estate
- Embrace innovation in digital and environmental sustainability

Waltham Forest Strategic Asset Management Plan

26.15 The Council's Strategic Asset Management Plan (the 'SAMP')⁵ establishes the Council's approach to the management of its property portfolio. A core priority for the Council continues to be to strengthen the link between the management of the Council's property portfolio and the delivery of its core business outcomes.

26.16 The overall aims of this SAMP are to:

- maintain and enhance baseline data on each asset and its performance;
- continually challenge the purpose and makeup of the existing portfolio;
- provide a fit for purpose estate which supports service delivery;
- minimise outgoings and maximise income;
- use our assets as an enabler for economic growth;
- protect and optimise the value of our assets;
- develop and implement the Corporate Landlord model; and
- implement our Investment strategy.

⁵ <https://www.walthamforest.gov.uk/sites/default/files/LBWF%20Strategic%20Asset%20Management%20Plan%20July%202019-compressed.pdf>

Annual Infrastructure Funding Statement (IFS)

26.17 As of September 2019, the Council has a statutory requirement to produce an annual Infrastructure Funding Statement (IFS), with the first IFS being produced no later than December 2020. The IFS will provide a summary of all financial and non-financial developer contributions relating to S106s and CIL within Waltham Forest. It will include a statement of infrastructure projects that the Council intends to fund by CIL. The IFS must also set out the amount of levy or planning obligation expenditure where funds have been allocated.

26.18 In summary, the IFS will provide:

- An overview of s106 and CIL income and spend;
- A report relating to the previous financial year on the Community Infrastructure Levy;
- A report relating to the previous financial year on section 106 planning obligations;
- A report on the infrastructure projects or types of infrastructure that the authority intends to fund by the levy (excluding the neighbourhood portion).
- A report on contributions received through section 278 highways agreements can also be included in infrastructure funding statements, to further improve transparency for communities;
- The infrastructure funding statement should set out future spending priorities on infrastructure and affordable housing in line with up-to-date or emerging plan policies;
- The infrastructure funding statement should also set out the infrastructure projects or types of infrastructure that the authority intends to fund, by the levy or planning obligations. This will not dictate how funds must be spent but will set out the local authority's intentions.
- The Annual Infrastructure Funding Statement also requires the creation of a strategic priority programme list of projects across all sectors (education, health, transport, environmental, etc) that CIL funding could be used to support in delivering.

26.19 The Council's Infrastructure Funding Statement for 2018/19 and 2019/20 is published on the Council's website and further details will be provided in future updates to this document.

26.20 The Council is working to improve transparency in its wider CIL and S106 regimes in line with the latest government guidance, which can be found at: <https://www.gov.uk/guidance/publish-your-developer-contributions-data>

Managing Risks to Delivering Infrastructure

26.21 As infrastructure planning is a complex, ever-ongoing and ever-evolving process, it is essential that the associated risks are understood and proactively managed. A high-level risk assessment is set out below:

Figure 25.8: Infrastructure delivery risk analysis

Identified Risk	Level	Likelihood	Mitigation	Responsibility
Lack of evidence from partners: unable to acquire information to evidence infrastructure supply and demand	High	Medium	Information sharing between departments and with external agencies need to be developed along with named contact for accessing information. The Council is also working closely with the GLA, neighbouring boroughs and other stakeholders to utilise digital infrastructure mapping applications to engage more comprehensively with service and utility providers.	LBWF
Unreliable projections: projections do not fully account for or reflect actual population growth in different areas of the borough. Nor do they	Low	High	The Council undertake regular monitoring of its planning and delivery pipeline. The Council is required to produce an annual Housing Delivery Test (HDT) and Annual Monitoring report, which assess what impact the policies in the plan are having with regard to delivery and other outcomes. This information is shared with GLA who are principally responsible for producing	LBWF, GLA

match the boroughs assumed housing trajectory.			both London's and borough-level population projections.	
Growth Uncertainty: unable to if, how and when population and economic growth will occur in the borough.	Medium	Medium	The Council regularly updates its housing trajectory to ensure it is accounting for the most up to date picture of expected growth on the ground in the borough. This includes regular engagement with developers as to when sites are expected to start and complete. Not all planning permissions go on to be built out for a number of reasons – it is important that this information is also taken into account for future service delivery.	LBWF, Private Sector
The Changing Role of Infrastructure: with the development of digital technologies and new models of care ie hub and spoke models of care, or extended opening hours, the focuss of infrastructure planning has	High	Medium	Continue to work with partners to develop our understanding of needs in the community, but also identify opportunities to improve and build resilience in infrastructure through re-provision, redevelopment and replacement. COVID19 has and will continue to impact service delivery for the foreseeable – the Council will work with all partners, stakeholders, providers and 3 rd sector organisations to ensure Waltham Forest is at the forefront of innovation and efficiency.	LBWF, GLA, infrastructure providers, service delivery partners, the 3 rd Sector

<p>had to move away from simply adding more to the existing estate – additional space is not always the best means of resolving future pressures on infrastructure.</p>				
<p>Lack of Ownership: partner agencies do not take ownership over the key findings of the study and do not proactively plan for the future on the basis of the evidence collected and set out in the broader evidence base studies identified.</p>	<p>High</p>	<p>Low</p>	<p>This IDP supports the Draft Local Plan to 2035 and will be subject to extensive stakeholder engagement and Examination in Public. The Council will continue to work with proactively both internally, across individual directorates, and externally with stakeholders, service and infrastructure providers to ensure that the level of growth as set out in the Local Plan to 2035 to suitably planned for and reflected in key strategic plans of partner organisations and in the Council’s Capital Strategy and Strategic Asset Management Plan.</p>	<p>LBWF and all associated stakeholders</p>

<p>Funding: the national economy has been shaken by the COVID19 pandemic. National funding is likely to be heavily constrained in the short term and will likely be subject to highly competitive bidding processes at the London and National level.</p>	High	Medium	<p>The Council will work with stakeholders and communities to prioritise particular infrastructure initiatives that need to be delivered to meet the requirements of growth – this will include the prioritised use of developers contributions where appropriate.</p> <p>A number of amendments were introduced to the developer contributions regimes (CIL and S106) in September 2019, such as the removal of pooling restrictions limiting the number of financial contributions that could be used to fund any on piece of infrastructure.</p> <p>As of August 2020, the Government has also consulted on proposals to replace the existing CIL and S106 regimes with a single infrastructure tariff.</p> <p>https://www.gov.uk/government/consultations/planning-for-the-future</p>	LBWF and all stakeholders
<p>Cross-Borough Cooperation: lack of joined-up infrastructure planning could result in an uneven supply of infrastructure</p>	Medium	Medium	<p>The Council maintains an open and transparent dialogue with neighbouring boroughs through the Duty to Cooperate responsibility.</p> <p>The Council also works closely with the GLA and TfL to support the coordination of infrastructure improvements in the borough.</p>	LBWF, Neighbouring Boroughs, GLA
<p>Development Viability: increasing</p>	Medium	High	<p>Engage proactively with prospective developers to deliver well designed, affordable, viable development that</p>	LBWF, Private Sector, Infrastructure

development costs, reducing sales values or lack of private finance to pay for or contribute to new and improved infrastructure			sufficiently mitigate its impact and contribute toward the improvement of infrastructure in the borough. This also includes working with developers and infrastructure providers to deliver infrastructure in a more cost-effective manner, such as through co-location, investment in digital technologies and hub and spoke models of service delivery.	Providers, 3 rd Sector
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Monitoring & Review

- 26.22 This IDP has been produced to assess the step change in growth in the borough as envisaged by the Waltham Forest Draft Local Plan to 2035.
- 26.23 It is common for IDPs to be updated in a light touch way annually, but for a more comprehensive assessment to be undertaken every three years, or as and when local conditions suggestion ie delivery significantly exceeds or falls behind what has been assumed and planned for.
- 26.24 The Council will remain responsive to the immediate and longer-term impacts of COVID19 and the resulting impact both on infrastructure usage and supply.
- 26.25 Other factors which may require an update to the IDP or specific sections within it may be the release of new population projections which take account of underlying trends in the demographic composition of the borough.
- 26.26 The IDP will also be updated following the publication and adoption of the proposed Waltham Forest Local Plan 2035, taking account of any revisions or alterations in the Regulation 19 consultation or Examination stage of the wider plan making and adoption process.

Appendix 1 – Infrastructure Delivery Schedule 2020-2035

Project No.	Infrastructure Project	Type	Project Status/ Phasing	Expected Phasing/ Delivery Timescales	Cost (£)	Committed Funding (£)	Identified Funding Gap (£)	Potential Funding Sources	Delivery/ responsible agencies and/or partners	Information source	Local Plan area and/or Site Allocation
1	Walthamstow Central improvements: The Council is working with TfL and Capital & Regional to progress delivery of Step Free Access and a new entrance to the Victoria Line as part of the wider Mall development. The Council is exploring funding to support delivery of the scheme.	Transport	Design & feasibility	2025-2030	£41.5m	-	£40M	TfL Growth Fund, Developer Contributions	TfL, Capital and Regional, LBWF	LBWF Transport Strategy 2018, LIP 3	Central
2	Leyton Underground Station enhancements: The station will be redeveloped in order to support the regeneration of Leyton, including Leyton Mills, supporting the development of over 6,000+ new homes. The proposals include providing step free access at the station, a larger ticket hall, new footbridge over the tracks. Wider improvements are also planned to the public realm around the station which is a gateway for both Leyton town centre and the key growth area of Leyton Mills.	Transport	Permission granted- awaiting final funding and delivery	2020-2025	£18m	£9m	Part Funded	TfL Growth Fund, Developer Contributions (CIL) £9m, Step Free Access programme	TfL, LBWF	LBWF Transport Strategy 2018, LIP 3	South
3	Ruckholt Road Station: delivery of a new station at Ruckholt Road is	Transport	2030-2035	2030	£25m	-	£25m	TfL Growth Fund, Developer Contributions	TfL, Network Rail, LBWF	LBWF Transport Strategy	South

	essential to unlocking large scale redevelopment plans for New Leyton.									2018, LIP 3	
4	St James Street Step Free Access (SFA): Council has an aspiration to deliver Step Free Access to all stations in the borough by 2041. St James is recognised as a priority station on the Overground Network and the Council supports funding bids to the DfT.	Transport	Design & feasibility	2019-2024	£3m	-	£3m	DfT Access for All programme, Developer Contributions	TBC	LBWF Transport Strategy 2018, LIP 3	Central
5	Complete Borough Step Free Access (SFA): The Council is committed to working with TfL to unlock funding opportunities from TfL/DfT, as well as Developer Contributions around stations and across the borough.	Transport	Ongoing	2020-2041	Cost dependent on specific site	-	-	TfL Step Free Access programme, DfT Access for All programme, Developer Contributions	TfL, DfT, LBWF	LBWF Transport Strategy 2018, LIP 3	All Borough
6	Lea Bridge Station improvements: Significant growth is planned around Lea Bridge station and upgrades are needed to support levels of growth as set out in the Local Plan to 2035.	Transport	Expected delivery in 2021/22	2021	£6m	-	£6m	Developer Contributions	TfL, LBWF	LBWF Transport Strategy 2018, LIP 3	Central
7	Station Public Realm interchange improvements: The Council is committed to improving public realm and interchange facilities at all stations in the borough. This includes future works at Waltham Central and Overground stations to improve the environment for walking and cycling.	Transport	Ongoing	2020-2041	£25m	-	£25m	Develop Contributions	Multiple funding streams will need to be identified to deliver these works. These will be explored through the	LBWF Transport Strategy 2018, LIP 3	All Borough

									development of the scheme		
8	<p>Hall Farm Curve: Hall Farm Curve is a long- term intervention to provide an additional rail connection directly from Chingford to Stratford.</p> <p>Although funding sources are not allocated to the delivery of this project, the Council is continuing to engage with TfL and Network Rail to build consensus and support for the scheme.</p>	Transport	Design & feasibility	2030-2041	£40m	-	£40m	Sources – TBC	TfL, DfT, LBWF	LBWF Transport Strategy 2018, LIP 3	Central
9	<p>Coppermill Village Liveable Neighbourhood: Delivery of the designed, approved and finalised Liveable Neighbourhoods Scheme to support Healthy Streets and MTS objectives, and Waltham Forest’s 15-minute neighbourhoods. The scheme includes a range of traffic reduction, active travel and public realm improvements that were developed between 2018 and 2020 and approved for construction. Delivery paused/deferred due to Covid-19 and withdrawal of TfL funding. Emergency funding secured to deliver a small number of the core traffic reduction proposals using low cost/interim measures, which at a minimum will need to be reviewed and upgraded within the next 18 -24 months</p>	Transport	Design & feasibility	2021-2023	£2.5m	-	£2.5M	TfL	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	Central

10	<p>South Leyton/Leytonstone Liveable Neighbourhoods: The council submitted joint bids with Newham to TfL in 2018 and 2019 for a Liveable Neighbourhood Scheme to support Healthy Streets and MTS objectives, and Waltham Forest's 15-minute neighbourhoods. Initial funding was due to be provided in 2020 but has been withdrawn due to Covid-19. The bid included four low traffic neighbourhoods and improvements to two major north-south strategic corridors (High Road Leyton and High Road Leytonstone). A low cost/temporary Low Traffic Neighbourhood scheme has been introduced experimentally using emergency funding in the interim, and if supported will need to be made permanent as a minimum</p>	Transport	Design & feasibility	2021- 2024	£7M	-	£6M	TfL, Developer Contributions	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	South
11	<p>Higham Hill and Lloyd Park Liveable Neighbourhood: Liveable Neighbourhood Scheme to support Healthy Streets and MTS objectives, and the Waltham Forests 15-minute neighbourhoods. Scheme already developed to feasibility level and includes two low traffic neighbourhoods, improvements to key junctions on Blackhorse Lane and Billet Road, and protected cycle routes on Chingford Road.</p>	Transport	Design & feasibility	2022-2025	£7M	-	£7M	TfL, Developer Contributions	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	Central

12	<p>Continued delivery of Borough-wide Liveable Neighbourhoods programme: The borough is committed to extending its approach to delivering neighbourhood level improvements across the borough to support Healthy Streets and MTS objectives, and the Waltham Forest's 15-minute neighbourhoods.</p> <p>The borough will look to fund this through LIP funding, and development led contributions, however, given the geographic scale of the areas in question, further major funding streams are likely to be required.</p>	Transport	Design & feasibility	2024 - 2041	£75M	-	£75M	TfL, Developer Contributions	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	All Borough
13	<p>Leyton Green: The borough has a long-held aspiration to deliver changes at Leyton Green to improve the public realm, cycling and walking infrastructure, and bus reliability and journey times.</p> <p>Further funding opportunities will be explored to allow further development of the scheme.</p>	Transport	Design & feasibility	2020 - 2025	£3.5m	-	£3.5M	TfL, Developer Contributions	LBWF Highways	LIP 3	South
14	<p>Primary Cycle Network: Forest Road: It is the Council's aspiration to build high quality, segregated cycle facilities across a number of main roads in the borough to expand the Enjoy Waltham Forest Network, deliver the boroughs aspirational network, and meet mesh density requirement of the MTS. The Council has a feasibility design for the</p>	Transport	Design & feasibility	2020 - 2023	£12m	-	£12M	TfL, Developer Contributions	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	Central

	section of Forest Road between Bell Junction and Woodford New Road, which once delivered would provide a complete, continuous route from Haringey to the A406, connecting into the Town Hall Civil campus development and other major developments.										
15	Primary Cycle Network: Hoe Street: It is the Council's aspiration to build high quality, segregated cycle facilities across a number of main roads in the borough to expand the Enjoy Waltham Forest Network, deliver the borough's aspirational network, and meet mesh density requirement of the MTS. The Council has a feasibility design for the section of Hoe Street between Walthamstow Central and Lea Bridge road, which once delivered would fully connect Walthamstow Central and Town Centre to the Council's flagship Lea Bridge Road scheme.	Transport	Design & feasibility	2020 - 2023	£2.5M	-	£2.5M	TfL, Developer Contributions	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	Central
16	Primary Cycle Network: Woodford New Road/Snaresbrook Road junction: It is the Council's aspiration to build high quality, segregated cycle facilities across a number of main roads in the borough to expand the Enjoy Waltham Forest Network, deliver the boroughs aspirational network, and meet mesh density requirement of the MTS. The Council has a feasibility design for the	Transport	Design & feasibility	2020 - 2022	£1M	-	£1M	TfL, Developer Contributions	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	Central

	Woodford New Road/Snaresbrook Road junction, which once delivered would address the one remaining gap in the Lea Bridge Road – Woodford New Road Cycle route (Cycleway 23) connecting Hackney with Redbridge										
17	Primary Cycle Network: Forest Road to Chingford Mount: It is the Council's aspiration to build high quality, segregated cycle facilities across a number of main roads in the borough to expand the Enjoy Waltham Forest Network, deliver the borough's aspirational network, and meet mesh density requirement of the MTS. Connecting Highams Park and Chingford in the north of the borough with Walthamstow is a key priority to the Council. A north-south spinal route forms an essential part of the Council's vision, initially connecting Walthamstow to Chingford Mount in the most direct and convenient way possible	Transport	Design & feasibility	2020 - 2025	£5M	-	£5M	TfL, Developer Contributions	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	North
18	Primary Cycle Network: Lea Bridge Road to Leyton: It is the Council's aspiration to build high quality, segregated cycle facilities across a number of main roads in the borough to expand the Enjoy Waltham Forest Network, deliver the boroughs aspirational network, and meet mesh density requirement of the MTS. Connecting Lea Bridge Road with Leyton	Transport	Design & feasibility	2020 - 2025	£10M	-	£10M	TfL, Developer Contributions	LBWF Highways	LIP 3, LBWF Transport Strategy 2018	south

	and onwards to Stratford and QEOP is a key priority and this corridor has been identified as the seventh highest for cycling potential in London. A north-south spinal route forms an essential part of the Council's vision, connecting Lea Bridge Road with Leyton via High Road Leyton, also providing opportunity to unpick the existing Grange Park Road gyratory.										
19	Primary Cycle Network: It is the Council's aspiration to build high quality, segregated cycle facilities across a number of main roads in the borough to expand the Enjoy Waltham Forest Network, deliver the borough's aspirational network, and meet mesh density requirement of the MTS. Where protected/segregated space on main roads is not viable or does not provide the best alignment, alternative quietway type routes will be used to ensure a dense, connected network. The borough will look to fund this through LIP funding and development led contributions, however, given the high cost associated with the delivery of main road infrastructure, further major funding streams are likely to be required.	Transport	Design & feasibility	2020 - 2035	£150m	-	£150m	TfL funding, Developer Contributions	TfL, LBWF	LBWF Transport Strategy 2018, LIP 3	All Borough
20	Leytonstone Gyratory: The borough is progressing funding opportunities to deliver initial changes to Leytonstone	Transport	Design & feasibility	2020 - 2025	£4m	-	£4m	TfL funding, Developer Contributions	TfL, LBWF	LBWF Transport Strategy	south

	<p>gyratory through the GLA Low Emissions Neighbourhood fund.</p> <p>Further funding opportunities will be explored following development of the initial scheme for more substantive long-term changes.</p>									2018, LIP 3	
21	<p>Residential 20mph Zones - Chingford</p> <p>The Council has committed to making all residential roads within the borough 20mph. As of 2019, all of the borough south of New Road, E4 is 20mph, with plans for the remaining northern part of the borough in various stages of development and consultation.</p>	Transport	Design & feasibility	2020 - 2023	£3m	-	£3m	TfL funding, Developer Contributions	TfL, LBWF	LBWF Transport Strategy 2018, LIP 3	North
22	<p>Residential Secure Cycle Parking: Since 2015 the Council's on-street residential bike hangar portfolio has grown to over 500 units, providing parking facilities for 3000 residents. Demand continues to significantly outstrip supply with an estimated 5000 on the Council's waiting list (c. 850 units).</p>	Transport	Design & feasibility	2020 - 2025	£2.5M	-	£2.5M	TfL funding, Developer Contributions	TfL, LBWF	LBWF Transport Strategy 2018, LIP 3	All borough
23	<p>Secure Cycle Parking at stations:</p> <p>Blackhorse Junction: Safe, secure, convenient cycle parking at stations and public transport facilities is key to facilitating longer multi-modal journeys. The Council currently has seven secure cycle parking hubs within its portfolio, ranging from 30 – 150 spaces. Site designs have been developed for 2 cycle hub facilities at Blackhorse Junction station which will accommodate</p>	Transport	Design & feasibility	2020 - 2021	£0.5M	-	£0.5M	TfL funding, Developer Contributions	TfL, LBWF	LBWF Transport Strategy 2018, LIP 3	Central

	expected demand associated with Housing Zone redevelopment and regeneration in the area										
24	<p>Secure Cycle Parking at stations: General Safe, secure, convenient cycle parking at stations and public transport facilities is key to facilitating longer multi-modal journeys. The Council currently has 7 secure cycle parking hubs within its portfolio, ranging from 30 – 150 spaces. The long-term aspiration is to have secure facilities at all stations, including those on the Gospel Oak to Barking Line</p>	Transport	Design & feasibility	2020 - 2025	£3M	-	£3M	TfL funding, Developer Contributions	TfL, LBWF	LBWF Transport Strategy 2018, LIP 3	Central
25	<p>Walthamstow Central Active Travel Hub Waltham Forest are planning to deliver a landmark building that will become the borough's cycling and behaviour change centre at the heart of the Waltham Forest. Situated on Selborne Road at the Walthamstow Central Transport Interchange the new building will play an important part in providing cycling facilities to our residents and visitors to the borough whilst making a clear statement of the boroughs support for walking and cycling in Waltham Forest - a focal point for the continued delivery of our award-winning behaviour change and complimentary measures programmes.</p> <p>The Active Travel Centre</p>	Transport	Design & feasibility	2020 - 2025	£4M	-	£4M	TfL funding, Developer Contributions	TfL, LBWF	LBWF Transport Strategy 2018, LIP 3	Central

	<p>The new active travel centre will operate as a central base for secure cycle parking, borough cycle loan schemes, bicycle repair, local walking and cycling information and for the boroughs' travel behaviour change unit. The building focuses on:</p> <ul style="list-style-type: none"> • Environmental sustainability • Accessibility for all • The promotion of sustainable transport, and <p>The creation of a dynamic new transport interchange linking all modes of transport.</p>										
26	<p>Chingford Mount Town Centre Improvements: Masterplanning work is currently underway looking at how the Town Centre can be regenerated and improved, with better links to Walthamstow, Chingford north and Meridian Water. Potential improvements include a new public square around Albert Crescent, relocated bus interchange; walking, cycling and public realm improvements to Old Church Road and westbound connectivity to Meridian Water</p>	Transport	Design & feasibility	2020 - 2030	£12M	-	£12M	TBC	LBWF Highways		All Borough
27	<p>Waltham Forest Gigabit Borough: The SIP funded programme includes build out of the red route, CCTV camera upgrades and some upgrade to the existing ducting</p>	Digital	Ongoing	2020-2030	£4.5m - £5.5m	£800k	£3.7 - £4.7m	SIP Funding, Developer Contributions Private Sector investment, Other sources as appropriate	LBWF	LBWF Digital Strategy 2018	All Borough

	<p>The proposed Green route is projected to cost £700k - £1m, depending on routes and whether it also funds camera upgrades.</p> <p>Moving forward there is an option to link public sector sites (CCTV and WAN) and commercial sites such as mobile base stations/small sites across the Borough. This is projected to cost £3-4m.</p>										
28	<p>Electricity Supply - Hackney to Exeter Road capacity improvements: Work is currently being carried out to reinforce the circuits between Hackney and Exeter Road substations to provide for future upgrades which will enable the substations to operate a higher primary voltage and with increased capacity. This scheme has been funded by UK Power Networks at a planned cost of £13.7m with completion expected in 2022.</p> <p>Potential works have also been identified to rebuild the site known as Walthamstow Tee Point (at the junction of Blackhorse Lane and Exeter Road). The area is currently used to house three tee points, but if the site could be developed to build a 132kV switchboard it would add interconnectivity to the network and provide additional connection points, greatly improving</p>	Energy	Ongoing	2022	£13.7m	£13.7m	-	UKPN	UKPN	UKPN Network Planning Team	Central, South

	network resilience and capacity to accommodate future growth.										
29	Walthamstow Tee Point: Potential works have also been identified to rebuild the site known as Walthamstow Tee Point (at the junction of Blackhorse Lane and Exeter Road). The area is currently used to house three tee points, but if the site could be developed to build a 132kV switchboard it would add interconnectivity to the network and provide additional connection points, greatly improving network resilience and capacity to accommodate future growth.	Energy	Design & feasibility	2025	TBC	TBC	TBC	UKPN	UKPN, LBWF	UKPN Network Planning Team	Central
30	Low Hall Depot: Replacement Council Depot facility, facilitated through redevelopment. The new depot provides a healthy, safe and secure working environment for all staff, contractors and visitors. It will have a more efficient and effective use of space for delivery of all re-provided services, provides for the use of modern technology and the Council's new ways of working in service delivery. The new depot enables the Council to meet its statutory and third-party contractual obligations.	Waste	Design & feasibility	Phase 1 2024	Project ed £20 GDV	Investment-led delivery	NA	Capital Receipt	LBWF	Capital Programme	Central
31	Waste Collection Vehicles: The Council's Waste collection service will normally require a new collection round and a new vehicle for every extra 6,000	Waste	Ongoing	2020-2035	£1.125 m (+ staff costs)	NA	£1.125m	LBWF, Developer Contributions	LBWF	LBWF Waste Services	All Borough

	properties that are built. This equates to 4.5 additional vehicles over the plan period to 2035.										
32	Food Waste Collection: The Council has an aspiration to implement food waste collection services in the borough. The food collection service would require approximately six crews to collect the food waste.	Waste	Planned	2023	£1.5m (+ staff costs)	Na	£1.5m	LBWF, Developer Contributions	LBWF	LBWF Waste Services	All Borough
33	MET Police - District Ward Office Provision: The Metropolitan Police Service (MPS) has identified the need for District Ward Office (DWO) accommodation in the borough as part of their Estates Strategy. The MPS has identified the following locations as in need of DWO coverage: <ul style="list-style-type: none"> • Hale End & Highams Park • Chapel End • Higham Hill • William Morris • Markhouse • Wood Street • Cann Hall • Cathall 	Emergency Services	Ongoing	2020 - 2035	NA	NA	NA	Developer Contributions	MET Police, GLA, LBWF	Local Plan Representation	All Borough/Wards as identified
34	Whipps Cross University Hospital redevelopment: Comprehensive redevelopment of Whipps Cross Hospital area of change as a state-of-the-art University Hospital, providing a minimum of 1500 quality new homes including genuinely affordable homes for workers Provides	Health	Ongoing	Construction Commencing 2022		Government commitment to provide a new facility. Capital costs supported by the provision of on-site		Central Government/ NHS, capital receipt	Barts Trust, WEL CCG, LBWF	National priority - Strategic Business Case	Central

	<p>a new neighbourhood centre with a range of other uses to deliver a cultural heart</p> <p>The scheme will also improve public realm and public spaces across the area and walking and cycling accessibility, connectivity, permeability and legibility to and from Whipps Cross Hospital, to Wood Street, Bakers Arms and Leytonstone, as well as other identified routes.</p>					residential development.					
35	<p>Sutherland Road Surgery: The surgery will have 7 consulting and 3 treatment rooms, with several multi-purpose counselling and meeting rooms. Although the current practice list is only 6,500 patients, the existing premises were considered unsuitable and too cramped. This opportunity will enable the practice to take undertake clinician training and to open their lists to new patients</p>	Health	On-site	2020/21	£2.4m	£2.4m	NA	S.106, CCG	LBWF, CCG	CCG Strategic Estates Plan	Central
36	<p>St James Surgery (Site C): Plot C of the LBWF South Grove housing development has been identified as an opportunity to replacement St James's Health Centre with a new, purpose built 1,500 m2 facility. The Kavar practice in the current surgery has c15,000 list size and the</p>	Health	Planning permission granted	Expected Opening 2022	£3.4m	TBC	TBC	S.106, CCG	LBWF, CCG	CCG Strategic Estates Plan	Central

	<p>new accommodation and ways of working will meet the needs of the increased population, which is anticipated to reach over 20k. The health centre design provides 22 consult/exam rooms, 3 treatment rooms, training and meeting spaces. The practice will be co-located with Barts Health who deliver sexual health and MSK. Additionally accommodation for new wellbeing and ICS are being considered.</p>										
37	<p>The Score/Coronation Square: A new health centre, with over 2000m² accommodation, is proposed to be developed for 30,000 residents on the site, on Oliver Road, opposite Leyton Orient Football ground. New community space, with improved transport links, housing, retail centre, a pharmacy, a crèche and a gym will also form part of the complex. The health centre will enable the practices from Oliver Road to relocate and work alongside other for local health and social care partners including the voluntary care sector (VCS) that would align with the One Public Estate's strategy.</p>	Health	Planning permission granted	2026/27	£9.4m	TBC	TBC	S.106, CCG	LBWF, CCG	CCG Strategic Estates Plan	South

38	Silverthorne Health Centre: New Build on existing site or alternative within the area	Health	Phase 2	2027/28	£6.2m	TBC	TBC	S.106, CCG	LBWF, CCG	CCG Strategic Estates Plan	Chingford
39	Lea Bridge – New Health Centre: Site to Be identified (Between Markhouse Rd & Lea Bridge Station). A potential site has been identified at former Leyton FC/Wingate Stadium site.	Health	Emerging site allocation	2025/26	£4.1m	TBC	TBC	TBC	WEL CCG, LBWF	CCG Strategic Estates Plan	Lea Bridge
40	Leyton Green Health Centre: New Build on existing site or alternative within the area	Health	Full SEP Vision	2024/25	£7.2m	TBC	TBC	S.106, CCG	NELFT, WEL CCG, LBWF	CCG Strategic Estates Plan	South Leyton/Leytonstone
41	Nasberry Health Centre: new build/replacement facility	Health	Full SEP Vision	2024/25	£3.6m	TBC	TBC	TBC	NELFT, WEL CCG, LBWF	CCG Strategic Estates Plan	Chingford
42	Langthorne Health Centre: New Build on existing site or alternative within the area	Health	Full SEP Vision	2027/28	£3m	TBC	TBC	S.106, CCG	NELFT, WEL CCG, LBWF	CCG Strategic Estates Plan	South Leyton/Leytonstone
43	North East London Foundation Trust (NELFT) Oak Health Centre	Health	Full SEP Vision	2024/25	£2.4m	TBC	TBC	S.106, CCG, NELFT	NELFT, WEL CCG, LBWF	CCG Strategic Estates Plan	South Leyton/Leytonstone
44	Chingford Health Centre: New Build on existing site or alternative within the area	Health	Full SEP Vision	2027/28	£7.2m	TBC	TBC	S.106, CCG	NELFT, WEL CCG, LBWF	CCG Strategic Estates Plan	North Chingford
45	Forest Road Replacement: Site to be identified		Full SEP Vision	2030/31	£4.3m	TBC	TBC	S.106, CCG	NELFT, WEL CCG, LBWF	CCG Strategic Estates Plan	Central Walthamstow
46	Relocation of Hospital Services to Community Setting: The Council, through discussions with WEL CCG and	Health	Ongoing	Various	TBC	TBC	TBC	S.106, CCG	LBWF, CCG, Barts Health	CCG Strategic Estates Plan	Boroughwide

	<p>Barts Trust are aware of a number of clinical services currently provided on the Whipps Cross site to move into the community. This would help provide care closer to the home and to a more appropriate clinical setting, but would also support the longer term redevelopment of the Whipps Cross site itself. Discussions between the Council and various health stakeholders are ongoing.</p>								Trust, NHSPS		
47	<p>Leytonstone School 1FE Expansion (permanent): Works within the locally listed building to create additional general teaching classrooms and ancillary accommodation, a new library and to create an additional staircase.</p>	Education & Childcare	On Site	September 2021	TBC	TBC	NA	NA	LBWF Capital Delivery	Schools Capital Programme	South Leytonstone
48	<p>Norlington Boys School (Academy) 1FE Expansion (Permanent). Works are on site to create a new sports hall and ancillary landscaping works, to remodel existing accommodation to create additional general teaching classrooms, dining and servery areas. In addition, the school is bounded on one side by railway arches which they rent as additional play areas and subject to legal and lease agreements two of these are planned to be enclosed to provided teaching and learning spaces. Works to the sports hall are due to be completed by the end of September 2020.</p>	Education & Childcare	On Site	September 2022	TBC	TBC	NA	NA	LBWF Capital Delivery	Schools Capital Programme	South

49	<p>Kelmscott School 1FE Expansion: To minimise disruption to the school, which will remain in operation throughout the construction, three distinct construction phases are proposed. The initial phase which commenced on site 14 March 2020 includes remodelling three classrooms, extending the existing dining area and building a new studio and associated toilets.</p> <p>The second phase is to build a new general teaching classroom block in time for the permanent expansion, and the third and final phase is limited refurbishment and remodelling of existing accommodation to support specialist subject suiting.</p>	Education & Childcare	On Site	September 2022	TBC	TBC	NA	LBWF Schools Capital Programme	LBWF Capital Delivery	Schools Capital Programme	Central (Waltham stow West)
50	<p>1FE Secondary Expansion (Central) – Site TBC: A potential 1FE expansion and Alternative Provision Unit in the Central area of the borough by 2023. Contingent on the two sequential bulge classes filling, consult on permanent expansion by 1FE for September 2023.</p>	Education & Childcare	Consultation	September 2023	TBC	TBC	TBC	LBWF Schools Capital Programme	LBWF Capital Delivery	Schools Capital Programme	Central
51	<p>1FE Secondary Expansion (South) – Site TBC:</p>	Education & Childcare	Consultation	September 2023	TBC	TBC	TBC	LBWF Schools Capital Programme	LBWF Capital Delivery	Schools Capital	South

	A potential 1FE expansion and Alternative Provision Unit in the Central area of the borough by 2023. Contingent on the two sequential bulge classes filling, consult on permanent expansion by 1FE for September 2023.									Programme	
52	<p>All age groups: Suntrap Forest Education Centre: The current investment addresses condition and health and safety issues and expands the education offer to include residential short stays as well as camping. It offers Waltham Forest pupils a unique educational opportunity within a forest setting and the current investment ensures a more sustainable future.</p> <p>Works include a timber dining and cooking pavilion, residential pods in the forest, extensive landscaping works to enhance the site sustainability and accessibility, as well as enhanced teaching and learning spaces indoors and externally.</p>	Education & Childcare	On Site	September 2020	£4.8m	£4.8m	NA	LBWF Schools Capital Programme, CIL, NCIL	LBWF Capital Delivery	Schools Capital Programme	Owned and managed by LBWF but located in Epping Forest District Council area
53	<p>Juniper House (Early Years Facility): 53 Place Nursery delivered as part of wider regeneration scheme comprising residential and commercial uses in the heart of Walthamstow.</p>	Education & Childcare	On Site	Summer 2022	TBC	TBC	TBC	Capital Receipt, S.106	LBWF Capital Delivery, LBWF Early Years, LBWF	Council Capital Programme	Central Walthams tow

									Regeneration		
54	EMD Cinema: Restoration and reopening of the iconic 1000 seat building as a place for comedy and other entertainment and managed by Soho Theatre. Proposals also include a Community Suite.	Culture	On Site	2021	£25m	TBC	TBC	LBWF Capital Programme, S.106, NCIL, CIL, Private Sector	LBWF, SOHO Theatres	Council Capital Programme	Central
55	Town Hall Campus – Fellowship Square Phase 1 - Civic Square & Fountain - £1.45million Phase 2 - New Civic Ground Floor (restaurant and café, public space etc) - - Cycle Hub - Nursery - Landscaping & Chestnuts Field	Culture	On Site	Phase 1 – 2021 Phase 2 - 2023	Phase 1 - £1.45m Phase 2 - £6.7m	£1.45m £6.7m	LBWF Private Sector investment	Capital Programme, capital receipt, developer contributions	LBWF, Countryside	Council Capital Programme	Central
56	The Regal Cinema: The proposal will provide two cinema screens with an ancillary café bar/restaurant, supported by the delivery of 30 residential units.	Culture	Planning Application Approved – June 2020	Phase 1, by 2025	Unknown	NA	NA	Private sector investment	Mammoth Capital	Regeneration priority for the Borough	North of Borough
57	Making Places Programme - Blackhorse Road / Stoneydown Park: Extend Stoneydown Park by enclosing the currently open piece of land adjacent to Blackhorse Road	Culture	Expected delivery September 2020	2020/21	£81k	£81k	NA	LBWF Making Places Fund	Architects: What if Internal stakeholders: Parks, Highways, Regen External stakeholder	Making Places Round 1	High Street

									rs: Greener City Fund		
58	Making Places Programme - Brierley Road: Creation of a new and improved civic identity, constructed from brick.	Culture	Construction completed Planting scheme to start in Autumn	2020/21	£45k	£52.5k	NA	LBWF Making Places Fund	Architects: New Practice Internal stakeholders: Highways, Neighbourhoods External stakeholders:	Making Places Round 1	Cathall
59	Making Places Programme - Abbots Park: Improved natural play area within the Park incl. sculptural elements, informal play equipment and improvement to biodiversity (new planting).	Culture	Expected delivery September 2020	2020/21	£43k	£52.5k	NA	LBWF Making Places Fund	Architects: The Decorators Internal stakeholders: Parks External stakeholders:	Making Places Round 1	Forest
60	Making Places Programme - Lea Bridge Library Garden: Creative brief to be developed in conjunction with Libraries and the Architects commissioned to deliver the Lea Bridge Library site development.	Culture	Concept stage In line with the Lea Bridge Library redevelopment plan. Anticipated completion late summer 2020.	2020/21	£40k	£52.5k	NA	LBWF Making Places Fund	Architects: Studio Weave This project is managed by another team with Making Places contributing to the scheme.	Making Places Round 1	Lea Bridge

61	Making Places Programme - Bridge at Wood Street Station: A garden-themed mural and lighting design, beneath the bridge at Wood Street Station, creating an attractive gateway into the borough.	Culture	Engagem ent	2020/21	£52.5k	£52.5k	NA	LBWF Making Places Fund	Artist: Eleanor Hill Internal stakeholde rs: Highways, Neighbour hoods External stakeholde rs: Network Rail	Making Places Round 2	Wood Street
62	Making Places Programme - Leyton Midland Road Station: Hand-painted typographic mural celebrating local makers beneath the bridge at Leyton Midland Road Station and improved lighting scheme.	Culture	Engagem ent	2020/21	£52.5k	£52.5k	NA	LBWF Making Places Fund	Artist: Philips Walmsley Internal stakeholde rs: Highways, Neighbour hoods External stakeholde rs: Network Rail	Making Places Round 2	Leyton
63	Making Places Programme - Underpass between Larkshall Road and Hatch Lane: Dynamic lighting scheme and sound installation within the underpass.	Culture	Engagem en	2020/21	£40k	£40k	NA	LBWF Making Places Fund	Practice: Insight Lighting Internal stakeholde rs: Highways, Neighbour hoods External stakeholde rs:	Making Places Round 2	Larkswoo d

									Network Rail		
64	Making Places Programme - Hyh House Chingford Road: Resident engagement activities and events leading to planting of wildflower meadow and an orchard.	Culture	Engagem ent Expected delivery Autumn 2020	2020/21	£40k	£40k	NA	LBWF Making Places Fund	Artist: Build Up Internal stakeholders: Housing, Neighbourhoods External stakeholders:	Making Places Round 2	Chapel End
65	Making Places Programme - Bulwer Road (junction with Drayton Rd and Southwest Rd): Landscape scheme of semipermeable surfaces and rain gardens.	Culture	Proposal Expected delivery Autumn 2020	2020/21	£40k	£40k	NA	LBWF Making Places Fund	Artist: Hut Architecture Internal stakeholders: Highways, Neighbourhoods External stakeholders:	Making Places Round 2	Leytonstone
66	The Score: 13.64 The Score is the Council's new flagship facility for community sport in the borough. It will be home to a 90.5m X 34.5m plus overruns, matching the footprint of the existing Score Centre provision, and has a clear height of 7.5m. The following sports will be catered for: <ul style="list-style-type: none"> • Basketball Premier (5 courts) • Futsal International (1 courts) • Community space (1) 	Sports & Leisure	Phase 1	2024/25	TBC	TBC	NC	LBWF, capital receipt, private sector investment	LBWF,	Capital Receipt, Private sector investment, S.106	South

	<ul style="list-style-type: none"> • Netball Club (5 courts) • Badminton Club (20 courts) • Handball Premier (1 court) • Volleyball Premier (5 courts) 										
67	Abbots Park: resurface the football pitch with tarmac	Sports & Leisure	Phase 1	2023	£35k	£35k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF		Forest
68	Jubilee Sports Ground: decoration of changing rooms, replacement showers and toilets, installation of females' facilities. Drainage to pitches	Sports & Leisure	Phase 1	2023	£32k	£32k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF		Hatch Lane
69	Rolls Park Sports Ground: decoration of changing room facilities replacement of showers and toilets, installation of female facilities. Drainage to the pitches.	Sports & Leisure	Phase 1	2023	£43k	£43k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF		Larkwood
70	Salisbury Hall Playing Fields: decoration of changing facilities and replacement floodlights.	Sports & Leisure	Phase 1	2023	£40k	£40k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF		Valley
71	Drapers Field: Replacement 3G pitch and decoration of changing facilities.	Sports & Leisure	Phase 1	2023	£210k	£210k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF		Cathall
72	Parmiters Sports Ground: drainage to pitches	Sports & Leisure	Phase 1	2023	£24k	£24k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF		Valley
73	Britannia Sports Ground: drainage to pitches	Sports & Leisure	Phase 1	2023	£24k	£24k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF		Higham Hill
74	Low Hall Sports Ground: replace floodlights	Sports & Leisure	Phase 1	2023	£30k	£30k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF		Markhouse

75	Abbots Park: <ul style="list-style-type: none"> General park infrastructure improvements Play area improvements: replacement of junior climbing unit and renew surfacing	Play	Phase 1	2023	£30k £80k	£30k £80k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Forest
76	Acadia Road Play Area: Install surfacing on mounds and renew safer surfacing	Play	Phase 1	2023	£100k	£100k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Cann Hall
77	Arnett Square: Refurbish junior and young children's play areas	Play	Phase 1	2023	£100k	£100k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Valley
78	Bisterne Avenue Park: <ul style="list-style-type: none"> Refurbishment of ball court Patch repair to paths around the park 	Play	Phase 1	2023	£50k £20k	£50k £20k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Wood Street
79	Bridge Road Play Area: Renew surfacing in play area	Play	Phase 1	2023	£100k	£100k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Lea Bridge
80	Cambrian Gardens: Replace picnic table	Play	Phase 1	2023	£3k	£3k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Lea Bridge
81	Cann Hall Park: <ul style="list-style-type: none"> Replace safer surfacing in junior play area Installation of play equipment and line markings for under 5's 	Play	Phase 1	2023	£50k £40k £200k £30k	£50k £40k £200k £30k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Cann Hall

	Replacement of wooden skate ramps with concrete skate park Adjust/rehang gate and re-level paths to remove ponding issues										
82	Chase Lane Park: <ul style="list-style-type: none"> Refurbishment of adventure play equipment and safer surfacing Refurbishment of skate park Patch repair to paths around the park and widen path to accommodate maintenance vehicles Refurbish subsided entrance gate, fence and path from Waverley Road	Play	Phase 1	2023	£60k £80k £30k £50k	£60k £80k £30k £50k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Valley
83	Coppermill Park: Refurbishment of football area, adventure play equipment and safer surfacing	Play	Phase 1	2023	£50k	£50k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	High Street
84	Coronation Gardens: <ul style="list-style-type: none"> Resurface area around band stand to prevent flooding Refurbishment of seats 	Play	Phase 1	2023	£40k £25k	£40k £25k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Leyton
85	Dames Road Play Area: Resurface asphalt surfacing, install play equipment for under 5's and general refurbishments	Play	Phase 1	2023	£70k	£70k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Cann Hall
86	Drapers Field: <ul style="list-style-type: none"> Install artificial surfacing under play area to prevent further ground erosion 	Play	Phase 1	2022	£150k £50k	£150k £50k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Cathall

	Install play equipment for under 5's										
87	Drysdale Park: <ul style="list-style-type: none"> Patch repairs to pats Install concrete tennis table	Play	Phase 1	2023	£50k £3k	£50k £3k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Chingford Hatch
88	Epi-Centre Play Area: <ul style="list-style-type: none"> Refurbishment of ball court 	Play	Phase 1	2023	£50k	£50k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Cathall
89	Folly Lane Play Area: Patch repair to path	Play	Phase 1	2023	£30k	£30k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Higham Hill
90	Greenleaf Road Play Area: Refurbish raised planters	Play	Phase 1	2023	£20k	£20k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	William Morris
91	Greenway Avenue Community Garden: <ul style="list-style-type: none"> Installation of entrance signs Replace low section of perimeter fence	Play	Phase 1	2023	£5k £5k	£5k £5k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Wood Street
92	Harrow Road Play Area: Renew safer surfacing	Play	Phase 1	2023	£40k	£40k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Cann Hall
93	Henry Reynolds Gardens: <ul style="list-style-type: none"> Re-surface basketball court, remove ponding issue and tree root trip hazards and re-paint court Replace grass matting with artificial grass under trail equipment	Play	Phase 1	2023	£30k £40k	£30k £40k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Leytonstone

94	Higham Hill Park: <ul style="list-style-type: none"> Refurbishment of junior play area Install new gym equipment	Play	Phase 1	2023	£100k £60k	£100k £60k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Higham Hill
95	Higham Park: <ul style="list-style-type: none"> Patch repair to paths Installation of additional seats	Play	Phase 1	2023	£30k £5k	£30k £5k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Hatch Lane
96	Jack Cornwell Park: <ul style="list-style-type: none"> Replacement of adventure play equipment Patch repair to paths	Play	Phase 1	2023	£150k £25k	£150k £25k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Leyton
97	Keatly Green: <ul style="list-style-type: none"> Renew safer surfacing Refurbish play area Refurbish ball court Patch repairs to paths	Play	Phase 1	2023	£40k £40k £20k £20k	£40k £40k £20k £20k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Valley
98	Kitchener Road Park: <ul style="list-style-type: none"> Replace safer surfacing Patch repair to paths	Play	Phase 1	2023	£40k £25k	£40k £25k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Chapel End
99	Langthorne Park: <ul style="list-style-type: none"> Refurbishment of outdoor gym Patch repair to paths	Play	Phase 1	2023	£80k £50K	£80k £50K	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Cathall
100	Leyton Jubilee Park: <ul style="list-style-type: none"> Installation of play equipment for under 5's Improvements to safer surfacing Replace timber play items	Play	Phase 1	2023	£50k £30k £20k	£50k £30k £20k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Lea Bridge

101	Leyton Manor Park: <ul style="list-style-type: none"> Refurbishment of adventure play equipment and safer surfacing Refurbishment of ball court surfacing and colour coating Patch repairs to paths	Play	Phase 1	2023	£80k £40k £20k	£80k £40k £20k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Lea Bridge
102	Lloyd Park: <ul style="list-style-type: none"> Improvements to skate park Installation of scooter park for young children Refurbishment of play area Refurbishment of fence at Carr Road and Brettenham Road elevation 	Play	Phase 1	2023	£50k £50k £100k £100k	£50k £50k £100k £100k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Chapel End
103	Mansfield Park: <ul style="list-style-type: none"> Patch repair to paths Install new seats and picnic tables	Play	Phase 1	2023	tbc	tbc	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Endlebury
104	Memorial Park: <ul style="list-style-type: none"> Refurbishment of tennis courts Refurbishment of toilets Refurbishment of pavilion Resurfacing/patch repair to path New perimeter fencing Demolition of garages and making good boundary fencing 	Play	Phase 1	2023	£250k £80k £150k £100k £80k £10k £60k	£250k £80k £150k £100k £80k £10k £60k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Larkwood
105	Pimp Hall Park: <ul style="list-style-type: none"> Repair knee rail fencing adjacent to car park 	Play	Phase 1	2023	£5k £60k £100k	£5k £60k £100k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Hatch Lane

	<ul style="list-style-type: none"> Improvements to ball court, install new fencing, re-surfaces, install new goals Install skate park 										
106	Queens Road Play Area: Resurface path from main entrance into park	Play	Phase 1	2023	£30k	£30k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Markhouse
107	Ridgeway Park: <ul style="list-style-type: none"> Replace entrance gate with self-closing gate Refurbishment of play areas Install new way-finding	Play	Phase 1	2023	£3k £200k £8k	£3k £200k £8k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Endlebury
108	Sidmouth Park: Patch repair to paths	Play	Phase 1	2023	£60k	£60k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Grove Green
109	St James Park: <ul style="list-style-type: none"> Patch repairs to paths Installation of outdoor gym equipment	Play	Phase 1	2023	£30k £60k	£30k £60k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Markhouse
110	Stoneydown Park: Patch repair paths around park and in play area	Play	Phase 1	2023	£4k	£4k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	High Street
111	Thomas Gamuel Park: <ul style="list-style-type: none"> Patch repair to paths Replace wooden edges to play area platforms with recycled plastic logs Install new seats and picnic tables etc	Play	Phase 1	2023	£7k £4.5k £8k	£7k £4.5k £8k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Markhouse
112	Vestry Road Play Area:	Play	Phase 1	2023			NA	Neighbourhood Community	LBWF	Play Improvem	

	<ul style="list-style-type: none"> Install a second table tennis table Install new drinking fountain to replace the one that was vandalised <p>Replace 2no. entrance gates with new self-closing gates</p>				£3k £4k £5k	£3k £4k £5k		Infrastructure Levy (NCIL)		ent Programme	Hoe Street
113	Vincent Road Play Area: Replace hazardous chain-link fence along railway elevation	Play	Phase 1	2023	£40k	£40k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	Hale End & Highams Park
114	Wingfield Park: <ul style="list-style-type: none"> Replace safer surfacing under junior play equipment Renew surfacing in young children's play area Replace seats around park <p>Install proper goals in mini ball courts</p>	Play	Phase 1	2023	£80k £40k £15k £5k	£80k £40k £15k £5k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	
115	Jubilee Sports ground: Yard repairs refurbishment.	Play	Phase 1	2023	£31.5k	£31.5k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	
116	Allotments Infrastructure compostable toilets:	Play	Phase 1	2023	£80k	£80k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	All Borough
117	Parks Security Programme: Installation of Compostable toilets.	Play	Phase 1	2023	£30k	£30k	NA	Neighbourhood Community Infrastructure Levy (NCIL)	LBWF	Play Improvement Programme	All Borough
118	Additional Gypsy and Traveller Provision: Additional 2 pitches by 2023	Gypsy & Travelling Show people	Phase 1	2023	TBC	TBC	TBC	Developer contributions, GLA	LBWF, GLA	LBWF Gypsy & Traveller	All Borough

										Needs Assessment 2020	
119	<p>Chingford Mount Maintenance and Improvement Plan: The Council is also seeking to deliver improvements to the existing site, including:</p> <ul style="list-style-type: none"> • Footpaths replacement/repair program £150,000 (£30,000 per annum) (footpaths are failing due to the incline and geological composition of the cemetery, rolling replacement program would be a program of re-construction and drainage to mitigate path movement) • Fencing and gate works £100,000 renovation of the entrance gates and boundary railings, ongoing replacement of internal railings. • Memorial Garden £100,000 to design and develop new memorial garden for ashes internments . • Materials compound £50,000 (formal storage area for aggregate and soil for burials) 	Burial Capacity	Ongoing	2025	£400,000	£400,000	£400,000	LBWF, Developer Contributions	LBWF	Chingford Mount Maintenance & Improvement Plan	North
120	<p>Borough Crematoria Facility: Aspiration to deliver new crematoria provision to support long term burial needs in the Borough.</p>	Burial Capacity/ Alternative	2025	Phase 1	TBC	TBC	NA	LBWF, Developer Contributions, Prudential Borrowing	LBWF, Commercial Partner	LBWF Resident Services	All Borough

121	Borough Tree Planting Programme: The Council fells approximately 350 trees per year due to damage or on the grounds of safety. In turn, the Council seeks to ensure an ongoing planting programme to deliver a net gain of approximately 500 trees per year. Planting cost £415 per tree at an approximate cost of £350,000 pa Whip/sapling planting would achieve thousands of additional trees but there is limited space so, whilst more expensive, standard trees are preferred.	Trees	Ongoing	2020-2035	£350,000 p.a.	NA	NA	LBWF, Developer Contributions, Grant funding, multi-functional delivery i.e as part of other infrastructure projects	LBWF	LBWF Resident Services	All Borough
122	Air quality monitoring inc automatic stations	Air quality	Ongoing	2021/22	35000	s106 Air Quality and other match funding sources, if available	NA	Developer contributions (S.106)	LBWF Air Quality Officer/Team	AQAP and S106 Forward Spending Plan	All Borough
123	Air quality monitoring inc automatic stations	Air quality	Ongoing	2022/23	35000	s106 Air Quality and other match funding sources, if available	NA	Developer contributions (S.106)	LBWF Air Quality Officer/Team	AQAP and S106 Forward Spending Plan	All Borough
124	Air quality monitoring inc automatic stations	Air quality	Ongoing	2023/24	35000	s106 Air Quality and other match funding sources, if available	NA	Developer contributions (S.106)	LBWF Air Quality Officer/Team	AQAP and S106 Forward Spending Plan	All Borough
125	School green screen project	Air quality	Ongoing	2021/22	30000	s106 Air Quality and other match funding	NA	Developer contributions (S.106)	LBWF Air Quality Officer/Team	AQAP and S106 Forward Spending Plan	TBC

						sources, if available					
126	School green screen project	Air quality	Ongoing	2022/23	30000	s106 Air Quality and other match funding sources, if available	NA	Developer contributions (S.106)	LBWF Air Quality Officer/Team	AQAP and S106 Forward Spending Plan	TBC
127	Emission reduction projects	Air quality	Ongoing	2021/22	20000	s106 Air Quality and other match funding sources, if available	NA	Developer contributions (S.106)	LBWF Air Quality Officer/Team	AQAP and S106 Forward Spending Plan	All Borough
128	Emission reduction projects	Air quality	Ongoing	2022/23	20000	s106 Air Quality and other match funding sources, if available	NA	Developer contributions (S.106)	LBWF Air Quality Officer/Team	AQAP and S106 Forward Spending Plan	All Borough
129	Emission reduction projects	Air quality	Ongoing	2023/24	20000	s106 Air Quality and other match funding sources, if available	NA	Developer contributions (S.106)	LBWF Air Quality Officer/Team	AQAP and S106 Forward Spending Plan	All Borough
130	Chestnut Showground Critical Drainage Area (CDA) A flood mitigation scheme has been designed for Chestnut Showground and there is an opportunity for this to be coordinated and integrated into the Campus Redevelopment SuDS Drainage and Attenuation proposals, providing enhanced amenity, environmental and biodiversity benefits for the site.	Flood Risk & Water Management	Critical	June 2021 – September 2024.	£250k (Flood mitigation element only, excluding Campus SuDS scheme and	£135k	£115k	Thames RFCC Thames21 LBWF Developer Contributions	LBWF Thames RFCC	Thames RFCC LLFA	Central

					Attenuation requirements).						
131	<p>Fillebrook Critical Drainage Area (CDA) Fillebrook: Temporary flood alleviation basin (only wet during rainfall events) within Whipps Cross Hospital, combined with new and existing flood walls. Flood storage within eastern field of Leyton Sixth Form College.</p> <p>Linear bioretention garden along public footway adjacent to St Mary C of E Primary School. Brooke Road also has potential for modular storage tanks to be provided under footway/school land.</p>	<p>Flood Risk & Water Management</p> <p>Flood Risk & Water Management</p>	Critical	<p>2022-2026.</p> <p>2023-2024</p>	<p>£1,009,000</p> <p>£475k-£675k</p>	<p>£822,386</p> <p>None (Potential Highways, LLFA & TWA funding)</p>	<p>£400,307</p> <p>£475k-£675k</p>	<p>Thames RFCC Thames21 LBWF LLFA Developer Contributions</p> <p>LBWF LLFA Thames Water</p>	<p>LBWF Barts NHS Trust & Housing Developer Partner Thames RFCC & EA</p> <p>LBWF LLFA Highways</p>	<p>Thames RFCC LLFA EA LLFA</p>	Central
132	<p>South Chingford Critical Drainage Area (CDA) Potential rainwater pipe disconnection schemes at Mandeville Court, Maple Avenue and Rolls Court. Potential flood storage schemes at Memorial Park, Larkwood Playing Fields and Rolls Sports ground.</p>	Flood Risk & Water Management	Critical	Sept 2021-Oct 2023	£987,289	£942,289	£45k	<p>Thames RFCC LLFA LBWF Developer Contributions</p>	<p>LBWF Thames RFCC LLFA EA</p>	<p>Thames RFCC LLFA EA</p>	North
133	<p>Waltham Forest North East (Ching Corridor) - Critical Drainage Area (CDA) Flood Study to identify potential flood mitigation opportunity sites to mitigate ongoing surface flooding problems</p>	Flood Risk & Water Management	Critical	April 2021 – March 2026	£839,500	£826,500	£13k	<p>Thames RFCC LBWF Developer Contributions S106</p>	<p>LBWF EA Thames RFCC LLFA</p>	<p>Thames RFCC LLFA EA LBWF</p>	North

	within the CDA and to mitigate for future proposed development sites outlined within the new Local Plan.										
134	Waltham Forest North West (Sewardstone Corridor) - Critical Drainage Area (CDA) Flood Study to identify potential flood mitigation opportunity sites to mitigate ongoing surface flooding problems within the CDA and to mitigate for future proposed development sites outlined within the new Local Plan.	Flood Risk & Water Management	Critical	April 2021 – March 2026	£1,085,000	£562,227	£522,773	Thames RFCC LBWF Developer Contributions S106	LBWF Thames RFCC LLFA EA	Thames RFCC LBWF LLFA EA	North
135	Waltham Forest South (Leytonstone Corridor) - Critical Drainage Area (CDA) Flood Study to identify potential flood mitigation opportunity sites to mitigate ongoing surface flooding problems within the CDA and to mitigate for future proposed development sites outlined within the new Local Plan.	Flood Risk & Water Management	Critical	April 2021 – March 2025	£440,000	£429,000	£11,000	Thames RFCC LBWF Developer Contributions S106	LBWF Thames RFCC LLFA EA	Thames RFCC LBWF LLFA EA	South
136	Waltham Forest West (Walthamstow Marshes) - Critical Drainage Area (CDA) Flood Study to identify potential flood mitigation opportunity sites to mitigate ongoing surface flooding problems within the CDA and to mitigate for future proposed development sites outlined within the new Local Plan.	Flood Risk & Water Management	Critical	April 2021 – March 2026	£1,978,000	£1,206,290	£771,710	Thames RFCC LBWF Developer Contributions S106	LBWF Thames RFCC LLFA EA	Thames RFCC LBWF LLFA EA	Central
137	Walthamstow Wetlands: Walthamstow Wetlands are an increasingly important asset and open space for Waltham	Green & Blue Infrastructure	Ongoing	2040	£5.45m	-	£5.45m	LBWF Developer Contributions	LBWF Thames Water	LBWF	All Borough

	<p>Forest, and on-going investment is required to ensure the site is well maintained, as a nature reserve and visit attraction and to meet social and environmental objectives.</p> <p>The on-going revenue costs to manage and maintain the Walthamstow Wetland are forecast to be £5.54 million over the next twenty years. Given the new and agreed new homes in the environs of the Wetlands, developers' contributions will be sought to cover the ongoing costs of the asset to support the delivery of liveable places.</p>							<p>Stakeholder Support</p> <p>Partnership Funding Opportunities</p>	<p>London Borough of Haringey</p>		
138	<p>Meridian Water Link</p> <ul style="list-style-type: none"> Provision of a safe pedestrian and cycle route as an alternative to the north circular; linking the Mini-Holland network (Leyton to Chingford Cycle Route) to the Lee Valley Walk at the River Lea. To include tree planting, signage and improvements to streetscape/highway and sense of safety at Folly Lane. Improved access to the pedestrian footbridge from Greenham Crescent north of the A406. <p>Improvements to Folly Lane Community Woodland including vegetation management, habitat works, seating and boundary treatments to improve sense of security. Connect Folly Lane</p>	Green & Blue	2020-2035	Ongoing	£2 million	TBC	TBC	<p>Developer contributions, external funding opportunities, LBWF</p>	<p>London Borough of Enfield</p> <p>Environment Agency</p> <p>Transport for London</p> <p>Thames Water</p>	<p>Waltham Forest Green & Blue Infrastructure Study 2020</p>	North/Central

	with the existing footbridge over the A406 through provision of a surfaced route through Folly Lane Community Woodland. Subject to scoping, implement a SuDS scheme to reduce surface water run-off from the A406 adjacent to the road and within Folly Lane Community Woodland to improve water quality in surrounding waterbodies. Seek opportunities to naturalise heavily modified sections of the River Ching and improve management of marginal river habitat.										
139	<p>Connecting Leyton's Sports Hubs</p> <ul style="list-style-type: none"> • Provide walking and cycling routes through the provision of signage and streetscape improvements between local open spaces including Leyton Cricket Ground, Jack Cornwell Park, Leyton Manor Park and Abbots Park. Provide a cycling and walking route between Leyton Cricket Ground and grass sports pitches at Hackney Marshes via Marsh Lane and Leyton Jubilee Park. • Make improvements for transporting bicycles across the existing pedestrian footbridge over the railway sidings at Orient Way. • Make improvements for cyclists along the Mini-Holland network at High Street Leyton, better connecting Leyton Cricket Ground, local open spaces, 	Green & Blue	2020-2035	Ongoing	£2.5 million	TBC	TBC	Developer contributions, external funding opportunities, LBWF	Transport for London London Borough of Hackney Lee Valley Regional Park Authority National Rail	Waltham Forest Green & Blue Infrastructure Study 2020	South

	transport hubs, Leyton Sports Centre and Baker's Arms District Centre. Identify suitable sites and implement urban greening measures including tree planting and SuDS along cycling and walking routes and towards the District Centre at Bakers Arms.										
140	<p>The Highams Park: heritage, open space and biodiversity improvements:</p> <ul style="list-style-type: none"> • Work with stakeholders to develop a management strategy and improvement programme for the remnants of the historic landscape. Such a strategy should have regard for City of London's Individual Site Plan for The Highams Park, Little Sale Wood and Oak Hill Wood. Develop the non-SAC section of the site as a key alternative recreational space to protect important ecological features of the SAC. • Appropriate tree planting, wildflower seeding within park. • Improvements to the quality of permissive paths and public rights of way, linking to Epping Forest Centenary Walk. Improve the connection to White House Woods providing signage and road crossing improvements at The Charter Road. • Entrance improvements to include directional signage from nearby bus stops on The Avenue to the north. Improve the Keynsham 	Green & Blue	2020-2035	Ongoing	£750,000	TBC	TBC	Developer contributions, external funding opportunities, LBWF	City of London Corporation Highams Park Community Interest Company	Waltham Forest Green & Blue Infrastructure Study 2020	North

	<p>Avenue/Tamworth Avenue entrances to improve sense of safety, provision of signage. Wildlife friendly planting/wildflower planting at entrances. Liaise with City of London to determine the suitability of improving pedestrian access at the A1009.</p> <ul style="list-style-type: none"> • Liaise with Redbridge Borough Council over the feasibility of creating a promoted heritage cycle/walking route between The Highams Park and Claybury Park (both Humphry Repton parkland commissions) via Roding Valley Park to divert some users away from Epping Forest SAC 										
141	<p>Protecting and enhancing Woodford New Road green corridor:</p> <ul style="list-style-type: none"> • Provision of segregated cycle lanes, connecting recent improvements at Whipps Cross Interchange to Woodford Green on the borough boundary. Junction improvements and traffic calming measures to promote a modal shift and improve air quality. Tree planting, wildflower seeding where possible and appropriate to create improved wildlife corridor. • Connect the route with the existing Mini-Holland scheme (Lea Bridge Road Cycle Route, Bloomsbury to Walthamstow Quietway and Forest Road to Wood Street). 	Green & Blue	2020-2035	Ongoing	£8 million	TBC	TBC	Developer contributions, external funding opportunities, LBWF	Natural England TFL City of London Corporation	Waltham Forest Green & Blue Infrastructure Study 2020	Central

	<ul style="list-style-type: none"> Improved habitat management at White House Woods. 										
142	<p>River Ching and South Chingford wetlands: flood alleviation, water quality and biodiversity:</p> <ul style="list-style-type: none"> Implement a catchment-based approach to providing flood alleviation, improving water quality and reducing polluted water runoff through constructed wetlands in open spaces. The council has identified Memorial Park, Larkwood Playing Field and Rolls Sports Ground as key sites for flood alleviation schemes in South Chingford to protect properties from flooding events. Proposed schemes present significant opportunities to provide improved amenity and biodiversity benefits. Several other sites have been identified by partners, such as Thames 21, with potential for wetland construction and SuDS that would contribute to improved water quality within the River Ching. 	Green & Blue	2020-2035	Ongoing	£1.5 million	TBC	TBC	Developer contributions, external funding opportunities, LBWF	<p>Several properties in South Chingford are at risk from surface water flooding.</p> <p>The River Ching suffers from poor water quality, which has been partly attributed to runoff from adjacent roads, such as the A406.</p> <p>Waltham Forest Open Space Study Strategy Action 28.</p>	Waltham Forest Green & Blue Infrastructure Study 2020	North
143	<p>River Ching Local Blue Ribbon: Gateways and interpretation:</p>	Green & Blue	2020-2035	Ongoing	£1.5 million	TBC	TBC	Developer contributions, external funding	Thames 21 Environment Agency	Waltham Forest Green & Blue	North/Central

	<ul style="list-style-type: none"> •Provision of 'Gateways' to the river including interpretation at several •locations and signposting to these entrances (Gateway locations to be considered at Whitehall Plain / Whitehall Road, A112 and Morrisons car park). •Improvements to any path surfacing running nearby the river's edge, where required. •Vegetation management and rivers edge improvements where possible and appropriate. 							opportunities, LBWF	City of London Corporation Ching Brook Action Group	Infrastructure Study 2020	
144	<p>Low Hall: access, interpretation & biodiversity improvements:</p> <ul style="list-style-type: none"> •Ensure configuration of future development at the Low Hall Depot allows for pedestrian/cycle access along the Dagenham Brook. Built development shall be set back from the river's edge to allow for regrading/reprofiling and improved habitat quality. Design should incorporate additional open space, high quality play and retention and improvement of multifunctional flood storage area as a community amenity. •Creation of a new entrance adjacent to the Brook on South Access Road at Low Hall conservation area, creating a continuous path along the brook. Entrance/boundary treatments, 	Green & Blue	2020-2035	Ongoing	£750,000	TBC	TBC	Developer contributions, external funding opportunities, LBWF	Environment Agency Conservation organisations Local interest groups Thames 21 Thames Water	Waltham Forest Green & Blue Infrastructure Study 2020	Central/South

	<p>entrance surfacing, signage/interpretation. Creation of a route parallel to the brook connecting to the existing woodland walk at the west of the site.</p> <ul style="list-style-type: none"> •Develop and promote St James Park, Low Hall Conservation Area and Low Hall Sports Ground as a single site with consistent signage and improved access between the north and south. •Extend habitat areas adjacent to SLINC, north of the Sports Fields to include reprofiling rivers edge/swale creation, tree/scrub and wildflower planting for pollinators. •Provision of community food growing area/orchard within St James Park. •Create a route with directional signage linking the cycle filter at South Access Road/Argall Avenue with the rain garden at Essex Road/Salop Road. <p>Provision of directional signage from public transport links and the Mini Holland Network (Leyton).</p>										
145	<p>Sewardstone Gateway to the Countryside:</p> <ul style="list-style-type: none"> • Connect Sewardstone Rd/Kings Head Hill/Lea Valley Rd junction with the Mini-Holland Network (Leyton to Chingford Cycle Route) at the A110/A1069 junction – linking with routes such as the London Loop, Epping Forest Centenary Walk and the 	Green & Blue	2020-2035	Ongoing	£3 million	TBC	TBC	Developer contributions, external funding opportunities, LBWF	Transport for London Lee Valley Regional Park Authority London Borough of Enfield	Waltham Forest Green & Blue Infrastructure Study 2020	North

	<p>footpath along the River Lee navigation. Markings, signage and junction improvements.</p> <ul style="list-style-type: none"> • Improve character, legibility and environmental quality of Sewardstone Rd/Kings Head Hill/Lea Valley Rd junction. Increase tree cover, provision of wildlife friendly planting and seating away from the roadside. Provide visitor information/map board showing recreational routes/open spaces/transport hubs. • Provide better access to Sewardstone Paddock and access into the Lee Valley. Raised table/pedestrian crossing nearby Hawkwood Crescent. Street tree planting adjacent to Sewardstone Road north of King Hill Junction. • Provide better legibility from the gateway area to Mansfield Park with provision of signage and increased street trees. <p>Improvement programme at Mansfield Park, including entrance improvements at Mansfield Hill and Valley Side.</p>										
146	<p>North Chingford Gateway to the Forest:</p> <ul style="list-style-type: none"> • Improve the character of the area around Chingford station with highway/streetscape improvements 	Green & Blue	2020-2035	Ongoing	£1 million	TBC	TBC	Developer contributions, external funding opportunities, LBWF	Transport for London City of London	Waltham Forest Green & Blue Infrastruct	North

	<p>with seating, cycle parking and signage. Increase street tree cover and planting.</p> <ul style="list-style-type: none"> • Intermittent / light segregation for cyclists along Station Road between Chingford Station and Chingford Plain. Traffic calming measures along ranger's road and provision of crossing points for cyclists and pedestrians to access visitor centre and other facilities. • Signage/board map and interpretation at Chingford Station indicating location and routes to other open spaces such as Pimp Hall Park and Nature Reserve. • Engagement with cycle hire outlet at Chingford Hub and City of London to identify opportunities help promote active recreation and sustainable travel from this location. 								<p>Corporation</p> <p>Parks Friends Groups, e.g. Pimp Hall.</p>	<p>ure Study 2020</p>	
147	<p>Whipps Cross development:</p> <ul style="list-style-type: none"> • Ensure layout/configuration of the development protects an area along the south/west boundary along Peterborough Road to accommodate flood storage/mitigation. Design of flood storage/mitigation to ensure maximum benefit for biodiversity and access for recreation for health and wellbeing. Continue engagement with Leyton Sixth Form College to scope out 	Green & Blue	2020-2035	Ongoing	£2 million	TBC	TBC	<p>Developer contributions, external funding opportunities, LBWF</p>	<p>NHS</p> <p>Natural England</p> <p>Environment Agency</p>	<p>Waltham Forest Green & Blue Infrastructure Study 2020</p>	Central

<p>feasibility of delivering a complementary scheme that also provides educational benefits. Ensure appropriate consideration of the drainage hierarchy as part of site design and ensure appropriate incorporation of green roofs, walls, permeable features and other urban greening.</p> <ul style="list-style-type: none">● Retain and enhance woodland areas on site and woodland to the east to provide alternative open space provision for some users of Epping Forest. To include entrance improvements, branding, access improvements, bins/benches.● Improve the south side of Whipps Cross Road for pedestrians and cycling. Improve road safety and provide crossings at the northern and eastern boundary along Whipps Cross Road and James Lane to facilitate access to surrounding open space/woodland.● Ensure an appropriate wayfinding strategy is included as part of site proposals to ensure good connectivity/legibility for all users to local amenities and local links for sustainable travel (eg Wood St for Wood Street Station, Mini-Holland Network at High Street Leyton). Develop marked cycleway to accessible footbridge at A12 to promote										
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	<p>sustainable travel to Leytonstone Station via Colworth Road.</p> <p>Environmental enhancements to bridge crossing at east side of A12 to include tree planting.</p>										
148	<p>Urban greening opportunities along A12:</p> <ul style="list-style-type: none"> •Identify opportunities for urban greening through commissioning a detailed GI study; street tree and ornamental planting across the southern wards will help combat deficiency in green space, reduce air pollution and encourage sustainable transport. Particular opportunities include: a green link along Cann Hall Road / Crownfield Road to link the Olympic Park and Wanstead Heath; introducing traffic calming measures such as modal filters/ greening at existing modal filters. •Support local community groups to undertake community-led de-paving projects. <p>Create a segregated cycle lane between Leytonstone High Road and Maryland station in the south.</p>	Green & Blue	2020-2035	Ongoing	£2.5 million	TBC	TBC	Developer contributions, external funding opportunities, LBWF	<p>London Borough of Newham</p> <p>Community groups</p> <p>Transport for London</p> <p>Groundwork</p> <p>Greater London Authority</p>	Waltham Forest Green & Blue Infrastructure Study 2020	South

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