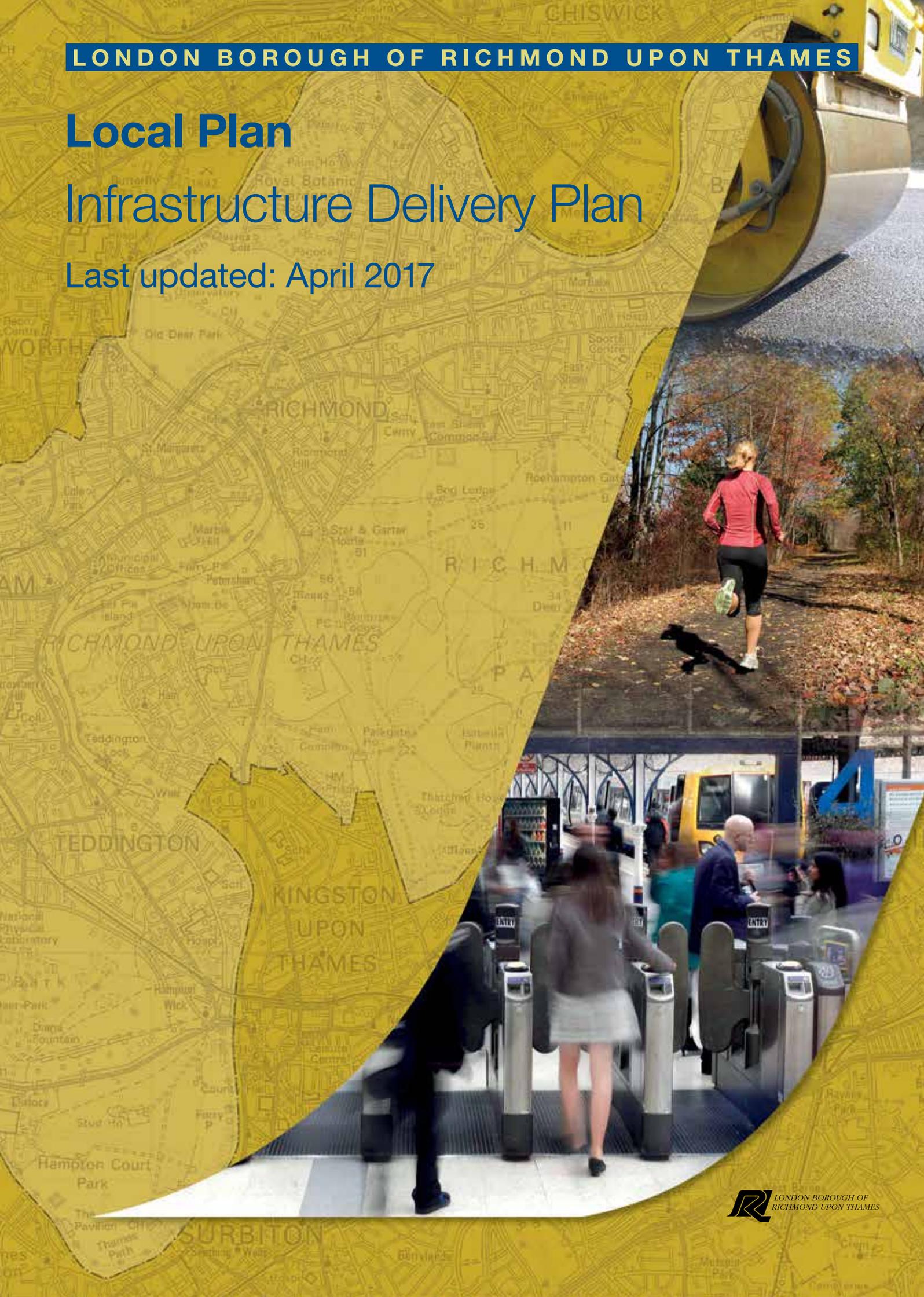


# Local Plan

## Infrastructure Delivery Plan

Last updated: April 2017



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# 1 Introduction

Infrastructure planning ensures that physical and non-physical requirements for an area or development can be delivered in a timely manner. The Infrastructure Delivery Plan (IDP) has direct links with both the Local Plan (LP) and the Community Infrastructure Levy Regulation 123 List.

Future development, as set out in the LP, will need to be enabled and supported by timely delivered infrastructure.

“Essential community infrastructure”, for the purposes of the London Borough of Richmond upon Thames (LBRuT) IDP, is defined as **“any physical structure, facility or service, whether privately or publicly funded, that supports or enables growing communities”**. Those covered by this document set out in Table 1 below.

The Community Plan, Putting People First 2016 - 2020<sup>1</sup> highlights that one of the challenges is the delivery of quality public services with deepening public financial restraints. The Community Plan vision is one where;

- people will lead happy lives and are able to enjoy life, with opportunities to learn, develop and fulfil their potential;
- people can live as independently as possible in the local community and feel empowered to take responsibility for their health and wellbeing, and plan for their future;
- people feel safe, are respected and valued, and able to contribute to their communities and where diversity is celebrated;
- the local character of the environment is protected and new development is high quality and compatible with local character, meets people’s needs and provides opportunities for all; and
- our towns and local centres are attractive, viable for businesses

The IDP aims to support the implementation of the LP, Community Plan and associated documents through identifying the future infrastructure and service needs for the borough. Specifically, the IDP:

- Provides an analysis of existing infrastructure provision and identifies how well existing needs are met
- Identifies future infrastructure requirements to support new development and a growing population, housing and employment growth
- Where possible an indication of the potential costs, and means and sources of funding
- Provides the basis for undertaking further work on the Community Infrastructure Levy (CIL)

It must be noted that the IDP provides a snap-shot in time and best available information at the time of its production. Needs and demands for infrastructure can change significantly due to unexpected events, such as the opening of a new school may change the demand for school places in a specific area. Thus, this is a living document and will need to be monitored and regularly updated. In addition, the IDP does not provide a definitive or exhaustive list of

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<sup>1</sup> Richmond Community Plan 2016-2020; [http://www.richmond.gov.uk/community\\_plan](http://www.richmond.gov.uk/community_plan)

available funding sources and infrastructure costs as these can also change significantly within a short period of time.

## 1.1 Background

The Infrastructure Delivery Plan (IDP) assists in responding to changes in the borough. Population and in particular any population increases and growth as well as changes in needs and demands will influence what community infrastructure is required in the borough. In addition, new development and population growth will require an appropriate level of additional infrastructure to ensure that existing as well as new communities and businesses have the necessary infrastructure, such as schools, health centres and leisure facilities.

The original IPD (published in April 2012) was created to facilitate the introduction of the Borough Community Infrastructure Levy. From April 2014, pooling restrictions on S106 contributions came into effect, and to this end the IDP (2012) facilitated the evidence base for the Borough CIL, which has been in effect since November 2014.

This IDP revision (2017) updates the infrastructure needs of the borough in response to the Local Plan review, National and GLA plans (NPPF, London Plan), service delivery changes and the changing needs of the borough due to growth and demographics. The London Plan Implementation Plan<sup>2</sup>, published in January 2013, provides a robust basis for infrastructure planning across London. The purpose of this Plan is to inform developers and all delivery partners who need to understand the envisaged implementation actions and strategic infrastructure provision in relation to the London Plan, and also to help boroughs in terms of the wider context for their local implementation and infrastructure planning. The London Plan Implementation Plan has been taken into account during the development of this Infrastructure Delivery Plan, to ensure the London-wide strategic infrastructure needs are fully considered at local level.

Infrastructure and services are not just provided and funded by the Council but also by other agencies (whether public, private, or voluntary) and different tiers of Government as well as different spatial areas and catchments (e.g. local, sub-regional, regional, national). Community infrastructure needs have to be appropriately considered and addressed within the planning process and need to be coordinated with new housing and other development.

In addition to the complexity of service providers in terms of their catchments and funding, it must also be considered that residents from this borough may use facilities and services provided in neighbouring boroughs and vice versa.

Funding for the maintenance of existing and new community infrastructure has always been a particular problem, where existing sources have struggled to pay or provide for the infrastructure required by future residents and businesses. There are currently two ways in which new development can assist in meeting the community infrastructure needs:

**S106 agreements or planning obligations**, either as monetary or “in kind” contributions from developers, negotiated as part of the planning approval process. The Council’s adopted Planning Obligations Strategy<sup>3</sup> (and Affordable Housing SPD<sup>4</sup>) sets out how the Council currently calculates developer contributions for the following types of community infrastructure, depending upon the nature and scale of the development: Affordable housing;

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<sup>2</sup> The London Plan Implementation Plan 1, Greater London Authority, January 2013; <http://www.london.gov.uk/publication/implementation-plan>

<sup>3</sup> The LBRuT Planning Obligations Strategy can be found on: [http://www.richmond.gov.uk/section\\_106\\_planning\\_obligations](http://www.richmond.gov.uk/section_106_planning_obligations).

<sup>4</sup> The LBRuT Affordable Housing SPD can be found on [http://www.richmond.gov.uk/affordable\\_housing\\_spd](http://www.richmond.gov.uk/affordable_housing_spd)

School places; Community safety; Health; Public Realm, open space and the Thames; and Transport.

The **Community Infrastructure Levy (CIL)** is a levy that allows councils to raise funds from developers to help provide a wide range of infrastructure needed as a result of development, including transport schemes, environmental improvements and social and community facilities. Provision of affordable housing is excluded from CIL and will continue to be funded through S106 planning obligations. In addition, CIL regulations allow the use of CIL to fund revenue and maintenance schemes on top of capital projects. Richmond Council adopted its CIL Charging Schedule in 2014, and the CIL Regulation 123 List sets out the types and/or projects for infrastructure that could be funded through CIL.

## 1.2 Borough context

The London Borough of Richmond upon Thames is a unique and very attractive outer London borough. Nearly two thirds of the borough consist of high quality parks and open spaces (including Richmond Park, Bushy Park and Kew Gardens), which are designated and protected. It is also the only London borough spanning both sides of the Thames, with a river frontage of approximately 35 kilometres. Of key importance is the need to protect the borough's biodiversity and some of its habitats are of regional and national importance. Richmond upon Thames has the richest historic environment outside central London with many listed buildings as well as major tourist and heritage attractions such as Hampton Court Palace, Kew Gardens, Ham House and Strawberry Hill House.

It is a very affluent area, although it contains some pockets of relative disadvantage. There are many densely populated residential areas and important strategic and local town centres. The borough has a strong sense of community and the majority of residents feel that people from different backgrounds get on with each other in their local area. House prices in the borough are considerably higher than the London average. Generally, the borough has the fifth highest overall house prices in Greater London. Affordability is a key issue affecting residents in Richmond both in the ability to rent privately or buy property.

The borough has high levels of both in and out commuting; while out-commuters are more likely to use public transport, in-commuters are much more likely to travel to work by car. In addition, Hounslow is the largest supplier of labour to the borough. A large proportion of the borough's working age residents are employed in managerial, professional and technical jobs. The borough has a highly educated population with well over half of the residents holding at least a degree, which is reflected in above average earnings. The largest amount of jobs is in business services, hotels and restaurants, property services/real estate and recreation and culture. Retail is also a large employment sector which has room for growth and is a major contributor to the visitor economy. The borough's residents are amongst the healthiest and most active in the country and have a much longer life expectancy than average. Being one of the healthiest places in the country, the borough's residents suffer from far fewer major diseases than elsewhere.

## 1.3 Legislation

Government legislation and policy requires a much stronger link between plan making and infrastructure delivery. Planning's role in infrastructure planning and delivery is emphasised by Government as follows: *"The planning system helps decide who can build what, where and how. It makes sure that buildings and structures that the country needs (including homes, offices, schools, hospitals, roads, train lines, power stations, water pipes, reservoirs and more) get built in the right place and to the right standards. A good planning system is essential for the economy, environment and society."* ([A plain English guide to the Localism Act](#), CLG 2011, page 14)

The legislation and policies in relation to developer contributions and infrastructure planning is discussed below:

The **National Planning Policy Framework (NPPF)**<sup>5</sup> 2012 sets out that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. In addition, local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. The NPPF places emphasis on working with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

The NPPF also states that CIL should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place.

The **Planning Act 2008**<sup>6</sup>, under Part 11, contains enabling provisions for the Community Infrastructure Levy (CIL). It specifically identifies the following types of infrastructure which CIL may be used to fund:

- (a) roads and other transport facilities,
- (b) flood defences,
- (c) schools and other educational facilities,
- (d) medical facilities,
- (e) sporting and recreational facilities,
- (f) open space, and
- (g) affordable housing.

The above list is inclusive, but not exhaustive. The Government favours a wide definition of community infrastructure and has stated that it will be possible for Local Authorities to collect CIL for types of infrastructure which are not specifically listed.

Whilst the legislative basis for CIL is set out in The Planning Act 2008, the following provides further regulatory context:

- The **Community Infrastructure Levy Regulations 2010 (as amended)**<sup>7</sup> enables the implementation of CIL. Amendments have been made to ensure local authorities have more control over the processes for operating the levy by removing the centrally prescribed arrangements for payment, removing the threshold for in kind payments of land, making minor amendments to close potential loopholes and improve how the levy system works.

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5 National Planning Policy Framework (NPPF), DCLG, March 2012; <http://www.communities.gov.uk/publications/planningandbuilding/nppf>

6 The Planning Act 2008; <http://www.legislation.gov.uk/ukpga/2008/29/contents>

7 The Community Infrastructure Levy Regulations, 2010; <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>

- **Community Infrastructure Levy Guidance (2014):** Charge setting and charging schedule procedures<sup>8</sup> provides the statutory guidance for the process for setting CIL charges and for preparing and testing the CIL charging schedule.
- The **Localism Act 2011**<sup>9</sup> – includes arrangements to make it more flexible, allowing some of the CIL money to be spent on things other than infrastructure, giving local authorities greater freedom in setting the rate that developers should pay, and requiring some of the money raised to go directly to the neighbourhoods where development takes place.

## 1.4 Methodology

The preparation and review of an Infrastructure Delivery Plan provides an opportunity to identify the key infrastructure needs and to link them to existing and potential additional funding streams. The main tasks in the production of this Plan were:

- 1) Assess Richmond borough's current provision and current needs for each type of infrastructure (see section 2 for types of infrastructure), by using readily available evidence from within the Council and infrastructure providers such as from their business plans and estates strategies.
- 2) Identify the future requirements and demand for infrastructure for each type, which includes those that stem from the vision for development as set out in the Local Plan (see section 3.1 below), including geographical location where possible.
- 3) Identify, where possible, potential means of remedying anticipated shortfalls in infrastructure provision, the scope for joint provision of infrastructure, the cost of new facilities and sources of funding.
- 4) Develop a monitoring framework for reviewing and updating the Infrastructure Delivery Plan.

Note that where reference is made to current provision, the date that the evidence was captured in 2017 is stated.

Whilst the central role of the LBRuT IDP 2017 is to support the implementation of the LBRuT Local Plan, it is worthy of note that the original IPD (published in April 2012) was created to facilitate the introduction of the Borough CIL. From April 2014, pooling restrictions on S106 contributions came into effect, and to this end the IDP (2012) facilitated the evidence base for the Borough CIL, which has come into effect in November 2014. This IDP revision (2017) updates the infrastructure needs of the borough to assist in the implementation of the Local Plan.

This document can only provide a snapshot in time and it is intended to be a living document that will be updated periodically to reflect changes in infrastructure delivery, new evidence, and organisational changes in infrastructure providers. Whilst this Infrastructure Delivery Plan may highlight some significant shortfalls, it does not set out any priorities for investment; these will be decided as part of the Council's wider spending plans.

There may be some gaps in the knowledge of certain types of infrastructures, and these can only be worked up in detail for years 1-5 of a Plan. Longer term requirements for years 6-15 can be included where funding has been agreed (e.g. waste management facilities and flood defences). It is not realistic to have a detailed 15 or 20 year infrastructure programme as

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<sup>8</sup> The Community Infrastructure Levy Guidance: Charge setting and charging schedule procedures, Department for Communities and Local Government, June 2014; <https://www.gov.uk/guidance/community-infrastructure-levy>

<sup>9</sup> The Localism Act 2011; <http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted/data.htm>

many models of service and infrastructure delivery will change a number of times over the period e.g. health, education, fire service, etc.

## 1.1 Stages of the IDP

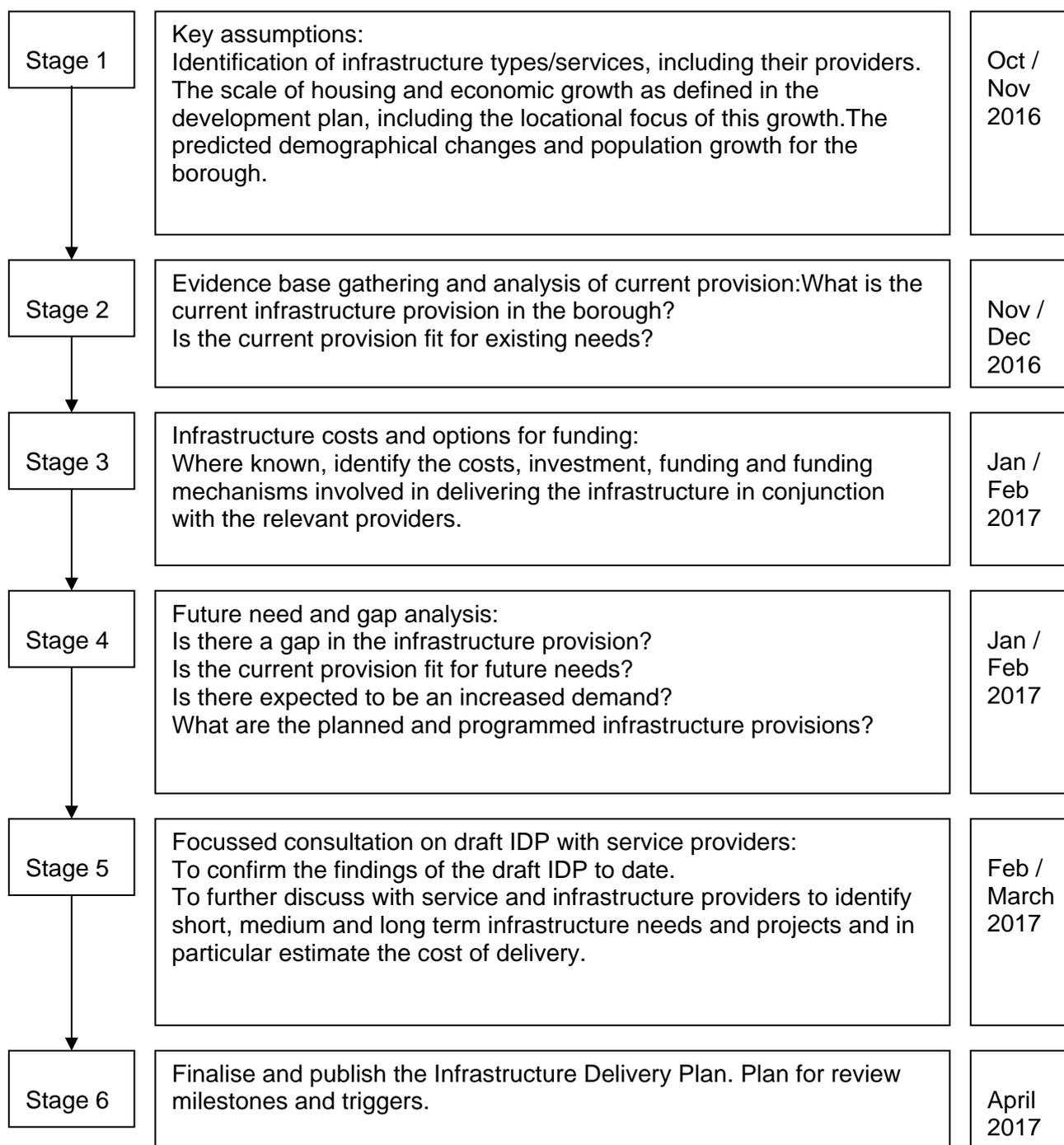


Figure 1: LBRuT – Stages of the IDP 2017

## 1.2 Sustainability Appraisal

The purpose of the Sustainability Appraisal (incorporating Strategic Environmental Assessment) is to ensure that environmental, social and economic considerations are integrated into the plan and policy making progress. The purpose of the Equalities Impact Assessment is to highlight the likely impact of a plan or policy on the target groups and to take action to improve the approaches where appropriate as a result.

It has been concluded that the IDP should not be subject to Sustainability Appraisal and/or Equalities Impact Assessment, because the IDP is an assessment of existing infrastructure and requirements for future infrastructure, and is based on facts and findings from analyses, with no decisions made in relation to future investments and priorities. In addition, the IDP is based upon existing strategies, plans and programmes from the relevant infrastructure providers (including Council and external partners), which have already been subject to Sustainability Appraisal as well as Equalities Impact Assessment, (such as the Council's Local Plan, the Council's Local Implementation Plan for Transport, Thames Water's Asset Management Plans, the Environment Agency's flood risk strategies etc.).

### 1.3 Stakeholder Consultation

There is no statutory requirement to consult on the preparation of an Infrastructure Delivery Plan. However, to ensure the Infrastructure Delivery Plan correctly reflects the existing needs and future requirements, including costs and funding where appropriate, focussed consultation has taken place throughout the preparation of the Plan with identified and relevant infrastructure / service providers, involving Council service.

The Richmond upon Thames Partnership (RP) brings together the public, private and voluntary and community sectors to improve the quality of life for all those who come to the Borough to live, work or visit. The RP has four thematic partnerships. These are supported by sub groups, boards and forums on the following areas:

- Community Safety Partnership
- Children's Strategic Partnership Board
- Cultural Partnership
- Health and Wellbeing Board

Key Stakeholders that have been engaged in the original development and review of the IDP are as follows:

Council service areas:

- Richmond upon Thames Partnership (RP)
- Education (Achieving for Children)
- Adult and Community Social Services
- Youth services
- Transport & Highways
- Planning Policy
- Parks and Open Spaces
- Property and regeneration
- Housing Services
- Libraries
- Sports Development Team

Relevant non-Council providers have also been consulted in relation to the areas not covered within the Council:

- Mayor of London, GLA
- Neighbouring boroughs
- NHS Richmond & NHS London West London Mental Health NHS Trust
- Environment Agency
- Thames Water
- London Ambulance Service
- London Fire Brigade

- Metropolitan Police Service
- National Grid
- Gas and electricity providers
- Mobile Operators Association
- Telecommunications providers

All the above infrastructure / service providers have been specifically invited to comment on the relevant section of the draft version of the IDP in March 2017. All the comments and responses received on the draft IDP were analysed, and where appropriate, changes have been made to the IDP as a result of the consultation responses from the providers.

Finally, it is also the intention to regularly update the IDP in light of continuous dialogue with service providers in order to reflect the most up to date information available.

## **2 Infrastructure**

### **2.1 Definition of infrastructure for the London Borough of Richmond**

Further to the introduction and context provided in Section 1 above, new developments and the growing population will require the appropriate infrastructure in order to maintain and improve the borough's affluence and success. The timely delivery of infrastructure is integral to meeting the needs of existing and future residents, communities and businesses.

Social and community infrastructure ensures that the large residential communities in the borough and adjoining boroughs as well as workers are well provided for in terms of child care provision, education and training, health and adult social care as well as community services, which covers leisure centres, sports facilities, community centres and libraries. Affordable housing in the borough is also considered to be an important element for meeting community needs.

Emergency services, which include the police, ambulance and fire services, are essential for the safety and security of residential areas, businesses and town centres as well as other infrastructure in the borough.

Green infrastructure, such as play areas, allotments and in particular the borough's parks and open spaces and riverside spaces, are highly valued in this borough and essential types of infrastructure. Green infrastructure provides much needed and loved open spaces for residents, visitors and workers, it improves biodiversity and air quality and significantly contributes to the quality of life in the borough.

Utilities and physical infrastructure such as energy, water, waste management and disposal as well as telecommunications and flood defences are considered to be essential elements for allowing existing / new communities and businesses to thrive. Transport infrastructure, including public transport, roads and highways, cycle and pedestrian facilities as well as car parking ensure that the borough is accessible for residents, visitors and businesses.

Investment into the borough's heritage assets is a cross-cutting issue which affects green, physical, transport and social infrastructure.

To conclude, "essential" community infrastructure in the context of the IDP generally means the facilities and services that are key to the functioning of the borough as a high-quality place to live, work and visit. Infrastructure in this context does not just include infrastructure and services provided by the Council or other public bodies, but also by private bodies. In

addition, social enterprises and the voluntary sector also play a big role in funding and/or resourcing some of the infrastructure and services.

Therefore, “essential community infrastructure”, for the purposes of the LBRuT IDP and CIL project, is defined as “any physical structure, facility or service, whether privately or publicly funded, that supports or enables growing communities”.

## 2.2 Types of infrastructure and service providers

The range of infrastructure assessed in the Council's IDP is wide ranging. However, for the purposes of this document the Council has identified the following **sectors and types** of “essential community infrastructure” (Table 1) that will be required to support or enable new development as well as a growing population within the London Borough of Richmond upon Thames.

The following list is in **no order of priority or relevance** and includes those elements of infrastructure recommended in best practice guidance by the Planning Advisory Service:

INFRASTRUCTURE SECTORS	INFRASTRUCTURE TYPES	SERVICE PROVIDERS
Social and community infrastructure	Nurseries and Early years	LBRuT, private nurseries, representatives on Early Years and Childcare Provider Forum
	Primary education	LBRuT, free/independent schools
	Secondary education	LBRuT, free/independent schools, neighbouring authorities
	Special education needs	LBRuT, free/independent schools, neighbouring authorities
	Further/higher/adult education	RUTC, RACC, Universities, neighbouring authorities
	Health care (including Hospitals and GPs)	NHS London, NHS Richmond, Hounslow and Richmond Community Healthcare, South West London & St George's Mental Health NHS Trust
	Adult social care	LBRuT, Richmond Carers Centre
	Sport facilities	LBRuT, Sport England
	Leisure facilities (sports halls and indoor)	LBRuT, private providers
	Community centres	LBRuT, voluntary sector
	Youth centres	LBRuT
	Libraries	LBRuT
	Affordable housing	Registered Providers (RPs)
	Arts and Culture	LBRuT, private providers
Emergency services	Police	Metropolitan Police Service
	Ambulance	London Ambulance Service
	Fire service	London Fire Brigade
Green infrastructure	Parks, open spaces, trees and woodlands	LBRuT, Royal Parks, Crown Estate, private bodies
	Allotments	LBRuT
	Cemeteries and crematoria	LBRuT
	Play facilities	LBRuT
	Rivers	Port of London Authority, Environment Agency

Utilities and physical infrastructure	Electricity	National Grid, energy companies
	Gas	Energy companies
	Low and zero carbon energy infrastructure	Energy companies
	Water resources and supply	Thames Water
	Surface and foul water infrastructure and waste water treatment	Thames Water
	Flood risk and flood defence infrastructure	Environment Agency
	Waste management and disposal	LBRuT, private providers
	Telecommunications	Private telecommunication providers
Transport infrastructure	Roads and highways	LBRuT, Transport for London
	Overground and underground railways	National rail services, Transport for London
	Buses	Transport for London
	Cycle facilities	LBRuT, Transport for London
	Pedestrian facilities, including towpath	LBRuT
	River transport (along and across the Thames)	Private providers
	Car parking	LBRuT
	Travel choice	LBRuT, Transport for London
	Community Transport	LBRuT
Taxis	Private providers	
Heritage assets and civic spaces	Historic buildings, spaces and areas	LBRuT, Historic England, National Trust, private bodies

**Table 1: “Essential” community infrastructure types and service providers**

Demand for infrastructure is not always uniform across the borough and some infrastructure facilities only serve localised catchments whereas others (e.g. hospitals) have catchments that extend across more than one borough. This needs to be taken into account when assessing and considering overall community infrastructure needs and identifying areas of surplus or deficiency.

### 3 Future changes affecting infrastructure in the borough

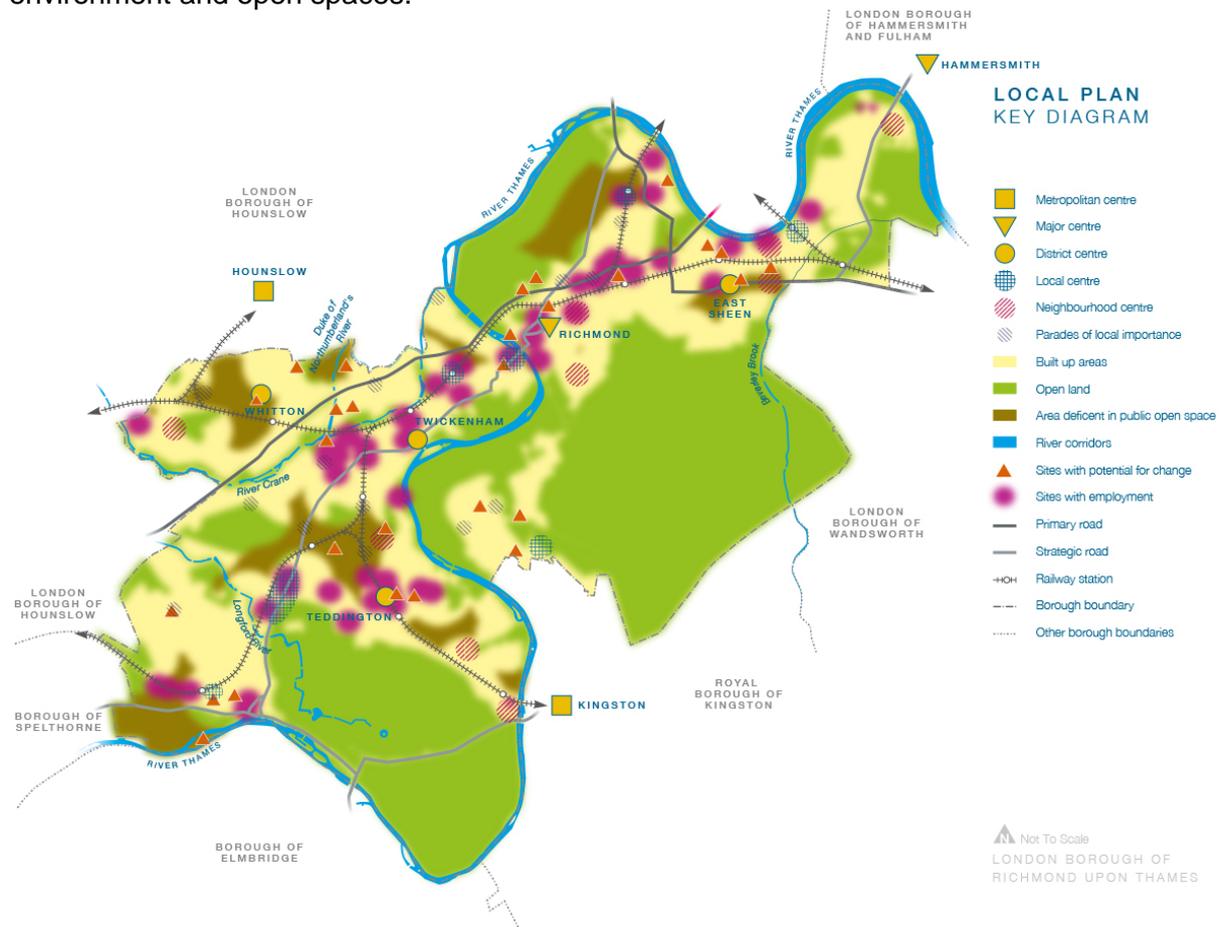
In order to understand the future requirements for infrastructure it is essential to assess the impacts of demographic change (including changes in population and age), anticipated levels of development (in particular housing and employment) as well as any impacts of climate change (i.e. rise in temperatures, sea levels etc.), in the context of current infrastructure deficits and surpluses.

The assessment of future changes that could affect the infrastructure needs and requirements identifies the impact of both residential and commercial development on the projected demand for relevant infrastructure items. The IDP is for a 15-year period and therefore the local impacts of climate change need to be taken account of when maintaining or upgrading existing or planning new infrastructure.

#### 3.1 The vision for development

The Core Strategy, adopted in 2009, set out the spatial vision for the borough. It focused on reinforcing the role of Richmond, Twickenham, Teddington, Whitton and East Sheen centres, and a pattern of urban villages. The outstanding natural and historic environment and range of biodiversity will be protected and enhanced. It seeks to provide the facilities, education, business and employment opportunities and infrastructure to meet the needs of the community. The Twickenham Area Action Plan, adopted in 2013, set out the vision for a high quality town centre.

The Local Plan Publication Version (2017) continues the strategic vision for the next 15 years up to 2033. The Publication Local Plan addresses current local priorities, needs and opportunities, in particular strengthening the economic focus and protection of employment land, while retaining the existing spatial strategy and approach to protect the historic environment and open spaces.



**Figure 2: LBRuT Local Plan Publication Version (2017) – Key Diagram**

The Council continues to recognise the strategic economic priorities for the borough as focusing on enhancing the competitiveness of our town local centres and promoting growth opportunities for small businesses. To maintain and improve opportunities for economic development requires a high quality environment which is attractive for business and visitors, through having thriving town centres, and opportunities for recreation, arts and culture. The high quality historic environment, riverside corridors and open spaces are the distinctive factors that make the borough attractive.

Whilst the borough has a relatively affluent population and is a very attractive place to live, work and visit, there are parts of it that nevertheless require revitalising. It is recognised that some of those parts would benefit from intervention by the Council, partner organisations and private sector landowners and businesses, particularly in terms of the potential delivery of

new physical development, be it new buildings, new public space, improved street scene or improved connectivity (or indeed any combination of these things), in a way that uplifts an area in terms of its appearance, the services and functions available within it. The Council has an Uplift Strategy<sup>10</sup>. The vision of the proposed programme is to create visual improvements to promote a positive atmosphere for retail and social development, including the evening economy, improve open areas and civic spaces which could importantly generate an attraction for investment. The specific areas identified as being in most need of uplift are Hampton North, Mortlake, Whitton, Ham and Barnes.

At the end of 2010 the Council embarked on extensive consultation with local communities. The All in One<sup>11</sup> consultation asked all residents about their priorities for improvement in their local areas. Overall the responses identified the things that most need improving as traffic and/or levels of congestion, condition of pavements, shopping in your local high street, provision of parking and condition of roads. The priorities in each area were taken forward as Village Plans<sup>12</sup>. There is a programme underway and to be completed by end of 2017 for all the borough's villages to be covered by Village Planning Guidance Supplementary Planning Documents (SPDs) and a refreshed Village Plan. For further information on village planning, please see the Council's website<sup>13</sup>.

### **Spatial Distribution of Development**

There is a need to provide more housing, employment, education, retail, leisure and other community and infrastructure services that are needed to support growth within the borough, despite the constrained nature of the borough. The traditional village based structure will be maintained and reinforced with a range of housing, local shops and services, employment and recreational activities, at the most local level possible, to reinforce community life, increase accessibility and reduce the need to travel.

Both Richmond and Twickenham, together with the residential areas surrounding them, are expected to deliver the highest number of housing units, with the broad expected pattern of around 1,000 to 1,050 units in each over the period 2015 to 2025. Across Teddington and the Hamptons and the surrounding residential area the broad expected pattern is around 650-700 units over the period 2015 to 2025, around 400-500 in East Sheen and surrounds, and around 100 in Whitton.

Richmond and Twickenham centres, with their accessible locations and established range of services, provide the most sustainable options for development in the borough, especially for major commercial developments, including offices and retail. There is some potential for 'tall' buildings and higher densities close to Richmond and Twickenham train stations. Increased densities of housing, including some 'taller' buildings as well as the provision of smaller units, are appropriate in these centres, to an extent that is compatible with the established character as well as environmental and historic constraints.

**Richmond** main centre is defined as a 'major' centre in the London Plan's network of town centres. The Spatial Strategy is for Richmond to continue to be a thriving major centre with convenience and specialist shops, employment, leisure and tourism, cultural and social facilities. The Council supports the potential growth of the centre to provide opportunities for leisure and tourism. The expansion of retail provision in the centre, particularly to support its comparison goods shopping and specialist shopping role, is encouraged. Richmond Station

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10 <http://www.richmond.gov.uk/uplift.htm>

11 [http://www.richmond.gov.uk/all\\_in\\_one.htm](http://www.richmond.gov.uk/all_in_one.htm)

12 [http://www.richmond.gov.uk/village\\_plans](http://www.richmond.gov.uk/village_plans)

13 [http://www.richmond.gov.uk/village\\_plans](http://www.richmond.gov.uk/village_plans)

provides a major redevelopment opportunity, which could provide substantial interchange improvements as well as a range of appropriate uses, including making a substantial contribution to the identified retail floorspace need (Use Classes A1, A3, A4 and A5) of approximately 10,000sqm in the main centre. New office development is encouraged, and businesses and retailers will be supported, including through the Business Improvement District.

**Twickenham** is the largest district centre in the borough and has already seen a variety public realm and environmental improvements. Revitalising the centre is a key theme and the main strategy as set out in the adopted Twickenham Area Action Plan (2013), and the benefits from redevelopment opportunities continue to be maximised. The former Post Office Sorting Office, Twickenham Station, Richmond College, Harlequins Rugby Football ground, Twickenham Stadium, the Central Depot and Twickenham Riverside provide excellent opportunities for rejuvenating and contributing to the vitality and viability of Twickenham centre. Twickenham centre is suitable for new major commercial development, which attracts both local people and people who live outside the borough, and the Council supports Twickenham's Business Improvement District. The evidence base suggests an indicative need of 3,200sqm (gross) of retail floorspace by 2024. The projections up to 2024 suggest there is scope for about 700sqm gross of convenience goods floorspace, 1,600sqm gross of comparison goods floorspace (both Use Class A1) and 900sqm gross of Use Class A3/A4/A5 floorspace. A reasonable proportion could be accommodated in vacant premises which along with site allocations included in the Twickenham Area Action Plan will meet the identified need.

The Strategy for **Teddington, East Sheen and Whitton**, which are defined as district centres in the London Plan, is to maintain and enhance, rather than significantly expand, their role of providing shops, services and employment opportunities for local communities. The Council seeks to maintain and, where appropriate, enhance Teddington's and East Sheen's role in providing office space for businesses, and new offices are encouraged. Teddington has a well-established restaurant sector and the Council supports establishments that serve the local community. For East Sheen, the Council will seek to create a 'centre' for the village at Milestone Green and improve the convenience of shopping for the community including through a range of uses. Whitton centre plays a particular role for visitors to Twickenham Stadium and the Council seeks to maintain and, where appropriate, improve the range and choice of shopping in the centre, including supporting an improved evening offer. Higher densities could be achieved in Teddington, East Sheen and Whitton centres, but as they are predominately low-rise and characterised by 3-storey buildings, 'taller' buildings would not be appropriate. However, higher residential densities could be achieved without recourse to tall or taller buildings within these centres. The evidence base suggests an indicative need of 2,000sqm in Teddington, 1500sqm in East Sheen and 900sqm in Whitton of retail floorspace (Use Classes A1, A3, A4 and A5) by 2024. (All figures referred to are gross). Whereas East Sheen and Whitton could accommodate some of this in existing vacant units, this is less likely in Teddington. Site allocations are sufficient to meet the remainder of the projection.

There are also other significant development areas outside of the above five main centres, such as Stag Brewery in Mortlake, Ham Close in Ham, Richmond College in Twickenham and Barnes Hospital in East Sheen. The evidence base suggests an indicative need of 4,250sqm (gross) of Use Class A3/A4/A5 floorspace by 2024 in total for these smaller centres. This projection takes into account commitments. It is estimated that approximately a third of this projection could be accommodated in vacant premises and along with site allocations, notably the retail allocation at Ryde House, East Twickenham this need can be met.

**Local and neighbourhood centres** as well as parades of local importance provide a focus for local communities and opportunities to meet, shop, work and spend leisure time. The size and function of these centres vary considerably, ranging from larger local centres, such as Barnes and Hampton Hill with a good range of food and comparison shops, independent and

specialist shops, community and cultural facilities, through to parades with a small number of shops meeting very local but valued needs.

The successful function of the smaller centres of the borough is of particular importance as the benefits for residents and local communities are significant by providing goods and services that result in a reduced need to travel. The strategy of protecting and reinforcing these smaller centres also supports local businesses and provides local employment opportunities, which in turn benefits the wider community. Local centres in particular can create or foster a sense of community and inclusiveness that adds to the cohesiveness of the surrounding community.

The borough provides an interrelationship with Greater London and the South East by virtue of the borough's location in outer London and bordering Surrey. This has implications for the pattern of growth. It is important to plan for a strong local economy with new employment generating development based on principles of reducing the need to travel.

Local communities and residents from neighbouring and other London boroughs as well as the wider region enjoy the borough's exceptional parks, open spaces and recreational and cultural opportunities. The borough's reputation and role in providing the green lung for south west London is recognised and cherished in Greater London and beyond.

### **3.2 Demographic Change (population projections)**

The service, health, care and well-being needs of the local population inform the strategic direction of service commissioning and delivery and infrastructure requirements.

The Richmond upon Thames Joint Strategic Needs Assessment (JSNA) is delivered by the Council and NHS organisations such as the Clinical Commissioning Group and Trusts, and other local organisations, including the voluntary sector and representatives of the public and patients to improve health and wellbeing of people in Richmond upon Thames. The JSNA is made up of a number of needs assessment projects for different groups of the population.

#### **Population – Current estimates**

The borough has seen a growth in population since the last Census and is now estimated by ONS to be 194,730 persons (2015), 51% female and 49% male<sup>14</sup>. The population has increased by 0.6% since last year.

#### **Population – Current projections**

Population projections (2015 round) produced by the GLA estimate the population of Richmond upon Thames at 194,730 in 2015<sup>15</sup>. The GLA's population estimate for 2017 is 197,300. The latest housing-linked projection incorporates data from the 2013 SHLAA (consistent with the central trend model): [Population Projections to 2050](#)

#### **Population age structure**

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<sup>14</sup> Office of National Statistics (ONS) 2015 Mid Year Estimates

<sup>15</sup> GLA 2015-based Demographic Projections; Local authority population projections Housing-led Model

Richmond has one of the highest proportion of people aged over 85+ in London. The median age (where half the population is older and half younger) of Richmond residents' is older than London in general but younger than the UK as a whole.

	males	females	persons
0-4	7,000	6,900	13,900
5-9	7,000	6,700	13,700
10-14	5,500	5,300	10,800
15-19	4,700	4,700	9,400
20-24	3,900	4,500	8,400
25-29	5,100	5,500	10,700
30-34	7,100	7,800	14,900
35-39	8,400	8,800	17,200
40-44	8,600	8,800	17,400
45-49	7,600	7,800	15,400
50-54	6,800	7,000	13,800
55-59	5,500	5,500	11,000
60-64	4,500	4,900	9,400
65-69	4,500	4,800	9,400
70-74	3,100	3,500	6,600
75-79	2,200	2,700	5,000
80-84	1,500	2,100	3,600
85+	1,400	2,900	4,300
TOTAL	94,600	100,100	194,700

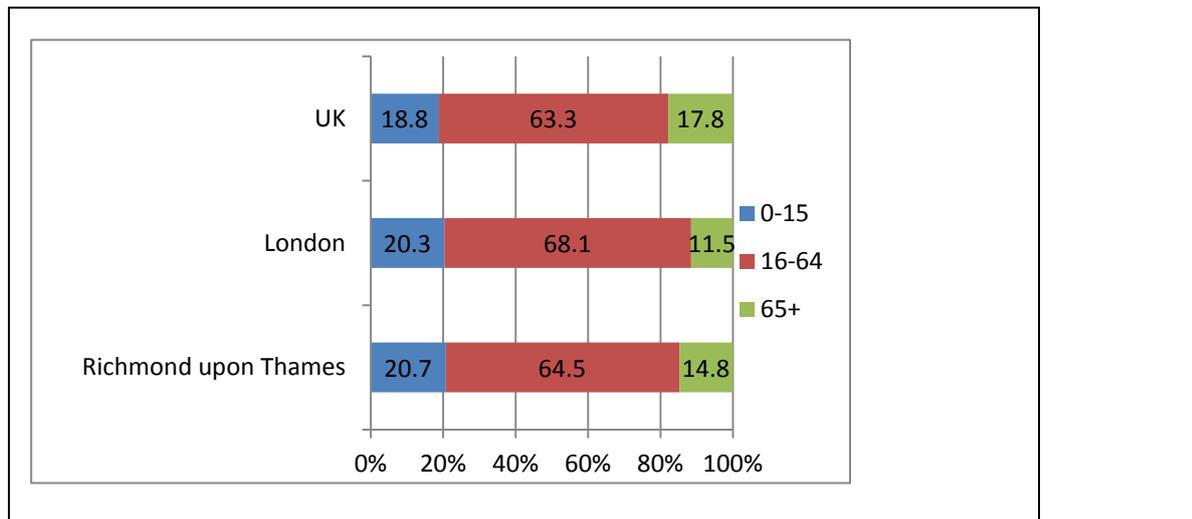
**Table 2: Population estimates by 5 year age band**

In Richmond upon Thames the proportion of working age people (16-64) in mid-2015 was 72.6% compared to 73.3% in the London region and 73.1% in England.

The GLA's 2015 housing-linked projections suggest a rise in the total population of Richmond upon Thames to 210,100 by 2018 and to 205000 in 2020.

### Population by age group

Richmond upon Thames has a bigger proportion of Pensionable Aged people than the London region and also a bigger proportion of those aged 0-15 years.



**Figure 3: Population estimates by 5 year age band**

In the borough the 65 plus age range comprised 14.8% of the population compared with 17.8% for England & Wales.

A fifth of residents in the borough are children aged 0-15 which is similar to that for London. The borough is also more similar to London average in terms of those aged 30-44 which comprised 25.4% of the borough population & 25.7% of Londoners, compared with 19.6% for England. The percentage of those aged 65 and over is more similar to the national rather than the regional average.

In 2017 the average age of residents in Richmond upon Thames was 38.8, compared to 36.0 in London and 40.1 in the UK<sup>16</sup>.

	Population by bespoke broad age band (2015 MYEs)						
	0-15	16-19	20-24	25-29	30-44	45-65	65+
	Percentage in each band						
Richmond upon Thames	20.7	3.8	4.3	5.5	25.4	25.5	14.8
London	20.3	4.3	6.6	9.6	25.7	21.9	11.5
England	18.8	4.8	6.6	6.8	19.6	25.6	17.8

**Table 3: Percentage of population by broad age group. ONS MYE 2015**

<sup>16</sup> ONS Mid Year Estimates. © Crown copyright

Year	Persons	Year	Persons
2011	187527	2031	208700
2012	189145	2032	209500
2013	191365	2033	210200
2014	193585	2034	210900
2015	194730	2035	211500
2016	196900	2036	212200
2017	197900	2037	212800
2018	198700	2038	213500
2019	199500	2039	214100
2020	200300	2040	214700
2021	201100	2041	215200
2022	201900	2042	216000
2023	202600	2043	216800
2024	203400	2044	217500
2025	204100	2045	218300
2026	205100	2046	219100
2027	205900	2047	219900
2028	206700	2048	220600
2029	207400	2049	221300
2030	208000	2050	222000

**Table 4: Population estimates – GLA Interim Housing–Led 2015 Projections – Richmond upon Thames. Projections are rounded to nearest hundred.**

### Components of change

The turnover of population in an area due to migration flows of people into and out of the area can have a significant impact on public services, for example the numbers of children joining new schools during the year, the number of new registrations with General Practitioners and the registering of households for council tax.

Between 2009 and 2015 Richmond upon Thames had an increase in population of 10,300 equating to 5.6%. This compares with an increase for the London region of 9.2% over the same period. The working age population (aged 16-64) of Richmond upon Thames increased marginally by c.900. The number of children aged 0-15 grew by c 4,800. At the other end of the age range the number of people aged over 65 also increased noticeably by c 4,600.

There are clear differences between the borough and the regional and national comparators. Numbers of children aged 0-15 are increasing in a similar way to the London average, whereas increase in the over 65s is more in line with national picture, albeit it with an even larger percentage increase.

	Percentage change in population, 2009 to 2015			
	All persons	0-15 years	16-64	65+
	Percentage			
Richmond upon Thames	5.6	13.5	0.7	19.0
London	9.2	11.9	7.8	12.9
England	5.0	5.1	2.3	15.6

**Table 5: Change in population, mid-2009 to mid-2015**

The projected number of households<sup>17</sup> in Richmond upon Thames is expected to grow from 83,200 in 2015 to 86,500 in 2020 and 89,810 in 2025. Average household size is expected to drop over the same period from 2.30 in 2015, to 2.28 in 2020 and 2.24 in 2025.

## Ethnicity

Richmond upon Thames had a very low Black and Minority Ethnic (BAME) proportion of 14.0 per cent in 2011 which is projected to increase by 4.1 percentage points to 18.2 per cent in 2041<sup>18</sup>. In 2015 15.3% of the borough population was estimated to be BAME compared to the much larger equivalent figure of 42% for Greater London as a whole.

The greatest number of non-white people in the borough were Indian (2.9%) or Other Asian British (2.9 %).

	Richmond upon Thames	London	National comparator
% of resident population <b>born abroad</b> (2015)*1	23.7	36.6	13.3
<b>Largest migrant population</b> by country of birth (2011)*2	Ireland	India	India
% of <b>largest migrant</b> population (2011) *2	1.8	3.2	1.3
Second largest migrant population by country of birth (2011) *2	South Africa	Poland	Poland
% of <b>second largest migrant</b> population (2011) *2	1.4	1.9	1.1
Third largest migrant population by country of birth (2011) *2	United States	Ireland	Pakistan
% of <b>third largest</b> migrant population (2011) *2	1.4	1.6	0.9
% of population from <b>BAME</b> groups (2013)*3	15.7	42.5	.
% people aged 3+ whose main language is not <b>English</b> (2011 census)*2	10.4	22.1	8.0 *5
<b>Overseas nationals</b> entering the UK (NINo), (2015/16)	2,580	318,543	823,384

<sup>17</sup> Household projections used are the GLA 2015 housing-led projections. © GLA 2015-based Demographic Projections, 2017

<sup>18</sup> GLA 2015 Round Ethnic Group Population Projections © GLA

New migrant (NINo) rates, (2015/16)	20.6	53.9	20.0
Largest migrant population arrived during 2015/16	Italy	Romani a	Romania
<b>Second largest migrant</b> population arrived during 2015/16	Poland	Italy	Poland
<b>Third largest migrant</b> population arrived during 2015/16	Romania	Spain	Italy

**Table 6: Key statistics on Ethnicity**

### Risks and uncertainties in relation to population data and projections

If all the Council schools become academies, such detailed information about the school population may no longer be required and this would lead to a gap in knowledge.

National, regional or local priorities may influence what the Council measures and monitors, e.g. a recent child measurement programme indicated a rise in obesity.

### 3.3 Climate change

Following the Paris Agreement on Climate Change in December 2015, the UK Climate Projections will be upgraded to make sure decision-makers have the most up-to-date information on the future of our climate. This upgrade, the UKCP18 project will build upon the current set of projections (UKCP09)<sup>19</sup>, which provide crucial information about how we can expect our climate to change over future decades. UKCP09 continues to provide a valid assessment of future UK climate over land. These tools help decision-makers assess the full range of risks from the changing climate and advise how we can adapt and improve resilience to climate change and weather extremes. It is essential that the predicted changes in the climate are planned for when considering maintenance or upgrade of existing or provision of new required infrastructure.

The Projections (UKCP09) predict that the intensity and frequency of extreme weather such as heavy rain, heat waves and drought will increase. The changes can be characterised as warmer wetter winters, hotter drier summers, sea level rise and more severe weather, which includes more extreme heavy downpours and more frequent extreme high temperatures.

These changes are set to have significant impacts on the construction and maintenance of buildings and infrastructure and also on the natural environment. For example, drier and hotter summers will lead to more incidences of heat damage to structures and equipment; more frequent heavy rainfall events will result in increased incidences of flooding in low-lying areas; and increased variability in soil moisture levels will lead to increased incidences of infrastructure subsidence. These impacts will lead to disruption to services and increased operational, maintenance and emergency repair costs.

<sup>19</sup> UKCIP, 2009: <http://ukclimateprojections.defra.gov.uk/>

Tables Source: GLA Intelligence Borough Profiles

Detailed sources:

\*1 – ONS,\*2 – 2011 Census © Crown copyright,\*3 – GLA 2013 round projections,\*4 – DWP

National comparator is UK unless marked by \*5 indicating the comparator is England.

Pressure will increase on other forms of infrastructure: for example sewers during high precipitation events; transport in terms of overheating on public transport and stations; increased pressure on open spaces and biodiversity; increased demand for water during drier periods; and flood defences requiring upgrades to cope with sea level rise and more extreme downpours. This borough is particularly susceptible to climate change due to the type and density of land uses and the potential risks of flooding. The likely impacts are as follows:

- Impacts on health: increase in heat stress to the old, poor and vulnerable communities and people, which will in turn lead to an increased demand for public places and buildings that provide adequate shade or cooled areas. Impacts on open spaces: increased demand for recreation and open space as a warmer climate would provide greater potential for outdoor living.
- Impacts on living and working spaces: increased demand for cooling and ventilation for thermal comfort; upgrade of existing buildings to cope with predicted changes in climate. Impacts on the built environment: increased risk of subsidence (in clay soils). Changes in biodiversity: increase in pests and changes in abundance of species
- Impacts on weather patterns; the higher risk of flooding as a result of the increase in precipitation during the winter, particularly the risk of surface water flooding but also fluvial flooding. The predicted drier summers are likely to impact significantly on water resources and water quality as London is already amongst the driest capital cities in the world with water shortages happening on a regular basis. Demand for water will therefore increase during the summer at the same time as supply declines due to lower rainfall.
- The increasing risk of drier summers can also mean that: the evaporative cooling benefit from vegetation will lessen; grassy areas such as playing fields and public parks will be particularly prone to drying out; higher water demands for irrigation; green areas may lose their cooling potential and contribution to offset higher temperatures. Changes in rainfall patterns and the predicted wetter winters may increase damp, condensation and mould problems.
- Predicted changes in weather patterns (hotter, drier summers and wetter winters) will also influence our natural environment and biodiversity.
- Subsidence and heave of clay-based soils can lead to damage to properties, infrastructure and other assets above and below ground, and can be further exacerbated by tree roots sucking moisture out of the soil.

Local Plan policies LP 20<sup>20</sup> and LP 21<sup>21</sup> seek to ensure new development is fully resilient and is located and designed to adapt to and cope with potential impacts of climate change such as heatwaves and flooding. Requirements are set out in the Local Plan such as on-site attenuation to alleviate fluvial and/or surface water flooding, use of SuDS (sustainable drainage systems), protection of the integrity of flood defences; and restrictions and resilient design techniques for subterranean developments. LP22<sup>22</sup> Sustainable design and construction requires developments to achieve the highest standards of sustainable design and construction in order to mitigate the likely effects of climate change. Developers are required to minimise consumption of resources during construction and occupation and incorporate measures to improve energy conservation and efficiency, use of renewable energy, retrofitting, need for cooling, living roofs, as well as protecting water resources and water quality, and making provision for water and sewerage, as set out in LP23 Water Resources and Infrastructure<sup>23</sup>.

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<sup>20</sup> LBRuT Publication Local Plan Policy LP 20 Climate Change Adaptation

<sup>21</sup> LBRuT Publication Local Plan Policy LP 21 Flood risk and Sustainable Drainage

<sup>22</sup> LBRuT Publication Local Plan Policy LP 22 Sustainable design and construction

<sup>23</sup> LBRuT Publication Local Plan Policy LP 23 Water Resources and Infrastructure

## 4 Infrastructure assessment

### 4.1 Social and community infrastructure

#### 4.1.1 Early Years Education

*(last updated March 2017)*

##### **Current provision**

All childcare centres supporting children from birth until the age of 5 follow the Early Years Foundation Stage Framework (EYFSF). As part of the EYFSF, there are private daycare nurseries from approximately 3 months old, pre-school education is provided for children from the age of 3 in private and voluntary nurseries and pre-schools, independent schools and by the Local Authority who has one nursery school and eighteen primary schools with nursery units for this age group.

Children's centres are a partnership between the Council, schools, the Primary Care Trust, Richmond Housing Partnership, the voluntary and community sector, Jobcentre Plus, the private sector and local families. They offer a range of services and facilities including early year's provision, parenting support, and health clinics to support two year development check, post and antenatal checks. From 1<sup>st</sup> April 2017 the borough is aligning its children's centre provision to the new Achieving for Children protection and early help/social care cluster model. There will be two hub centres, Tangle Park in the west cluster serving Hamptons, Ham, Teddington, Heathfield and Whitton and the new Mortlake Centre in Lower Richmond Road in the north east cluster serving families in Kew, Barnes, Mortlake East Sheen and Richmond.

The Nursery Education Grant continues to fund the universal Early Years Education hours for three and four year olds for up to 15 hours a week, for between 33 and 38 weeks per year (or none at all); it's the parent's/carer's (grandparent or foster carer) decision. To be eligible a child must attend a maintained nursery school or class, a private nursery registered with Ofsted, a private or voluntary playgroup registered with Ofsted, an independent school registered with the Department for Education and Skills, or an accredited childminder registered with Ofsted. All providers that deliver the Early Years Education funding must have an early years Ofsted registration, those providers with a voluntary registration will not be able to deliver funded places. In addition to this, working parents who meet the eligibility criteria will be entitled to a further 15 hours of childcare each week in addition to the universal 15 hours entitlement. These two together form the new 30 hours offer. Richmond is an early innovator authority and is piloting some key projects to support providers, with a specific focus on sufficiency of places and flexibility of provision in preparation for implementation from 1<sup>st</sup> September 2017.

In addition to the three and four year old entitlement, disadvantaged two year olds (approximately 190 in Richmond) are eligible to fifteen hours of free early education after the term of their 2<sup>nd</sup> birthday. This is offered in a number of private or voluntary groups and at Windham Nursery School.

##### **Future requirements**

Demand is likely to remain high for pre-school and nursery places as identified by the number per year of live births in the borough (see section on Primary Education), however with a number of providers responding to the needs there is no indication of a gap in provision. The increase in the funded hours by an additional 15 hours, for eligible families of 3 & 4 year olds, could also potentially see an increase in parents returning to work, or parents working

additional hours, and wishing to access more childcare. The anticipated demand based on information from the DWP is that 30% (UK) families will be eligible.

#### 4.1.2 Primary Education

*(last updated March 2017)*

##### Current provision

There are 45 primary phase schools (five infant, five junior and 30 all through primary) in the borough. 24 of these are community schools, five are academies/free schools; nine (including one of the free schools) are Church of England and seven are Catholic. Of the 40 infant and primary schools (i.e. admitting pupils at Reception), 22 are on the Middlesex side of the Thames and 18 are on the Surrey side.

Between 2000 and 2010, the number per year of live births in the borough rose by 25.5%, from 2,384 to 2,992. Richmond Borough's primary schools were top of the national Key Stage 2 league tables throughout that period. As a result, since the 2004/2005 school year, when there was a considerable amount of spare capacity, demand for places in Reception has increased dramatically, with a large leap in numbers in 2007/2008, and which, further exacerbated by the economic downturn, increased in all subsequent years until 2015/2016, when there was a slight downturn: the number of applications for the Reception class places in the borough's primary schools increased by almost 42% from the 2006/2007 figure of 1,896 to the 2014/2015 figure of 2,685.

To meet the additional demand for places, between 2000 and 2016, the Council provided an extra 22.5 forms of entry, adding a total of 4,529 places through permanent expansions of existing schools; and provided / enabled, through long-leasing sites and/or general assistance, seven new schools – four free schools, two community schools and one Catholic voluntary-aided school – to open, providing a further eight forms of entry (2,464 places). In total, therefore, in that 16-year period, 33.5 forms of entry (FE) were added to the 57.5 forms of entry which existed in 1999, an increase of 58%:

	Expansions		Free schools		Other new schools		Totals	
	FE	Places	FE	Places	FE	Places	FE	Places
2000–2010	6	1260	0	0	3	630	9	1890
2010–2016	16.5	3269	7	1624	1	210	24.5	5103
Total	22.5	4529	7	1624	4	840	33.5	6993

**Table 7: Expansion Places in Free and Other schools**

In addition to the state-funded provision, there is a proportionally high number of independent sector schools within the borough. The percentage of borough-resident children educated privately varies over time and is sensitive to factors such as the economic climate and the performance and popularity of state-funded schools, and is therefore a significant factor influencing demand for state-funded schools within the borough.

##### Future requirements

The Council has a duty, under section 14 of the Education Act 1996, to ensure that sufficient schools are available for their area for providing primary education. The Council's overarching School Place Planning Strategy, adopted in January 2015 and revised in October 2015, sets out its priorities and strategy for ensuring a sufficiency of places up to 2024.

In the medium to long term, additional provision will be needed in the Barnes and Teddington areas, for which plans are in place.

### **4.1.3 Secondary Education**

*(last updated March 2017)*

#### **Current provision**

There are eight 10 state-funded secondary schools in the borough, between them providing: seven academies, one free school, one Church of England voluntary-aided school and one Catholic voluntary-aided school. Two of those schools – Turing House (free school) and St Richard Reynolds Catholic High – have opened in the last few years, in 2013 and 2015 respectively.

Another free school – The Richmond upon Thames School – will open in September 2017. By that point, the Council will, since 2013, have ensured the provision of 520 additional permanent places through the three new schools and the expansions, providing 70 places, of two existing schools, Christ's and Grey Court.

In addition to the state-funded provision, there is a good number of highly-regarded independent sector schools within the borough.

#### **Future requirements**

In the October 2015, the Council updated the School Place Planning Strategy and identified the need for one more free school to be provided as part of the redevelopment of the Stag Brewery site in Mortlake. This was in order to meet the localised forecast demand in the eastern areas of the borough. It is noted that the forecast for additional places in the west of the borough has been met by the provision of the three new schools.

### **4.1.4 Special Education Needs**

*(last updated April 2017)*

#### **Current provision**

The Council is committed to improving the educational outcomes of children with special educational needs (SEN). It actively supports schools so that the majority of pupils' needs can be met within mainstream settings.

The two special schools within the borough – Clarendon School (for pupils aged four–16 who have moderate learning difficulties) and Strathmore School (for pupils aged four–19 who have severe, profound and multiple learning difficulties) – converted to academy status in October 2016, to form the Auriga Academy Trust.

The Council is funding the much-needed re-provision of the two schools on new sites: Clarendon will be re-provided alongside The Richmond upon Thames School as part of the Richmond Education and Enterprise Campus at Richmond upon Thames College's site in Egerton Road, Twickenham; and Strathmore has been / is being re-provided on the sites of Grey Court, The Russell and St Richard Reynolds Catholic College. These re-provisions will enable both schools to operate in much better buildings and physical environments *per se*.

## **Future requirements**

The Council's SEN Strategy is predicated on the aim of providing and enabling more SEN places within the borough, so that, where appropriate, children and young people with SEN and disabilities can be educated within their home community. That aim will be met through increasing the number of provisions within mainstream schools designated for children with SEN and by enabling special free schools to open in the borough. In April 2017, the Secretary of State for Education approved an application made by the Auriga Academy Trust (which runs Clarendon and Strathmore special schools) for a new special free school, called The Maaz, within the borough. It is expected to open in September 2019.

## **Further/Higher/Adult Education**

*(last updated March 2017)*

### **Current provision**

In May 2012, the Council approved proposals to establish sixth forms in September 2014 in what were then the five non-academy secondary schools in the borough: Christ's, Grey Court, Orleans Park, Teddington and Waldegrave. Each of the five sixth forms is now flourishing. The three 'sponsored' academies within the borough – Hampton High, Richmond Park Academy and Twickenham School (formerly Twickenham Academy) – also have sixth forms, although Twickenham's is provided in partnership with Waldegrave, and the three new schools will all have sixth forms in due course, from when their first intakes reach Year 12.

Richmond Adult Community College, at Parkshot in Richmond, provides further education, adult learning, vocational and skills training. Its courses range in level from basic skills to postgraduate.

Richmond upon Thames College, in Egerton Road in Twickenham, provides a wide range of academic and vocational courses for full-time students aged 16–19 years old. It also offers a range of adult courses, many leading to professional qualifications, and a number of higher education courses, some in partnership with Kingston University.

St Mary's University, on Waldegrave Road in Strawberry Hill, provides academic and professional higher education within a collegial ethos inspired and sustained by Christian values. St Mary's Hall, a hall of residence, is located in central Twickenham (behind the police station); another hall of residence is located at 16 Strawberry Hill Road; and the University's main sports fields are on the Teddington Lock site, opposite the Lensbury Club in Broom Road, Teddington. The Council is committed to working with St Mary's University to address the growing demand for university places by developing a Masterplan in partnership with the University.

Kingston University is also close to the borough, with one of the student halls of residence located at Hampton Wick.

### **4.1.5 NHS Health care (including Hospitals and GPs)**

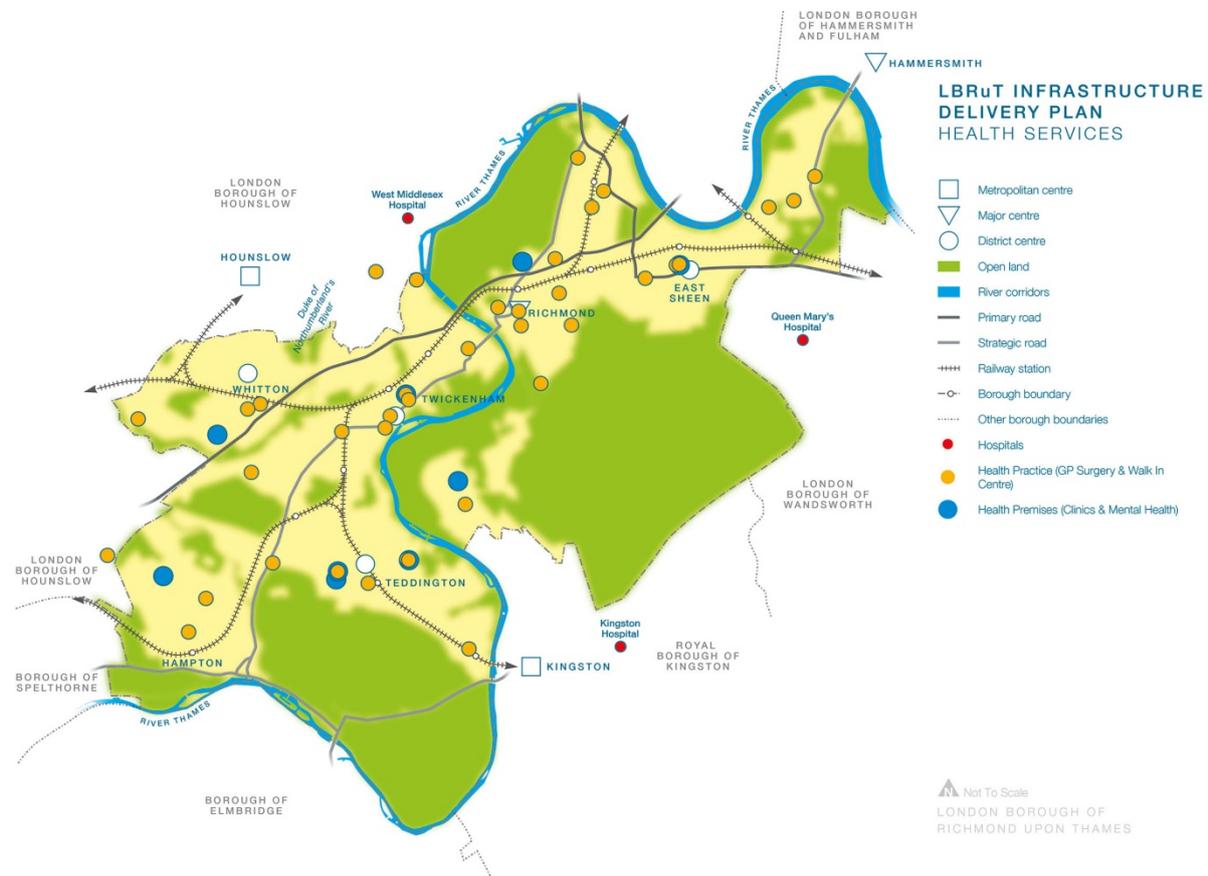
*(last updated March 2017)*

### **Current provision**

Richmond Clinical Commissioning Group (RCCG) was formed in April 2013. From April 2017 a shared management structure was established with Kingston Clinical Commissioning Group (KCCG), under the South West London Alliance (covering five CCGs).

Following publication of the NHS Five Year Forward View in 2015, all NHS regions across the country are working together, and with local councils, on a five-year 'sustainability and transformation plan' for their local NHS. In South West London this will be led by the Alliance.

In South West London CCGs, provider trusts and local authorities have formed a 'Strategic Planning Group' to deliver this work. This will build on work already taking place in south west London and looks at all aspects of local health services – hospitals, primary care, mental health and community services.



**Figure 4: Health Services in Richmond Borough and surrounds.**

## Future provision

### RCHIP

The nearest Hospitals for acute Accident & Emergency are outside of the borough – the nearest being West Middlesex University Hospital NHS Trust and Kingston Hospital NHS Trust.

Richmond CCG is working towards increasing the number of community based health services, rather than hospitals, closer to where people live (including direct access diagnostic testing for primary care clinicians). Richmond CCG, in line with the NHS 'Five Year Forward View' and CCG strategy, will continue to work with the Richmond Community Health Integrated Partnership (RCHIP) – a partnership between Hounslow & Richmond Community Healthcare NHS Trust (HRCH) and the Richmond General Practice Alliance (RGPA).

RCHIP will establish local multi-disciplinary hub teams providing integrated case management. Four local Multi Disciplinary Teams serving a population of approximately

50,000 people will be set up across the borough and include a range of health and social care professionals e.g. GPs, practice nurses, healthcare assistants, allied health professionals, third sector support, social workers and community matrons. Services will include end of life care, management of people with long term conditions and falls prevention & management.

### **General Practice**

In order to facilitate the increasing services closer to home, GP and community health care settings need to be fit for purpose, flexible and utilised to their full potential to drive efficiencies.

The population in the borough of Richmond increased from 172,335 at the 2001 Census to 187,527 by the 2011 Census; this represents an 8% increase in 10 years.

The borough has 28,900 people over the age of 65. This represents 15% of the total Richmond population, compared to an average of 11% across London (Census 2011). By 2025 it is anticipated that there will be an additional 8,400 people over the age of 65, an increase of 29%.

General practices in Richmond range in size from 13,423 registered patients with seven GPs at 1917 patients per FTE to 1,980 registered patients at a single GP. Practices with four or fewer GPs with lists below 7,200 patients make up nearly 46% of the providers across the borough.

Smaller practices may lack resources and capacity to flex their workforce in the same way as larger ones and therefore may be less able to take on additional services and engage with quality initiatives. Facilitating the formation of larger practices over time will have estate implications, requiring a programme of disinvestments and new developments.

The CCG's has identified the following localities as key priority issues:

- Kew (North Road Surgery)
- Teddington (Park Road Surgery)
- Twickenham (York Medical Practice)

In addition there is a second tier of priority practices who have applied to the NHS England Improvement Grant fund; these are based in Twickenham, Hampton, Kew, Richmond and Barnes.

### **Mental Health Services**

South West London and St George's (SWLStG) Mental HealthTrust are exploring options for the Richmond Royal and Barnes Hospital sites as part of the ongoing programme to ensure the Trust can provide the best mental health services for the people of south west London for generations to come. Inpatient accommodation has not been provided at either site for many years, and the buildings are not suitable for modern inpatient mental healthcare.

**Richmond Health Estate**  
**HUDU | December 2015**

Source: NHSE Master Database v5

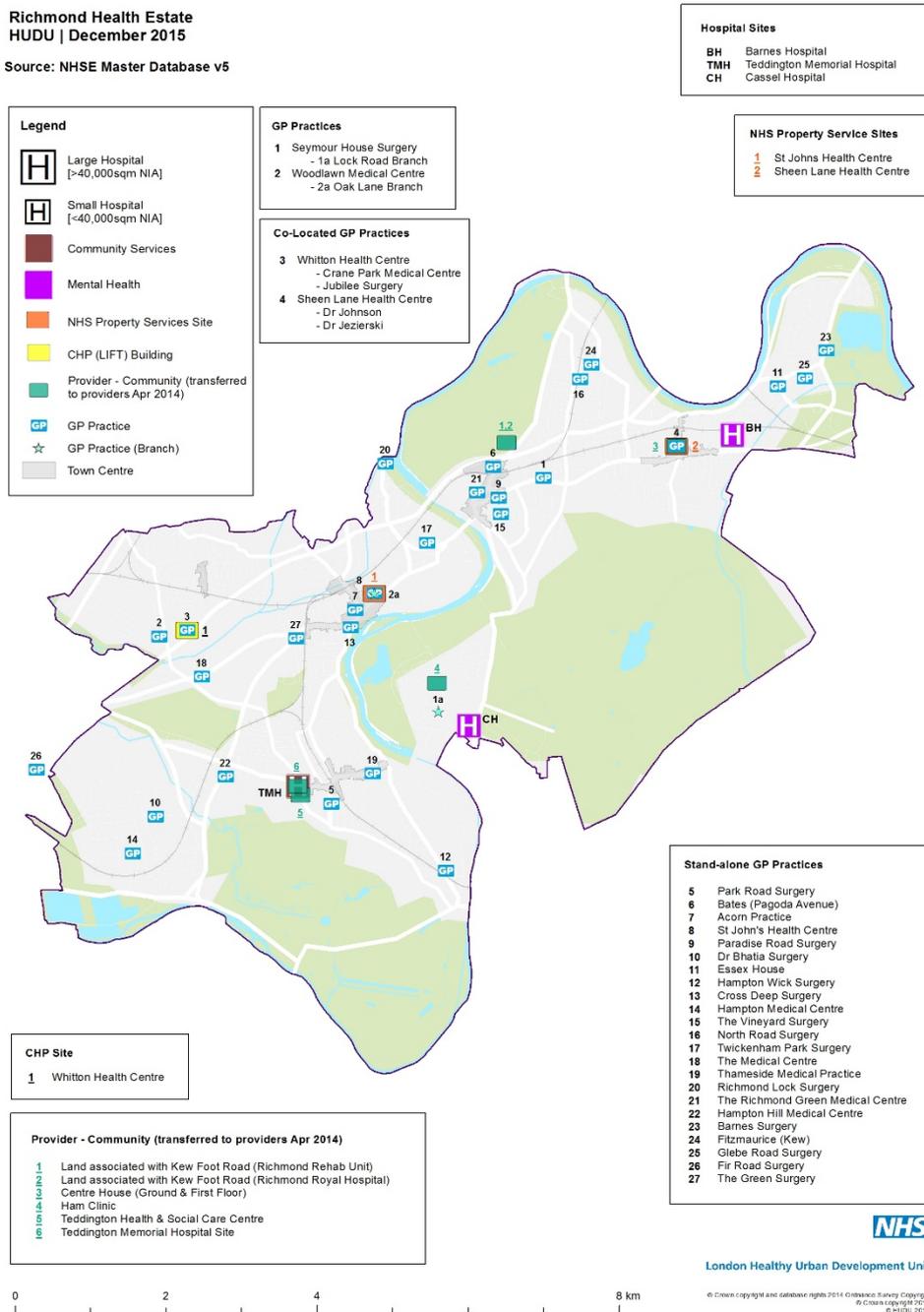


Figure 5: NHS estate in the London Borough of Richmond<sup>24</sup>.

**Capacity of GP Premises**

The following map identifies that in all areas of the borough there is a shortfall in GP premises floorspace as measured against the Department of Health standard (HBN11-01) and patient list size. The greatest shortfall is in the Teddington and Hampton locality. Some of this

24 Source: NHS England Master Database v5

shortfall can be addressed by extending GP opening hours and increasing the use of clinical rooms within premises. However, population growth, particularly in Twickenham and Richmond, will place increasing pressure on GP premises in these areas.

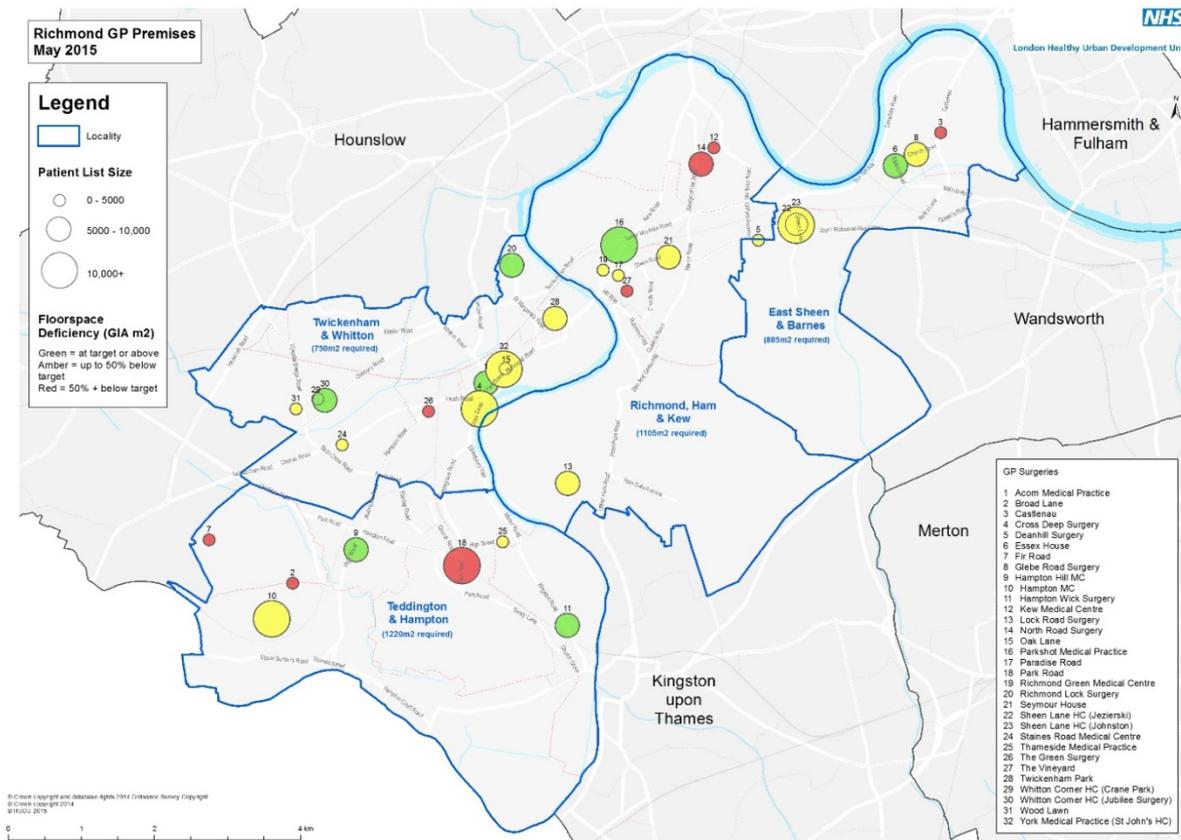


Figure 6: Floorspace deficiency in GP premises in the London Borough of Richmond.

**Costs**

These are challenging times for the NHS to maintain existing facilities and ensure the estate is fit for purpose and sufficiently flexible to accommodate growing demand and new models of care. Proposed new development will create an increased demand for which in some places could create the need for additional capacity. Information on the costs of the specific projects identified in the IDP will be provided when known. At this stage, indicative costs are identified using the HUDU model, which uses the numbers of proposed housing units, and the likely resulting population and calculates what health care floorspace is required, and estimates the subsequent capital costs. Policy LP 34 of the new Local Plan sets a housing target of 315 dwellings per annum over a 15-year period from 2018-2033.

The cost of additional primary and community floorspace takes into account the need to shift services from hospitals to community and primary care settings. The costs for acute care are provided to indicate the overall impact of growth and do not take into account proposals to increase productivity, manage demand and reconfigure acute services as outlined in the South West London Five Year Forward View Sustainability and Transformation Plan. As such they represent a ‘do nothing’ scenario for the purposes of the IDP. For the purposes of the Infrastructure Delivery Schedule the funding gap relates solely to primary and community care infrastructure.

## 4.1.6 Adult Social Care

### Background

Securing high quality services for people in the London Borough of Richmond has always been the core business of the Council. Over the past few years, Richmond has moved away from directly providing services and now relies upon a market of providers for the vast majority of social care services in which it invests over £57million a year. The Council's overall intention is to increase the provision of community based services, which will promote people's wellbeing and independence in their own homes and will prevent, reduce and delay the need for mainstream services.

Richmond has an ageing population with some people experiencing increasing levels of disability and frailty. 4.8% of the population has a long term health condition or disability that limits their day to day activities. The number of people aged 80 and over is expected to increase significantly by 2030 (Refer to Table 1 in Figure 7) with the number of people with dementia also expected to increase steeply by 59% between 2015 and 2030 (Refer to Table 2 in Figure 7). As people live longer, the demand for health and social care services is expected to rise. Richmond is the least deprived borough in London and as such has a high number of people who arrange and fund their own care and support.

In order to meet this demand, the Council and its partners are working towards developing the local provision to meet existing care and support needs and ensuring the market is sufficiently robust to supply the range of services required now and into the coming years. The Joint Strategic Needs Assessment and the Market Position Statement (MPS) 2015-16 identify need and highlight what the care and support market looks like. They form a key part of the dialogue with partners, including providers and residents.

As well as our work with providers, the Council continues to collaborate closely with Richmond Clinical Commissioning Group and will continue to commission joined up health and social care services, with Outcome Based Commissioning (OBC) seen as an important approach to achieving this. Significant changes to the demographic profile of Richmond are predicted which will impact on future market demand. Between 2015 and 2030, the total population of people aged 65+ in Richmond is projected to increase by 40%, compared to a 30% increase across England. The biggest proportionate increase is expected in the population aged 80-84 (up to 76%) and 90+ (up to 68%). The number of older persons with dementia has been predicted to increase significantly by 59% from an estimate of 2090 persons in 2015 to 3320 in 2030. There is a projected increase of 21% in terms of the number of people with a moderate or severe learning disability between 2015 and 2030. The number of people with a serious mental health problem has been projected to increase by 11 % between this period (Refer to figures below).

Age group	2015	2020	2025	2030
People aged 65-69	9,300	8,700	9,500	11,200
People aged 70-74	6,600	8,600	8,000	8,800
People aged 75-79	4,900	5,800	7,700	7,200
People aged 80-84	3,700	4,100	4,900	6,500
People aged 85-89	2,600	2,700	3,100	3,800
People aged 90+	1,900	2,200	2,600	3,200
<b>Total population 65+</b>	<b>29,000</b>	<b>32,100</b>	<b>35,800</b>	<b>40,700</b>

**2015 - 44%**  
**2030 - 45%**

Males as a proportion of all over 65s

### Older People, 2015-30

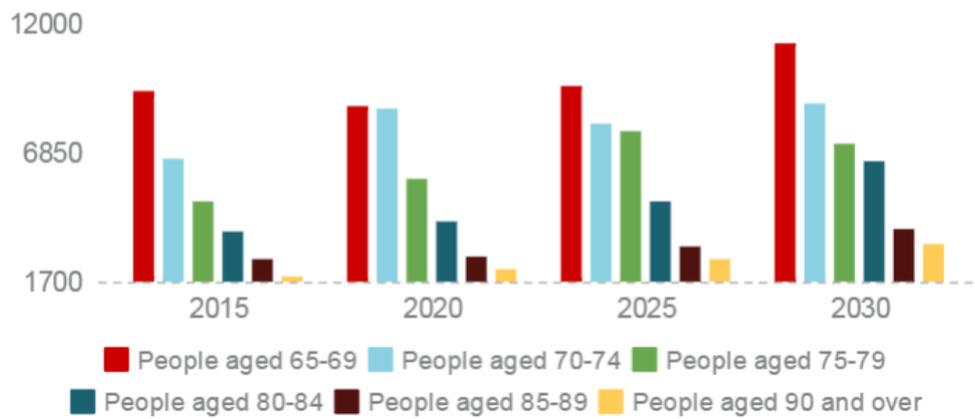
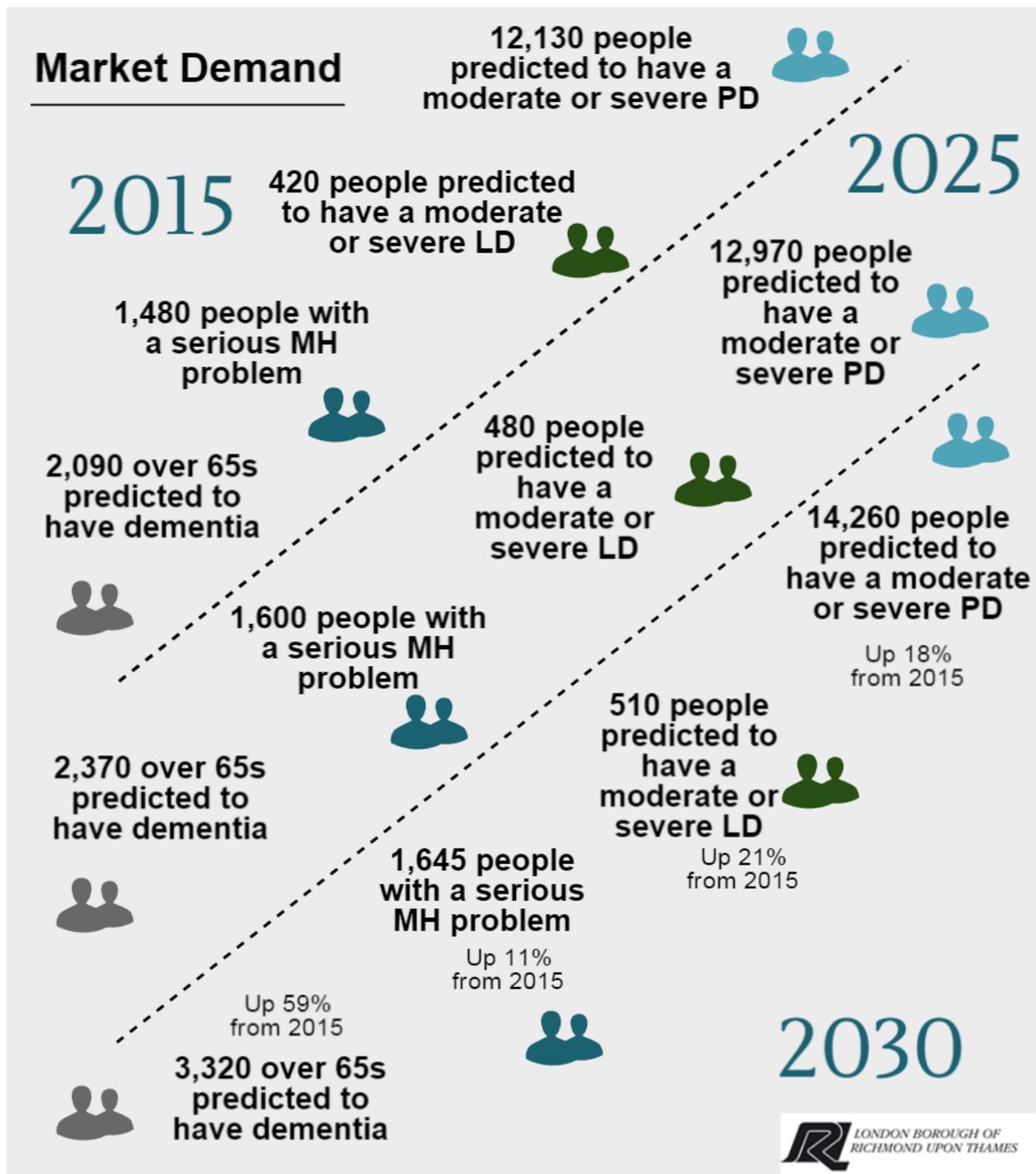


Figure 7: Population analysis



**Figure 8: Market demand analysis**

PD = people predicted to have a moderate or severe Physical Disability. Data sourced from [www.pansi.org](http://www.pansi.org)  
 LD = people predicted to have a Learning Disability that means they are likely to be in receipt of a service from the Local Authority. These estimates have been calculated by applying the 2015 rate of LD service users by age to the 2012 ONS Sub-National Population Projections.  
 MH = people predicted to have a serious mental health condition (a borderline personality disorder, an antisocial personality disorder or psychotic disorder). These projections are sourced from [www.pansi.org](http://www.pansi.org)

## Recent Reforms

The Care Act 2014 is the most significant change to adult social care in recent times. It sets out a new policy framework for developing care and support services for the whole population irrespective of whether people receive support from the Council or not. It places a new strong emphasis on the availability of advice and information, as well as prevention and market shaping. People with care and support needs and their carers are placed at the heart of the care and support process enabling them to be in control of what is important to them. The Care Act also highlights the importance of social care and health partners working in an integrated manner, (an approach promoted by the Better Care Fund) to improve outcomes for people and increase the effectiveness of services. Beyond the legislation, we continue to face major challenges; the national public sector financial position, how care is delivered and joined up, the quality of care and the workforce that provides it.

The Better Care Fund (BCF) is the biggest ever financial incentive for the integration of health and social care. It has required Clinical Commissioning Groups and local authorities in every area to pool budgets and to agree an integrated spending plan for how they will use their BCF allocation. Greater integration is seen as a potential way to use resources more efficiently, in particular by reducing avoidable hospital admissions and facilitating early discharge. The Council and CCG have identified outcome based commissioning as a key vehicle for transforming services to deliver the outcomes that are important to residents and service users. Local initiatives include continued investment in support for carers, the Richmond Response and Rehabilitation Team (RRRT), which provides person-centred support delivered by an integrated health and social care team, Mental Health Out of Hospital Services, equipment and assistive technologies, personalised services and care at home including services commissioned from the voluntary sector.

Every health and care system in England has been required to produce a Sustainability and Transformation Plan (STP), showing how local services will evolve and become sustainable over the next five years – ultimately delivering the ‘Five Year Forward View’ vision of better health, better patient care and improved NHS efficiency. Richmond sits within the South West London cluster with Merton, Sutton, Wandsworth, Kingston and Croydon Councils, CCGs and NHS providers. This is prompting local partnerships and organisational redesign but with real geographical challenges. The 2016-17 plan builds upon work already taking place in South West London looking at all aspects of local health services – hospitals, primary care, mental health and community services. The plan is to use resources differently to build services around the needs of patients through a variety of means including the creation of locality teams in the community, more immediate care in the community for people in crisis, and focussing on prevention and early intervention.

## Current Provision

Adult care and support services are provided through an infrastructure of services delivered by diverse organisations, individual people (e.g. carers) and through resilient communities.

The Council commissions a variety of community based services to help support people to stay in their own homes and lead independent lives ranging from the Helped to Live at Home service, rehabilitation support, day services, respite, supported living, community support, employment support etc. An increasing number of people organise the care they need directly using a direct payment which gives them more choice and control.

Extra Care Housing supports independent living for as long as possible and still gives people the security and privacy of having their own front door. There are two schemes in Richmond providing self-contained flats designed to meet the needs of older people. There are facilities that residents can share if they want to and a Scheme Manager and fully trained care staff are based on site, or on call, 24 hours a day to provide extra care and support. There are

schemes in Twickenham and Hampton, and the Council plans to support the development of further extra care units in the future where there is evidence of need and demand. A number of supported living schemes for people with a learning disability or mental health problems who want to live as independently as possible and receive care and support are also available.

There are many different types of residential homes and nursing homes in Richmond providing for different types of care.

The Council commissions the Community Independent Living Service (CiLs) which delivers a wide range of services designed to maximise people's independence, help them make a positive contribution to their local community, reduce social isolation and improve their wellbeing either through delaying deterioration and dependency or aiding recovery. Services are designed to deliver a network of informal support services for vulnerable adults ranging from information, advice signposting, support groups, clubs and activities, training opportunities etc. across 4 localities in the borough. Across the borough there are also a range of Day Centres, Luncheon Clubs and friendship groups run by charities, local community and voluntary organisations. They provide a diverse range of activities, a chance to socialise and meet friends and a meal for older people who do not have specialist needs.

Richmond Carers Hub, which is managed by Richmond Carers Centre, is a one stop shop for carers. It provides a range of support to carers in their caring role including, information and advice, informal emotional support, social/leisure opportunities, training and a Caring Café. The number of new carers registered and accessing support from Carers Hub 2015/16 was 351 and the total number of RCC registered carers in 2015/16 was 1672.

The Council also commissions sexual health and substance misuse services including the Richmond Integrated Recovery Service (RIRS) based in Twickenham, which provides an integrated drug & alcohol treatment service that offers support for individuals at all stages of their recovery and a contraceptive clinic. This will be replaced by an integrated sexual health clinic providing both contraception and non-complex testing and treatment for sexually transmitted infections.

## **Future Provision**

Work is underway to model the future need for services for older people based on current trends and making best use of existing provision. It is likely that the demand for residential beds in care homes will fall as the availability of extra care increases and becomes a suitable alternative. There will be the additional need for dementia support, both for people living at home with carers as well as in the form of specialist residential and nursing beds that may be met from remodelling opportunities.

In Richmond, the demography of people with a learning disability is changing. Young people with a learning disability are living into adulthood with a range of complex needs and in general people have access to better healthcare and are living longer. More people expect to have the opportunity to live independently with support as opposed to living in residential care.

The Council and Richmond CCG are committed to developing new models of care and support, particularly for people with complex needs and behaviours. The intention is that people will be supported locally and services will be developed to enable this.

The number of people with a serious mental health problem has been projected to increase by 11 % between 2015 and 2030 thus signalling an increase in demand for mental health provision.

The Council and the CCG are working collaboratively to transform services and ensure the delivery of the whole patient 'pathway', so that the service users experience a seamless and integrated patient journey. In-patient and crisis services have been identified as an initial priority for transformation and redesign. Services in scope of this programme range from specialist hospital services to less intensive support in the community.

## **Costs**

Costs for delivering these services will be established through future budgets.

### **4.1.7 Sport facilities**

*(last updated March 2017)*

#### **Current provision**

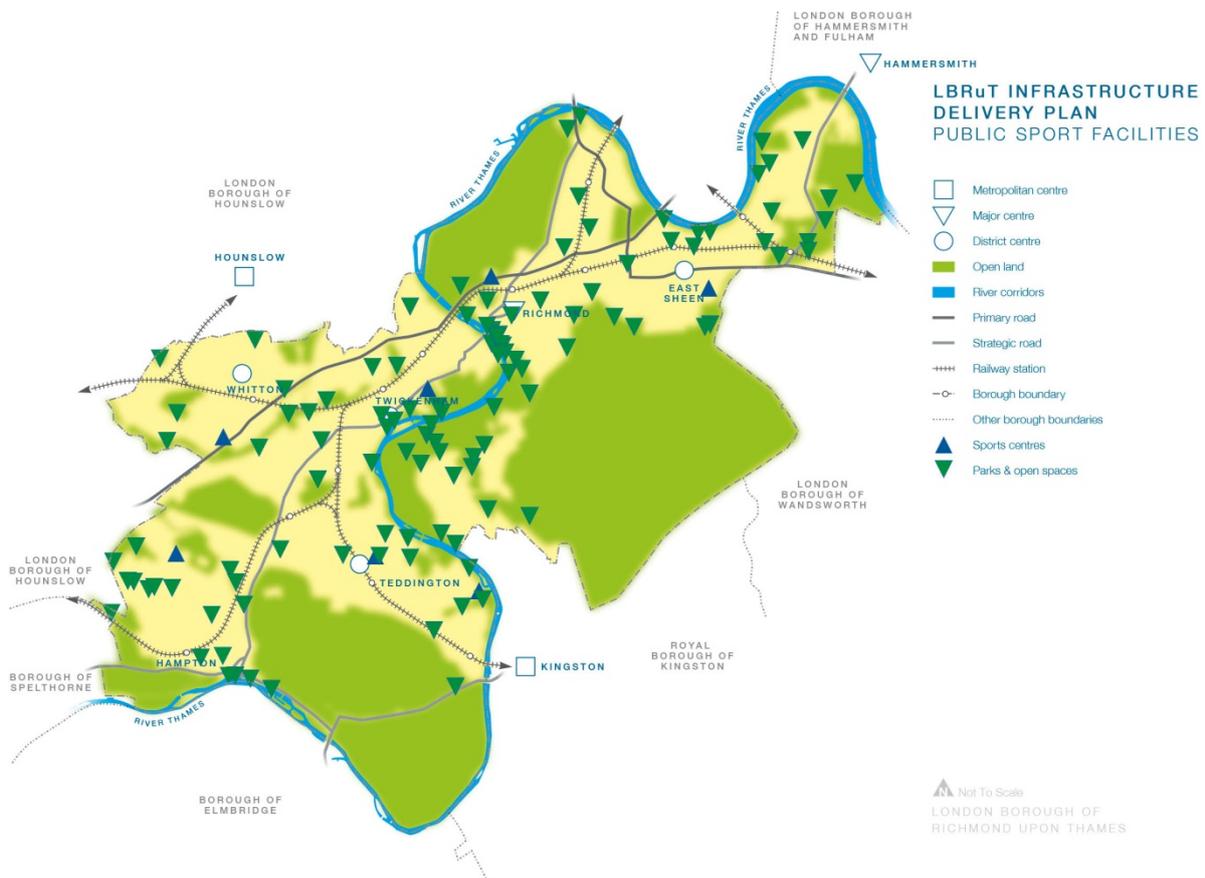
Through the London Borough of Richmond Upon Thames Playing Pitch Assessment and Strategy (2015)<sup>25</sup>, various types of facilities have been assessed: Council owned and run facilities, land or facilities owned by others such as the Royal Parks, which are publicly available free or at low cost, private facilities which are available to non-members at concessionary rates, Council owned facilities exclusively let to one club, trust facilities and completely private facilities. Educational facilities may be public or private, with or without dual or shared use. Where public money has been given to private clubs (such as from the Lottery or Sports England) there is often a requirement to open up the club to a wider group.

Different sports and activities have different traditions of provision, for example there are few public rugby pitches but a number of rugby clubs in the borough where members are welcome at relatively low cost, whereas for football most facilities are public, and clubs do not generally own their own grounds.

Private sites (e.g. sports clubs) are viewed as offering better quality facilities than Council parks/playing fields. In general, such sports clubs tend to have dedicated ground staff or volunteers working on pitches and they are often secured preventing unofficial use. Whereas the maintenance and use of Council sites tends to be less frequent and unofficial use of these sites can exacerbate quality issues.

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<sup>25</sup> The London Borough of Richmond upon Thames Playing Pitch Strategy Assessment Report (May 2015)  
[http://www.richmond.gov.uk/playing\\_pitch\\_strategy\\_assessment\\_report.pdf](http://www.richmond.gov.uk/playing_pitch_strategy_assessment_report.pdf)



**Figure 9: LBRuT Public Sport Facilities and Open Space Locations**

Note that for most categories, the availability of public or private facilities where there is a level of public access have been compared to the standard, but where there is a shortfall the availability of alternative provision is considered – this could be private or dual use, more details are given below under each category.

A detailed assessment has been carried out as part of the Playing Pitch Strategy and the Playing Pitch Assessment undertaken by Knight Kavanagh & Page.<sup>26</sup> The assessments identified the following:

### Football:

According to the Playing Pitch Strategy Assessment Report (2015) there are 110 football pitches across 63 sites in LBRuT. Of these, 107 pitches are available at some level for community use. There are 19 adult, 7 youth and 16 mini pitches managed by the Council and a further approximately 30 football pitches including junior pitches at educational establishments.

There are 7 football pitches in Bushy Park (Royal Parks Agency) and 5 in Marble Hill Park (English Heritage), all available for public use. Barn Elms, Kew and Ham Sports Association and Whitton Park Sport Association have 18 pitches which are Trust managed. Two Council owned sport grounds are leased to Hampton & Richmond Borough Football Club (in

<sup>26</sup> The London Borough of Richmond upon Thames Playing Pitch Strategy Assessment Report (May 2015) [http://www.richmond.gov.uk/playing\\_pitch\\_strategy\\_assessment\\_report.pdf](http://www.richmond.gov.uk/playing_pitch_strategy_assessment_report.pdf) and The London Borough of Richmond upon Thames Playing Pitch Strategy (August 2015) [http://www.richmond.gov.uk/playing\\_pitch\\_strategy.pdf](http://www.richmond.gov.uk/playing_pitch_strategy.pdf)

Hampton) and Kew & Ham Association Football Club (Ham). There are approximately 10 football pitches at private schools and 20 football pitches used by voluntary or private clubs. Football and 5 a side is also played or practised on several public artificial turf pitches. Whitton Sport & Fitness Centre (Lincoln Field) has a floodlit artificial “3G” pitch, primarily designed for football, St Mary’s College also has a floodlit all weather pitch. St Richard Reynolds Catholic College is a new school and stage 3 of development (believed to be a few years in the future yet) will look into the possibility of providing a 3G AGP. Currently the school uses the grass pitches at St Mary’s University.

The Playing Pitch Assessment (2015) identified 68% of adult and youth pitches for community use as good quality, and 32 % as standard quality. For mini pitches, 83% were good quality and 14% standard. The Kew and Ham Sports Association had a sprinkler system installed on site. In addition, the clubhouse is also undergoing an extension in order to provide additional space. In recent years there has been significant investment in upgrading parks sports pavilions, e.g. North Sheen Recreation Ground, Lincoln Field and Barn Elms – however, there are still a number of parks sites where pavilions remain in a poor condition.

Some sites, such as Old Deer Park, suffer from being pitches based within wider open spaces and are used by other users such as dog walkers.

### Rugby:

Throughout the borough there are 42 senior rugby union pitches located across 20 sites in and 14 of these are at educational sites. All pitches are available for community use, although not all are used. There are also two sites identified as containing dedicated marked mini/ midi pitches; Old Deer Park (one mini/ midi) and Twickenham RFC (two mini/ midi). Richmond RFC with London Scottish RFC and Richmond Athletic Association identify aspirations to redevelop the Richmond Athletic Ground. The pitch at Richmond upon Thames College will be replaced by a 4G pitch as part of the college sites redevelopment. In addition, there are approximately 10+ private school rugby pitches. The Rugby Football Union (RFU) is based at Twickenham and so is the Harlequins Rugby Football Club.

The majority, 30 pitches, in LBRuT are assessed as standard quality. Three pitches were assessed as poor quality and nine as good.

### Cricket:

There are 40 cricket squares in LBRuT located across 28 sites. All squares are available for community use, although seven are currently unused. Bushy Park has four cricket pitches; Marble Hill Park has one cricket pitch, including artificial wicket and two practice nets. There are 12 cricket pitches owned by voluntary clubs e.g. NPL, Barnes Cricket Club. The audit of squares in the Playing Pitch Assessment identifies 14 to be good quality, 24 to be standard quality and the remaining two to be poor. The condition of parks’ sports pavilions is variable with some very good facilities and some in need of further investment.

### Hockey:

Site	Comment
Hampton Sport & Fitness Centre	Full size sand based AGP with floodlights. Extensive school use (Hampton Academy) plus hired for football training by clubs. Little hockey use (circa 2 hours) per week.
Orleans Park School	The pitch is assessed as standard quality. Facility is narrow and therefore cannot accommodate competitive hockey fixtures. Furthermore, it has no floodlights.

Shene Sports & Fitness Centre	A sand dressed full size floodlit AGP. Dual use facility with Richmond Park Academy. Used by Barnes HC. Club also accesses provision outside of LBRuT for teams.
Teddington Lock Playing Fields	St Mary's University site contains a full size sand dressed AGP with floodlights. Used by the university hockey teams and NPL HC. Teddington HC also use for training and occasionally as third pitch.
Teddington Sports Centre	Two sand based AGPs located at Teddington School. Only one is floodlit; this was resurfaced in summer 2014. Site is home to Teddington HC.

**Table 8: Summary of hockey AGP provision in LBRuT<sup>27</sup>**

The majority of hockey pitches are located and operated by the Council; with the exception of Orleans Park School (in-house) and Teddington Lock Playing Fields (St Mary's University).

AGP provision is generally viewed as standard to good quality. The carpet on the AGP at Shene Sports & Fitness Centre is reaching the end of its lifespan.

There is one artificial turf pitch at Harrodian School. Nearby out of borough hockey pitches are: the Quintin Hogg ground in Chiswick, the Dukes Meadow Pitch in Grove Park and Tiffin Girls School in North Kingston.

Overall, provision meets current club demand. The continuing use of existing sites for hockey should be ensured. There are several surface types that fall into the category of artificial grass pitch (AGP). The three main groups are: rubber crumb (third generation turf 3G), sand (filled or dressed) and water based. Competitive football can take place on 3G surfaces that have been FA or FIFA certified. Football training can take place on sand and water based surfaces but is not the preferred option.

Hockey is played predominantly on sand based/filled AGPs. Although competitive play cannot take place on 3G pitches, 40mm pitches may be suitable, in some instances, for beginner training and are preferred to poor grass or tarmac surfaces.

The International Rugby Board (IRB) produced the 'Performance Specification for Artificial Grass Pitches for Rugby', more commonly known as 'Regulation 22'. The artificial surface standards identified in Regulation 22 allows matches to be played on surfaces that meet the standard. Full contact activity, including tackling, rucking, mauling and lineouts can take place.

The table below provides a list of the current supply of AGPs identified in the LBRuT.<sup>28</sup> There are 7 full size AGPs in the LBRuT.

<sup>27</sup> The London Borough of Richmond upon Thames Playing Pitch Strategy Assessment Report (May 2015) [http://www.richmond.gov.uk/playing\\_pitch\\_strategy\\_assessment\\_report.pdf](http://www.richmond.gov.uk/playing_pitch_strategy_assessment_report.pdf), p. 68.

<sup>28</sup> The London Borough of Richmond upon Thames Playing Pitch Strategy Assessment Report (May 2015) [http://www.richmond.gov.uk/playing\\_pitch\\_strategy\\_assessment\\_report.pdf](http://www.richmond.gov.uk/playing_pitch_strategy_assessment_report.pdf), p. 73.

Site name	Ownership/ Management	Analysis area	No. of pitches	Size	Pitch type
Hampton Sport And Fitness Centre	Council	Hampton & Teddington	1	Full	Sand Filled
Orleans Park School	School	Twickenham	1	Full	Sand dressed
Rocks Lane Multi Sports Centre	Private	Richmond	3	5v5	3G
Shene Sports & Fitness Centre	Council	Richmond	1	Full	Sand dressed
Teddington Lock Playing Fields	University	Hampton & Teddington	1	Full	Sand dressed
Teddington Sports Centre	Council	Hampton & Teddington	2	Full	Sand Filled & Sand dressed
Whitton Sports & Fitness Centre	Council	Twickenham	1	Full	Medium Pile 3G (55-60mm)

**Table 9: Summary of hockey AGP provision in LBRuT**

The Facilities Planning Model is used as a starting point to help assess the strategic provision of sports facilities, including AGPs. It prescribes an appropriate level of provision for any defined area in relation to demand and which reflects national expectations and policies. It is not a substitute for considering local club needs and should be used alongside any local assessment.

The run shows that satisfied demand is relatively high but that LBRuT is supplied to capacity with full size AGPs, with demand outweighing supply.

The number of AGPs in LBRuT is higher than the average for the London boroughs. This means that satisfied demand for use of AGPs is relatively high (78%), well above the London average (58%).

Unmet demand is highest to the north east of the borough on the boundary with Hounslow, Hammersmith and Fulham and Wandsworth.

AGPs are at full capacity across the area. Not all AGPs are available for the full peak period (often due to restrictions on lighting presence and hours of operation). There is a need for an additional one full size and floodlit 3G AGP in the LBRuT. This is due to lack of capacity of AGPs in the borough.

A large percentage of visits made to AGPs (62%) are from people who live outside of LBRuT.

**Tennis:** There are a total of 168 tennis courts in LBRuT. 131 courts (78%) are assessed as good quality and 22 courts (13%) are assessed as standard quality. The remaining 15 courts (9%), located at Christ's School and Whitton Park Sports Association, are assessed as poor quality. The courts are located across 31 sites including private sports clubs, parks and schools, all of which are available for community use. Over 100 of LBRuT's courts are provided by clubs. The Council manages 47 hard courts and 6 grass courts. Two voluntary clubs lease their courts from the Council. There are approximately 70 voluntary/commercial courts and approximately 30 tennis courts at state schools, with a further estimated 25 courts in the private educational sector. Multi-purpose facilities can often include tennis. Only a small number of Council and club courts are floodlit.

**Indoor Tennis:** There are no dedicated indoor tennis only facilities in LBRuT. There are three indoor tennis courts at St Mary's University in Teddington but these are part of a multi-use area. Orleans School sports hall, also multi-purpose, is used by Twickenham Lawn Tennis Club for winter training with juniors.

**Bowls:** There are 10 flat green bowling greens in LBRuT provided across the same number of sites. Of these, four greens are provided and maintained by the Council. There are disused bowling greens at Barnes Sports Club and Vine Road Most clubs are below capacity and have vacancies for members. The four Parks bowls facilities were all upgraded in 2011.

Within Richmond there are two indoor bowls facilities providing ten rinks; Cambridge Park Indoor Bowls Club and Richmond Indoor Bowls Club Both clubs affiliate to the England Indoor Bowling Association and take part in competitive leagues.

**Netball:** Multi-purpose floodlit courts are available at Whitton Sports & Fitness Centre (though are temporarily closed during the school rebuild); Non-floodlit courts are at Teddington Sports Centre and Orleans Park Sports Centre. Floodlit multi-use games areas are provided at Stanley Junior School and at Oldfield Centre. Netball courts are marked on some parks tennis courts, e.g. Old Deer Park, Kneller Gardens. Most schools have their own provision of courts. Whitton Sports Centre now has outdoor netball provision.

**Athletics:** There are two main athletics facilities at Barn Elms (Barnes) and St Mary's College (Strawberry Hill), which is floodlit. All of the secondary and some of the primary schools have some athletics facilities.

**Golf:** There are public or pay and play facilities at Richmond Park (2 x 18 hole) and David Lloyd, Hampton Golf (9 hole). There is also 9 hole pitch and putt course at Palewell. Private clubs are at Richmond, Royal Mid-Surrey (2 x 18 hole), Fulwell, Hampton Court Palace and Strawberry Hill (9 hole); also private are the golf academy at David Lloyd, Hampton and golf court at Lensbury Club.

Royal Park's have recently received planning consent for the upgrading of the Richmond Park complex to include a new driving range and clubhouse.

**Water sports:** There are a variety of water sports facilities beside the River Thames and on the Thames Young Mariners lake at Ham, which is run mainly for education and youth groups. A total of 17 sites were identified as offering formal organised activities for water sports within Richmond. This is mostly through local member clubs.<sup>29</sup> There are 10 sailing clubs, 3 motor yacht clubs, 3 canoe clubs and 8 rowing clubs/boathouses. Hampton/Lady Eleanor Holles and St Pauls independent schools have their own boathouses. These clubs are all flourishing with popular junior sections and high levels of club membership.

## Future requirements

**Football:** The Playing Pitch Strategy Assessment Report outlines that the demand for adult football is likely to be sustained with the FA focussing on retention.<sup>30</sup> It also suggests a move to more small sided football for adults. The demand for youth football is also likely to increase, alongside women's football, after a £2.4million investment from Sports England (2014-2016). As a result, there is likely to be a need for more youth pitches and 3G pitches that meet the performance standards.

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<sup>29</sup> The London Borough of Richmond upon Thames Indoor Sports Facility Needs Assessment (May 2015). [http://www.richmond.gov.uk/indoor\\_sports\\_facility\\_needs\\_assessment\\_0515.pdf](http://www.richmond.gov.uk/indoor_sports_facility_needs_assessment_0515.pdf)

<sup>30</sup> The London Borough of Richmond upon Thames Playing Pitch Strategy Assessment Report (May 2015) [http://www.richmond.gov.uk/playing\\_pitch\\_strategy\\_assessment\\_report.pdf](http://www.richmond.gov.uk/playing_pitch_strategy_assessment_report.pdf), p. 73.

Increasing disability programmes means there will be a need to ensure facilities are DDA compliant. The following sites have issues with their changing facilities: Old Deer Park, King George's Fields, Heathfield Recreation Ground and Marble Hill Park. The pitch at Richmond upon Thames College is to be replaced by a 4G pitch as part of the college sites redevelopment.

Demand for improved or increased training facilities is common with several clubs signalling a need for greater midweek floodlit provision of match pitches. A number of clubs utilise designated training pitches and these are all heavily used. Therefore, for clubs the biggest demand is in accessing midweek floodlit training provision.

As there appears to be adequate provision for football in quantitative terms, with the option of bringing under-used areas back into use, e.g. Murray Park and Buckingham Field, the main need is for improvements to existing facilities in some areas, e.g. better pavilions, floodlighting (mainly for training areas), and additional artificial surfaces.

**3G pitches:** Opportunities to provide 3G AGPs to meet identified needs should be explored; FA modelling suggests a need for five facilities. It should be ensured that such provision is fully utilised and available for community use at peak times, including weekends. All new pitches should be FIFA tested and on FA 3G register. The need for a further "3G" floodlit artificial turf pitch is a priority in the Richmond / Ham area.

At Lincoln fields, the 3G Pitch / Carpet is due to be replaced within the next 5 years.

**Rugby Union:** At the moment demand for rugby is high, particularly for younger age groups. Mini and junior rugby is already well developed both by voluntary clubs and in the schools. A number of clubs provide curriculum time coaching for schools. Demand is likely to rise with an increasing younger population. Surveys show a desire from clubs to upgrade existing facilities such as pavilions and floodlit facilities in places to allow for evening training.

Changing facility improvement is needed in Old Deer Park and Marble Hill Park. There is also a lack of available changing facilities at the Richmond Athletic Ground site.

There is a shortfall of one match equivalent session to accommodate current demand for youth 11v11 and this increases to 14 match equivalent sessions in the future (based on TGRs and club plans). Additionally, increases in future demand would cause a shortfall at the youth 9v9 format (equivalent to 0.5 match equivalent sessions).

Dedicated floodlit training pitches are heavily used/ over played. Steps must be taken to ensure all clubs have access to training areas which are either dedicated floodlit grassed areas or through access of an International Rugby Board (IRB) AGP.

**Cricket:** There has been a strong increase in junior cricket, including girls' cricket, throughout the borough and this is likely to feed through to a general increase in participation. Women's and girls' cricket is a national priority and accordingly, facilities developed should support opportunities for women's and girls' competitive cricket.

The majority of clubs are unsatisfied with current provision. There is a need for more non-turf wickets. However, the current number of squares can accommodate demand for senior and junior cricket. Yet, preventing some pitches from becoming overplayed is required (e.g. ensuring adequate training provision and increasing use of non-turf wickets particularly for junior cricket). There is also a need is for improvements to the quality of existing pitches and to ancillary facilities such as pavilions, particularly those in some parks.

Old Deer Park and Sheen Common have issues with their changing facilities and there is a need for more appropriate facilities for disabled players. Princes Head CC and Barnes Occasional CC have no access to changing facilities. Future demands for the Last Man Stands programme also needs to be monitored.

**Tennis:** There is a good distribution of both public and private facilities across the borough, but there are no club facilities in Hampton Hill/ Hampton. There are high levels of usage of Council facilities during peak summer months. Clubs are at capacity and generally require more court time. Demand is likely to rise slightly with an increasing younger population and the Council's emphasis on youth as a priority age group for sports promotion. All clubs reported an increase in junior membership with the exception of Priory Park Tennis Club and Sheen Lawn Tennis & Squash Club, which reported no change. Floodlighting to maximise winter play should be explored at appropriate locations only and in accordance with development management policies. Whitton Sports Centre now has outdoor tennis provision.

There appears to be adequate provision for tennis in quantitative terms, with the option of bringing other areas back into use, e.g. Barn Elms, should the demand rise. The main need is for improvements to existing courts and associated facilities, including floodlighting.

Christ's School, Barnes Tennis Club, Richmond Lawn Tennis Club and Pensford Tennis Club all have plans to resurface and/or redevelop their courts.

Will to Win reported that most courts, while under their control, had quality issues and believe that an investment programme for court resurfacing is necessary.

There are 45 (27%) tennis courts that do not have access to changing facilities, all of which are located on park sites. Additionally, despite all the courts on education sites being available for community use, little use is actually recorded. For instance, Christ's School reported no demand for their tennis courts despite being readily available to the community. This is thought to be due to their poor quality.

**Indoor Tennis:** Demand for specialist indoor tennis facilities is currently being met by facilities located outside the Borough boundary. This includes the LTA National Tennis Centre at Roehampton.

**Bowls:** There are a few areas of the borough outside the 1.2 km catchment if the voluntary clubs are also included. Past trends indicate that overall demand is not likely to increase and could decline further. However, as the proportion of older people in the population grows, existing facilities should be retained and invested in as well as promoted to ensure that they are retained as viable clubs; no new facilities are required at present.

**Netball:** There are high levels of use of floodlit facilities, with clear evidence of unmet demand. Demand is likely to continue to rise with an increasing younger population and the Council's emphasis on youth as a priority age group for sports promotion. However, due to the large number of schools offering netball, facilities are widespread

There is demand to further develop a club in the east of the borough and it is suggested that a floodlit centre should be developed in Richmond / Sheen, with a possible site being Old Deer Park. England Netball would like to run participation initiatives in Richmond but are constrained through a lack of access to indoor sports hall space both during the daytime and after school hours.

**Athletics:** Demand is likely to continue to rise with an increasing younger population and the Council's support for the development of athletics in general. St Mary's is a nationally recognised performance centre, where the needs of local performance athletes will be provided for. Barn Elms should be retained as a recreational non-competitive facility.

Richmond Athletic Association would like to add indoor facilities and become a more multi-sport focused site

**Golf:** There are high levels of demand for public facilities. Most of the borough is within the 1.2 km catchment of a publicly accessible golf club. The borough provides for the South West London sector, but players from this borough generally also travel to facilities in Surrey, making the catchment areas of golf clubs quite large. It is considered that there are sufficient golf facilities in the borough, and that priority should be given to improving existing facilities where necessary and encouraging wider access, particularly clubs developing their junior sections and linking with schools.

**Water sports:** Demand is likely to continue to rise with an increasing younger population. There may be pressure particularly for development on riverside sites, so there is a need to ensure protection for these activities, which have to be based close to the waterside. Most clubs need on site facilities for the loading and unloading of boats, when they are taken for competitions elsewhere, and there is a need for some clubs to upgrade ancillary facilities including improving access to the water. The retention of existing water sports clubs and facilities is essential and pressure for alternative commercial developments should be resisted.

The Sea Scouts are advancing plans for a new water sports pavilion in Petersham / Ham.

Disabled access to the River Thames for water sports needs to be considered.

**Hockey:** There is likely to be a future demand for access to artificial turf pitches, particularly where floodlit, for hockey as demand already exceeds supply. Compared to other pitch sports there are relatively few hockey pitches, so parts of the borough are outside the 1.2 km catchment, although out of borough facilities help to make up the shortfall.

Working with England Hockey will ensure priority hockey sites are protected and quality is sustained or where necessary improved. In order to create a structured facilities development plan clubs, NGBs and the neighbouring borough of Hounslow should be liaised with. Sinking funds should be in place to maintain AGPs quality in the long term.

At Shene Sports & Fitness Centre the Astro Turf Pitch is due to be replaced within the next 5 years.

## Costs

Whilst the need for future provision has been identified, such as a further “3G” floodlit artificial turf pitch in the Richmond / Ham area, a floodlit centre in Richmond / Sheen etc., these new requirements have to date not been costed yet. In addition, the need for improvements to the quality of existing pitches, courts and ancillary facilities such as pavilions, particularly those in some parks, as well as the incorporation of floodlighting, has also been identified. All these elements have significant costs attached to them.

At Lincoln fields, the 3G Pitch / Carpet is due to be replaced within the next 5 years and will be funded via the sinking fund. The cost will be approximately 140k + fees + contingency.

The Astro Turf Pitch at Shene Sports & Fitness Centre is due to be replaced within next 5 years; however, there is no funding in place. The cost will be approximately 116k + fees + contingency.

However, information on costs for providing new and maintaining existing facilities are unknown at this stage. Should further details and information in relation to costs or any other specific projects become available, these will be included in future updates to the IDP.

#### 4.1.8 Leisure facilities (sports halls and indoor)

(last updated March 2017)

##### Current provision

An assessment of sports halls and indoor leisure facilities has been carried out as part of the Indoor Sports Facilities Needs Assessment (2015)<sup>31</sup>. This assessment identified the following:

##### Sports halls:

The Indoor Sports Facilities Needs Assessment considered all sports hall facilities in the Borough that comprise at least one badminton court (and measure at least 10 x 18 offering an area of 180m<sup>2</sup>). For consideration as a *main hall* (as defined by Sport England) it must be a three badminton court sports hall and provide a reasonable sized area to be multi-functional.

In total LBRuT has 15 sports halls, with three or more badminton courts across 14 sites providing 69 badminton courts.

The Council's Sport & Fitness Service directly manages 5 dual use sports & fitness centres at Whitton, Teddington, Sheen, Hampton, and Richmond, Pools in the Park which recently has come back under council management. All contain sports halls and dance studios.

All secondary schools in the borough have sports halls. A new 4-court sports hall at Waldegrave School opened in October 2014. However, the sports hall was built to meet the old Sport England standard (33m x 18m) and did not meet the new 34.5m x 20m that can provide better spaces for minority sports and more flexibility. Whitton Sports and Fitness Centre also re-opened with a new build 4-court sports hall, climbing wall, dance studio.

The largest facilities are the 6-court halls at Hampton School and St Paul's School. These schools are both independent, as is Lady Eleanor Holles which has a 5-court hall. St Mary's University has two 6-court and one 4-court hall. However, the 4-court sports hall at St Mary's University has been converted to a permanent strength and conditioning room. It has therefore been removed from the supply of sports halls.

In LBRuT a significant percentage of the population have access to a car. This provides users with a choice of sports hall to access.

**Fitness Centres:** There are 20 health and fitness facilities, of which 8 accept casual users; the remaining 11 are facilities where a membership is required. There is a clear concentration of commercial membership facilities in Richmond and Twickenham.

The council run 5 Fitness Centres as part of Feel Good Fitness. These are: Teddington Fitness Centre, Shene Fitness Centre, Whitton Fitness Centre which has a 17 station gymnasium, Pools on the Park, Richmond and Hampton Fitness Centre. These facilities offer over 200 fitness classes.

The commercial sector provision of sport & fitness in Richmond has been a major growth area in the last 15 years. It is estimated that there are over 32,000 members of commercial sports, health and fitness clubs in Richmond.

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<sup>31</sup> The London Borough of Richmond upon Thames Indoor Sports Facility Needs Assessment (May 2015). [http://www.richmond.gov.uk/indoor\\_sports\\_facility\\_needs\\_assessment\\_0515.pdf](http://www.richmond.gov.uk/indoor_sports_facility_needs_assessment_0515.pdf)

Most health and fitness clubs have vacancies for membership and there is some evidence of members moving to low cost gyms out of borough and a trend to overall falls in fitness club membership levels.

**Pools:** The two main public indoor pools are in Teddington and Richmond (Pools on the Park) where there is also an outdoor pool. Over 55% of the supply at the public pools is located at these two pools. Hampton outdoor pool is run by a charity and open to the public. 13 pools are attached to schools, 7 indoor and 6 outdoor. 7 of these are state schools and 6 private. There are 3 indoor pools attached to private clubs. There are hydrotherapy pools at Teddington Pools and Fitness Centre and Strathmore School. The number of swimming pools and pool sites in the Borough is in line with the London average. Other nearby public swimming pools are the Kingfisher (Kingston), Isleworth, Putney, Feltham and Brentford Fountain pools, which are within reach of some borough residents.

**Specialist Indoor Facilities:** There are a number of specialist centres in the borough catering for individual sports including the Richmond Gymnastics Centre in Townmead Road, Kew. The centre is run by the Richmond Gymnastics Association (RGA), a Charitable Organisation. The building is provided on a rent free basis by the Council. In exchange, the RGA has been involved over a number of years in developing a highly successful outreach programme. There are 17 facilities across Richmond servicing the numerous martial arts clubs including the Busen Martial Arts & Fitness Centre and the Anglo'-Japanese Judo Club. The supply of squash courts in Richmond is a valuable resource to help England Squash and Racquetball develop these court sports. The two courts at Teddington Sports Centre play an important role in providing courts accessible to the public. Volleyball has been identified as a sport where there is demand for but no current provision of a specialist centre.

**Disability Sport:** The RISE (Richmond Inclusive Sports and Exercise) initiative runs a number of different clubs and activities specifically targeted at disabled people aged 11 – 25. The disability multi-sport club (funded through Sport England and organised by the Borough Sports Development Team) takes place on a weekly basis at different centres across the Borough. A wheelchair basketball club, run by the Richmond Knights, takes place at Teddington Sports Centre. Dance, drama and trampolining sessions are also organised termly by the Borough for disabled participants.

### Future requirements

**Sports halls:** Existing Council sports halls are well used with some demand for further sports hall and ancillary hall capacity. It is assumed that demand will continue to grow with an increasing population. With the projected growth in population (a 20,000 rise predicted by 2024), there should be approximately 6 public facilities in the borough, using the standard of 1 public sports centre per 30,000 of the population, whereas there are only 5 centres currently provided. This would suggest a shortfall of one public sport centre in the borough. There is also a geographical gap in provision in the Ham and Petersham area; Grey Court School is therefore seen as the priority for further dual use sports hall provision.

Future developments are planned to take place at Richmond upon Thames College, Twickenham, where the 4-court hall will be replaced by an 8-court hall. The development of an 8-court hall at Richmond College would meet the Borough need for a sports hall to accommodate larger events and present an excellent opportunity for community sports clubs and organisations. There are also plans to develop a 4-court hall at Sir Richard Reynolds, also in Twickenham. At Richmond Athletic Association, the rugby club has plans to develop an indoor multi-sport facility, as do the Barn Elms Trust at their site.

All except three of the sports halls in LBRuT are considered not to be open for the full amount in the peak period. This means that additional capacity could be generated at existing sites through extending the opening hours.

The level of satisfied demand for sports hall in LBRuT is 90% which is very high; the second highest figure for a London borough. However, this means that one in ten of the Borough residents who wish to access a sports hall are unable to do so. This is primarily due to insufficient capacity both inside and outside of the authority. Some of the unmet demand could be addressed through working with educational partners to open their sports hall for longer, especially at peak times.

The main issue across the borough is the lack of day time access to indoor sports hall provision. All the sports halls on school sites are only available out of school hours and during the holiday periods.

**Fitness Centres:** Many of the fitness classes operating at peak time are at capacity. Spinning (a cycle based class) is popular, reflecting the interest in cycling as a fitness activity across the borough. Several of the borough gym facilities are cramped with too many machines in small spaces.

GP's have an effective referral scheme targeted at individuals whose health can be improved through a regular exercise routine. Demand for this service can be met through current supply.

Investment is required at Shene Sports Centre to improve the fitness offer and make it more attractive to users. In 2012, there were concept stage plans to extend the fitness suite. There were also plans to extend Orleans Park School and provide a fitness suite.

If access can be increased at Grey Court School, the local residents of Ham would benefit from access to a fitness gym / studio space within the centre.

Commercial providers will continue to expand and develop new facilities where they consider there to be unmet demand.

For Pools on the Park, there are plans for an expansion development of the Centre / Studios – this would need to be considered alongside the strategy for the facilities over the next 10/15 years. The Council is currently in the progress of preparing a Supplementary Planning Document / site brief for the Old Deer Park area, including Pools on the Park, to guide future development in this area.

**Pools:** The level of unmet demand in Richmond upon Thames is the equivalent of 1 lane of a 25m swimming pool across the whole authority area. One way to create additional capacity to meet the growing population in Richmond is to ensure that all public pools are open for the full period at peak time, which is not currently estimated to be the position. There is also unsatisfied demand for pool time for club and competitive training, public swimming time, casual swimming and a very high demand for children's swimming lessons. With a rising younger population, demand is likely to rise. Increasing interest in Triathlon is also driving demand for swimming training and access to pools for triathlon club training. Compared to a standard of 1 indoor pool per 60,000 population, with a population of 176,000 projected to rise to 180,000 by 2026, and 2 public indoor pools, there is an under provision of 1 indoor pool in the borough.

Possible locations for further provision are either Ham, where St Richard's School now have a 25 metre Olympic Legacy pool.

The age of the swimming pools in the Borough is a concern with no new public swimming pools built for nearly 40 years. The challenge is particularly pertinent at Teddington Pools and Fitness Centre and Pools on the Park; both sites have low attractiveness ratings which will decrease without significant investment.

However, there are plans to refurbish Teddington Pools changing rooms as part of an extension. For Pools on the Park, there are plans for an expansion development which could include an outdoor retractable pool cover – this would need to be considered alongside the strategy / site brief for the facilities over the next 10/15 years.

**Specialist Indoor Provision:** The need to provide for the needs of specialist indoor sports has been identified.

- Retention of facilities for Busen Martial Arts & Fitness Centre
- Volleyball centre (possibly at Waldegrave School). Richmond Volleyball is still in need of an affordable indoor 'home' venue.
- Boxing (extension to Twickenham Brunswick Club for Young People).
- Lack of specialist facilities for minority sports. E.g. volleyball, handball, futsal and netball
- Consultation through London Sport has identified that Handball England would like to establish a club base in Richmond

## Costs

Due to the geographical gap in provision of indoor sports facilities in the Ham and Petersham area, the Grey Court School is seen as a priority for further dual use sports hall provision. Furthermore, there is an under provision of 1 indoor pool in the borough.

The new 4-court sports hall at Waldegrave School cost £2 million in total and was delivered by LBRuT, the school and sports clubs.

The plans to refurbish Teddington Pools changing rooms as part of an extension will cost approximately £1.9 to £2 million. The cost of the expansion at Pools on the Park in the next 10/15 years is currently unknown.

In 2012, there were concept stage plans to extend the fitness suite. There were also plans to extend Orleans Park School and provide a fitness suite. These were estimated to cost £300,000 and £400,000 respectively.

Therefore, whilst the need for future facilities has been clearly identified, these new requirements have to date not been costed yet. Information on costs for providing new and maintaining existing facilities are unknown to the team producing this IDP. Should further details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

### 4.1.9 Community Centres

*(last updated April 2017)*

#### Current provision

There are a wide range of different types of community centres across the borough, from which are run many different activities and spaces available to hire. These centres include:

- [Old Sorting Office](#), Barnes – community arts centre run by a charitable trust
- [Landmark Arts Centre](#), Teddington – community arts centre run by an independent charity
- [Greenwood Centre](#) in Hampton Hill - home of the Hampton & Hampton Hill Voluntary Care Group, an independent registered local charity
- Whitehouse Community Centre, Hampton – run by a registered charity

- [Cambrian Community Centre](#), Richmond – run by a registered charity
- Crane Community Centre in Twickenham
- [Etna Community Centre](#) in Twickenham
- Castelnau Community Centre – base for [Castelnau Centre Project](#) charity

Similar provision may also be available from some of the arts and culture facilities in the borough (see also section 4.1.14) and a number of religious groups. Some provide activities for specialist groups such as older people (see also section 4.1.7 on Adult Social Care) and young people (see also section 4.1.11 on Youth Centres).

The Council also has a range of halls available for hire, including rooms at [York House](#) in Twickenham; [Sheen Lane Centre](#), [Bullen Hall](#) in Hampton Wick and [Murray Park Hall](#) in Whitton.

### Future requirements

There is a general move to encourage provision through flexible, multi-purpose centres where there can be co-location and dual use of similar facilities and activities for community use.

The Localism Act requires local authorities to maintain a list of assets of community value which have been nominated by the local community. When listed assets come up for sale or change of ownership, the Act then gives community groups the time to develop a bid and raise the money to bid to buy the asset when it comes on the open market. This will help local communities keep much-loved sites in public use and part of local life. This is expected to come into effect in 2012.

### Costs

There may be funding requirements where sources are limited although as can be seen in the existing provision there is a significant input from the voluntary sector. Specific information on costs of projects is unknown to the team producing this IDP.

#### 4.1.10 Youth Centres

*(last updated April 2017)*

### Current provision

Youth Service in Richmond upon Thames provides a diverse range of youth programmes, positive activities and youth support for young people age 13-19 (and up to 24 years old with learning disabilities and difficulties) from these main locations:

- Castelnau Community Project – commissioned youth programmes via Castelnau Community Group as a provider, Barnes
- Ham and Petersham Youth Centre, Ham
- Hampton Youth Project, Hampton.
- Duke of Edinburgh's Award, Ham and Petersham Youth Centre, Ham
- Heatham House Youth Centre, Twickenham
- Powerstation, Mortlake

In addition to the above youth facilities, the following youth services are also provided:

- Youth Cafe Bus – mobile provision outreaching across various locations within the Borough subject to needs

- Outreach and detached work in Whitton and Heathfield with plans to develop a designated youth facility within this area

A variety of specific youth support services and projects delivered in house by the Youth Service and other partners are hosted within the above designated youth facilities such as:

- KISS (sexual health service)
- Education Other than in Schools (including delivery of personalised tutoring and PSHE group work)
- Treatment room for delivery of substance misuse treatment and needle exchange services
- Community/Youth cafes in Heatham House and Hampton
- Crofters provision for disabled young people from Heatham House and Powerstation
- Off the Record in Twickenham

Youth facilities are well used by the local community and other partners from voluntary sector to deliver services to young people and local community.

### **Future requirements**

Youth Services are aligned to the quindrat model of working and have a dedicated youth provision within each quindrat and play a significant contribution to the delivery of Preventative and Protective services.

Capital investment is needed to improve some of the existing facilities including:

- Ham and Petersham Youth Centre - ideally re-provision of the facility within this locality or further modernisation is aspired
- Heatham House Youth Centre – investment in terms of DDA compliance subject to financial viability and conservation restrictions. Further investment improving the existing facilities or re-provision of the facility within this locality is aspired.
- Hampton Youth Project – internal modernisation of the facility including extension of the facility through building a mezzanine floor is aspired
- As there is no dedicated youth facility within Whitton and Heathfield, a designated facility is currently being sought within this area, ideally with a sole use by the Youth Service or designed well within a multi-use of a community facility. A number of options are currently being explored.

### **Costs**

Specific information on the capital investment identified above is unknown to the team producing this IDP. Should details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

#### **4.1.11 Libraries**

(last updated 2017)

#### **Current provision**

Richmond upon Thames has libraries on 12 sites: Richmond Lending Little Green, Richmond Reference and Information Old Town Hall and Local Studies Old Town Hall, Twickenham Garfield Road, East Sheen, Teddington, Whitton, Hampton Rosehill, Castelnau, Ham, Kew, Hampton Hill and Hampton Wick. Heathfield Library Access Point currently operates from Whitton Community Centre

## Future requirements

The ambitions outlined in the Council's Library Strategy 2011-2014 Connecting Communities<sup>32</sup> have continued to influence the work of Library Services in Richmond upon Thames, with the ongoing vision for libraries to be the focal points of their communities; promoting reading, supporting learning and encouraging participation in the rich cultural and community life of the borough of Richmond upon Thames.

At the core of the library commitment is the ongoing recognition of the need for services and buildings which are able to continually develop to reflect the changing role of libraries in local society. By 2021 the aim is to have:

- Library services which meet the changing needs of local people delivered from buildings which are fit for purpose, flexible in their interior design and which enhance the role of libraries as community spaces
- Developed additional public spaces at Teddington Library by utilising areas attributed to the former first floor flat.
- Made significant progress in the co-location of libraries with other public services to enhance service provision and the relocation of some libraries to more prominent high street locations to improve accessibility.
- Developed plans for an integrated library in Richmond, bringing together Richmond Lending Library and the library services at the Old Town Hall into a modern all-purpose library building in the heart of the town.

## Costs

Feasibility works are being carried out to investigate costs for developing an integrated library in Richmond. Should further details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

### 4.1.12 Affordable Housing

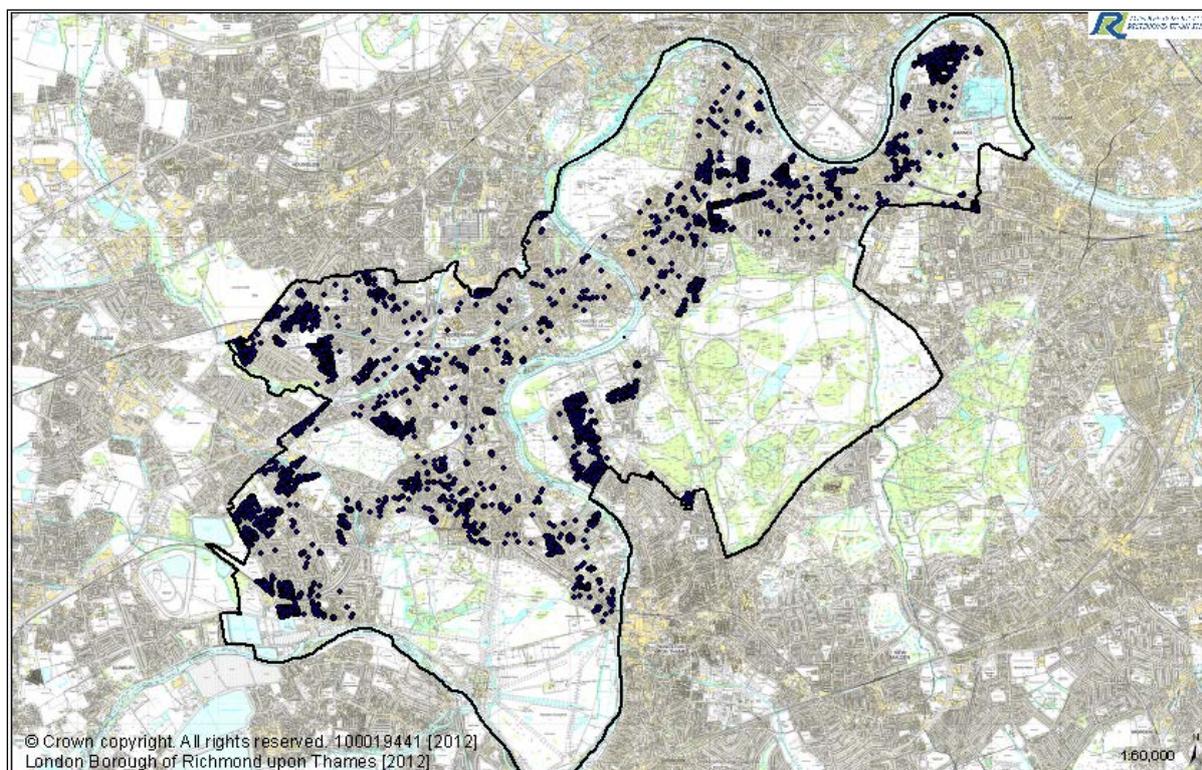
*(last updated March 2017)*

## Current provision

The Borough has one of the highest average house prices in the UK, and affordability is an acute issue with almost the entire borough having house prices which are more than 10 times income. Fewer than 13% of homes in the borough are in the social rental sector, the fourth lowest in London. The borough undertook a Large Scale Voluntary Transfer in 2000 with Richmond Housing Partnership (RHP) now forming the largest housing association in the borough with around 6000 units. Richmond upon Thames Churches Housing Trust also has significant stock at just under 2000 units. Other housing associations include London and Quadrant and Thames Valley, and a large number of other associations with fewer than 200 units each.

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<sup>32</sup> [http://www.richmond.gov.uk/2125\\_library\\_strategyweb.pdf](http://www.richmond.gov.uk/2125_library_strategyweb.pdf)



**Figure 10: Location of Registered Provider properties across the borough<sup>33</sup>**

### Future requirements

The ability to provide sufficient affordable housing in the borough continues to be a challenge. The Local Plan is informed by an up to date borough-wide Strategic Housing Market Assessment (SHMA) (2016)<sup>34</sup>. Another indicator of demand is the Richmond Housing Register. According to the Council's Housing Register as at March 2017 there were 2196 households on the Housing Register who have been assessed by the Council to be a reasonable preference category (i.e. having more acute needs). This total includes 201 homeless households for whom the Council accepts it has a duty (under the Housing Act 1996 S193 (2)). Some households on the housing register face issues such as affordability in buying or renting at market levels, overcrowding and poor housing conditions<sup>35</sup>.

Housing and planning colleagues work closely together, with registered providers and the GLA (who act as the Homes & Communities Agency (HCA) in London), to maximise affordable housing and there is a commitment to maximise resources for schemes that are of a high quality of design and meet the needs of the most vulnerable<sup>35</sup>. Although new affordable housing delivery will never solve these issues in this Borough given the lack of availability of land and low numbers of units, it is a vital part of addressing future needs and the majority of new affordable homes in Richmond are provided by securing affordable housing on private sector led sites through the planning process and a section 106 agreement. Financial contributions towards affordable housing are sought from all sites, if on-site provision is not required by planning policies. Other measures are also undertaken such

<sup>33</sup> Borough Investment Plan for the London Borough of Richmond upon Thames, 2010

<sup>34</sup> Strategic Housing Market Assessment (SHMA) (2016) [http://www.richmond.gov.uk/housing\\_market\\_assessment\\_final\\_report\\_december\\_2016.pdf](http://www.richmond.gov.uk/housing_market_assessment_final_report_december_2016.pdf)

<sup>35</sup> [http://www.richmond.gov.uk/housing\\_development.htm](http://www.richmond.gov.uk/housing_development.htm)

as the non-new build affordable homes provided in the borough through a Purchase & Repair scheme, and an extensions programme to tackle overcrowding, which assist with improving the stock of affordable housing.

## Costs

The current affordable housing funding regime has reduced the overall funding available from the GLA. Affordable housing on sites secured through a S106 agreement are likely to only attract funding from the GLA if a strong financial case can be made or additional provision can be secured. Capital funding for the provision of new housing for people with learning disabilities or other specific needs can require a higher grant than general needs housing. Registered providers are expected to optimise their use of all resources including borrowings and recycled capital grant.

The Council's financial strategy currently has provision for a Housing Capital Programme. This is to assist in the development of affordable housing which meet the needs of Borough residents. Support from this funding may be available to help ensure schemes remain viable, particularly to ensure that larger family rented units remain affordable. Although no specific costs have been identified to address the shortfall, it is clear that these funding options by themselves cannot make a significant impact on the scale of the need, particularly if land acquisition costs are included. Even with the resources identified, delivery has averaged in the last five years under 95 per annum, significantly less than is required to meet demand. Continued funding for the Affordable Housing Programme is also not guaranteed.

### 4.1.13 Arts and Culture

*(last updated March 2017)*

#### Current provision

The Cultural Partnership Strategy 2015-2019 sets out the vision for a borough with cultural goals to:

- increase involvement
- raise ambition
- build on our sense of place

A broad and inclusive definition of culture has been used in the Cultural Partnership Plan, to include:

- the performing and visual arts, crafts and fashion
- museums and archives
- libraries, literature and creative writing
- the built heritage, architecture and archaeology
- sports events, facilities and development
- parks, open spaces, allotments, the river and riverside
- children's play, playgrounds and play activities
- tourism, visitor attractions, markets and festivals
- the leisure and creative industries.

There are a number of galleries, museums, theatres, arts venues and cinemas across the borough which provide for cultural activity. These include:

- Galleries: Orleans House Gallery and the Stables Gallery, Twickenham and the Riverside Gallery, Richmond

- Museums: Twickenham Museum, Museum of Richmond, and Twickenham World Rugby Museum
- Theatres: Richmond Theatre, Orange Tree Theatre, Mary Wallace Theatre, Twickenham, Hampton Hill Playhouse and Normansfield Theatre, Teddington
- Community Arts Centres: Old Sorting Office, Barnes and the Landmark Arts Centre, Teddington
- Cinemas: Odeon and Curzon in Richmond

There is also an overlap with the heritage assets set out in section 4.6.

### Future requirements

By 2019 the vision for Arts and Culture is one where:

*“A greater diversity of residents participate in cultural activities as audiences, volunteers and participants encouraging lifelong engagement and participation, particularly for young people.”*

Through this vision further support for visitors from outside the borough will allow for, and engage with, a wider range of cultural facilities and venues. The wellbeing and quality of life for residents is enhanced by participation in culture, particularly for groups with lower health outcomes.

We maximise our resources and impact through collaboration within the cultural sector and with other partners e.g. Education, Transport, Planning, Public Health, Town Centre representative groups and Business Improvement Districts for Twickenham and, in the future, Richmond. The Richmond Card provides residents and visitors with the opportunity for improved access to the Borough’s libraries, leisure centres and cultural facilities, as well as free parking and local business offers.

Despite the pressure on public funding, we will retain all our existing cultural facilities and where there is a need improve, supporting a wide range of organisations including those in the voluntary sector to achieve their ambitions.

### Costs

No specific costs have been identified in relation to the provision of Cultural facilities in the borough. Should further details and information in relation to costs become available, these can be included in future updates to the IDP.

## 4.1 Emergency services

*(last updated March 2017)*

### Introduction

Response to any major incident is coordinated according to The London Resilience Team and the London Emergency Services Liaison Panel (LESLP)<sup>36</sup>. The rescue of people will most frequently be the prime function required of the emergency services. Responsibility for the rescue of survivors lies with the London Fire Brigade. The care and transportation of casualties to hospital is the responsibility of the London Ambulance Service. Police will ease

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<sup>36</sup> Major Incident Procedure Manual, London Emergency Services Liaison Panel, 2015;  
<http://www.met.police.uk/leslp/docs/major-incident-procedure-manual-9th-ed.pdf>

these operations by co-ordinating the emergency services, local authorities and other agencies. The Council makes provisions for the care and comfort of those affected while maintaining normal services. These provisions range from rest centres for displaced persons to emergency feeding and trauma support. The Council maintains an emergency control centre and engages in regular training and exercises.

Further general information and advice on emergency planning and welfare of people during and after an emergency can be found on the Council's website:

[http://www.richmond.gov.uk/emergency\\_planning.htm](http://www.richmond.gov.uk/emergency_planning.htm)

According to the LESLP Manual<sup>37</sup>, local authorities have a statutory duty to have arrangements in place to respond effectively to an emergency. This will include:

- providing support for the emergency services;
- providing support and care for the local and wider community;
- using resources to mitigate the effects of an emergency; and
- leading the recovery stage.

During a major incident local authorities will maintain their normal day-to-day services to the local community. All local authorities employ emergency planning officers who are able to plan for and coordinate the local authority response to such events.

Local authorities have pre-identified 24-hour contact numbers to initiate responses. It is in the later stages of a major incident (the recovery period and return to normality) that the local authority's involvement may be prolonged and extensive. The services and staff the local authority may be able to provide are based upon a wide range of skills and resources drawn from its day-to-day operations such as technical and engineering advice; building control; highways services; and public health and environmental issues. In addition, local authorities may also be required to provide reception centres; re-house and accommodate needs; transport; social services; psychosocial support; helplines; and welfare and financial needs.

#### **4.1.1 Police**

(last updated May 2017)

##### **Background**

Until January 2012, the Metropolitan Police Authority (MPA) was responsible for the Metropolitan Police estate and recognised the vital role the buildings play in supporting the delivery of effective and efficient policing for communities. It was recognised that much of the property owned by the MPA is old and outdated, expensive to maintain and not used particularly efficiently. From January 2012, the MPA was replaced by the Mayor's Office for Policing and Crime and will be responsible for priorities and performance.

##### **Current provision**

The Mayor's Office for Policing and Crime Plan 2017- 2021<sup>38</sup> sets out fundamental strategies to deal with crime in London and the borough. The Mayor's Office for Policing and Crime

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<sup>37</sup> Major Incident Procedure Manual, London Emergency Services Liaison Panel, 2015;  
<http://www.met.police.uk/leslp/docs/major-incident-procedure-manual-9th-ed.pdf>

<sup>38</sup> [https://www.london.gov.uk/sites/default/files/mopac\\_police\\_and\\_crime\\_plan\\_2017-2021.pdf](https://www.london.gov.uk/sites/default/files/mopac_police_and_crime_plan_2017-2021.pdf)

Estates Strategy 2013 - 2016<sup>39</sup> sets out fundamental changes to the Metropolitan Police's property portfolio in response to new ways of delivering policing in the borough.

### **Future requirements**

The Metropolitan Police Estate's Strategy was planned to be reviewed in 2016, with the next revision likely to provide further guidance on future priorities and capital expenditure. The IDP will be reviewed in line with this new information.

### **Costs**

Further information on costs will be evaluated with the release of the revised Mayor's Office for Policing and Crime Estates Strategy 2013 – 2016.

#### **4.1.2 Ambulance**

*(last updated April 2017)*

### **Introduction**

The London Ambulance Service is the busiest ambulance service in the country, responding to over 1.7 million calls a year. We are the only pan-London health provider, providing urgent and emergency services for people in London. Commissioned by 32 CCGs and NHS England for our specialist services, we also provide patient transport, 111, and neonatal transport services. Demand for our services grows year on year. London: 8.17 million people live in the capital with many more coming into the city to work or visit every day; over 150 languages are spoken; we have a transient population with people moving in and out of the city; extremes of wealth and poverty exist in London; there are significant variations in quality and health outcomes; large scale reconfigurations are taking place in the Acute setting; there is a drive for integrated services to improve care to patients; and new clinical commissioning arrangements are now in place ensuring a drive on local services and responses.

### **Future Requirements**

The future requirements of the LAS are developed through the London Ambulance Service 5 year Strategy 2015/16 – 2019/20<sup>40</sup>.

Urgent and emergency care services Sir Bruce Keogh recently conducted a review into urgent and emergency care making a series of recommendations for improvement. The report outlined a simple vision. Firstly, for those people with urgent but non-life threatening conditions there is a need to provide highly responsive, effective and personalised services outside of hospital. These services should deliver care in, or as close to, people's homes as possible, minimising disruption and inconvenience for patients and their families. Secondly, the report outlined, for those people with more serious or life threatening emergency needs, we should ensure they are treated in centres with the very best expertise and facilities in order to reduce risk and maximise their chances of survival and a good recovery. The report highlights that two things in particular are often cited as the growing pressure on A&E. "Firstly, an ageing population with increasingly complex needs is leading to ever rising numbers of people needing urgent or emergency care. Secondly, we know that many people are

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39 [https://www.london.gov.uk/sites/default/files/gla\\_migrate\\_files\\_destination/MOPAC%20Estates%20Strategy.PDF](https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/MOPAC%20Estates%20Strategy.PDF)

40 London Ambulance Service 5 year Strategy; [http://www.londonambulance.nhs.uk/about\\_us/plans\\_for\\_the\\_future/our\\_five-year\\_strategy.aspx](http://www.londonambulance.nhs.uk/about_us/plans_for_the_future/our_five-year_strategy.aspx)

struggling to navigate and access a confusing and inconsistent array of urgent care services provided outside of hospital, so they default to A&E". It identified that the reality is:

- That millions of patients every year seek or receive help for their urgent care needs in hospital who could have been helped much closer to home.
- The demands being placed on urgent and emergency care services have been growing very significantly over the past decade.
- The opportunities for bringing about a shift from hospital to home are enormous. For example:
  - 40 per cent of patients attending A&E are discharged requiring no treatment at all;
  - there were over 1 million avoidable emergency hospital admissions last year; and
  - up to 50 per cent of 999 calls requiring an ambulance to be dispatched could be managed at the scene.

It should be noted that new research undertaken by the College of Emergency Medicine identifies that only 15 per cent of attendees at emergency departments can be seen in the community without the need for emergency department assessment. Although there is obviously a difference of opinion as to the actual number, it is clear that there are a number of patients attending emergency departments who do not need to be treated there. The Keogh review outlines that to seize the opportunities these numbers present, urgent care services provided outside of hospital will need to be greatly enhanced. The report outlines five key elements for the future of urgent and emergency care services in England. These are to:

- provide better support for people to self-care
- help people with urgent care needs to get the right advice in the right place, first time
- provide highly responsive urgent care services outside of hospital so people no longer choose to queue in A&E
- ensure that those people with more serious or life threatening emergency care needs receive treatment in centres with the right facilities and expertise in order to maximise chances of survival and a good recovery to connect all urgent and emergency care services together so the overall system becomes more than just the sum of its parts

During much of this time, the London Ambulance Service did not see financial growth and, therefore, increased demand had to be absorbed. This has meant that financial investment in the Service has not matched demand, the consequences of which we are now beginning to see, for example much of our fleet now needs replacing.

## **Costs**

Costs are met with in existing LAS budgets.

Should further details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

### 4.1.3 Fire service

*(updated March 2017)*

#### Introduction

The London Fire and Emergency Planning Authority (LFEPA – the Authority) currently runs the London Fire Brigade (LFB). The LFB has moved from being a largely responsive service to a service that wants to prevent fires and other emergencies<sup>41</sup>.

In January 2016, responsibility for fire and rescue policy in England was moved from DCLG, to the Home Office. Subsequently the government published the Policing and Crime Bill which received Royal Assent on 31st January 2017.

The Policing and Crime Act 2017 will bring fire and rescue services in London under the direct responsibility of the Mayor of London by abolishing the London Fire and Emergency Planning Authority (LFEPA) and creating the London Fire Commissioner, as a corporation sole. It provides the option for the Mayor to create a Deputy Mayor for Fire. It will also create a new Committee of the London Assembly, that will provide scrutiny and oversight. The abolition of LFEPA is currently due to come into effect on 1st October 2017. Apart from the change from LFEPA to the London Fire Commissioner, it is not anticipated at this point that there will be other substantial revisions to internal structures or reporting lines affecting its property management.

#### Current provision

The LFB has 102 fire stations and one river station, which are operated 24 hours a day, 365 days a year. LFB deploys 142 fire engines and a further 102 specialist operational vehicles to provide an efficient and effective response to the wide-ranging risks facing London.

There are two fire stations in the borough: Twickenham and Richmond. However, the LFB plans and locates its fire stations and fire engines to ensure London-wide cover. Borough boundaries are not used for emergency (999) response purposes and the areas covered by fire stations are not, therefore, consistent with borough boundaries. A fire engine located in one borough can and will be mobilised to incidents in an adjoining borough or anywhere in London.

The previous Asset Management Plan (2011) established priorities for investment in the fire station estate based on an interlinked strategy of:

- 1) Delivering improvements in attendance times,
- 2) Property improvement, and
- 3) Releasing the latent financial value of existing fire station sites

The strategy remains for the current AMP (2017) and also considers whether the location of a station might be taken into account in any decision to improve or develop that site in consultation with the local community. To establish the priorities for improvement, each fire station in the AMP has been listed in terms of its age, condition and functionality as poor, satisfactory or good and development value based on very high, high, medium or low. The

results of the assessment have listed Twickenham fire station (constructed in 1959 and more than 60 years old) as being a high value site, having satisfactory functionality but in poor condition. On the other hand, Richmond fire station (constructed in 1963) is listed as having a high site value but being satisfactory in terms of condition and functionality.

### **Future requirements**

The AMP (2017) has identified Twickenham Fire Station as being situated in a less than ideal location, as well as having some condition issues.

It is therefore considered likely that an alternative location will be pursued, for the provision of a new fire station, if a suitable site can be found. Alternatively, a substantial refurbishment will be considered if a site is not found.

Richmond Fire Station has been identified as being in need of refurbishment only.

### **Costs**

Bearing in mind the uncertainty with regard to Twickenham Fire Station, no further information or details on costs are available. It is however assumed that the refurbishment project (at Richmond Fire Station) will be delivered by the London Fire Brigade's Capital Programme. Funding for the Twickenham relocation/refurbishment, and provision of funding for the LFEPA community facility will be further investigated.. Should further details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

## **4.2 Green infrastructure**

*(last updated March 2017)*

### **Overview**

The assets that contribute to and make up the overall green infrastructure network range from borough-wide and strategic features such as parks, watercourses, woodlands to local features such as playgrounds, sports pitches, allotments, public open spaces, trees, private gardens and other green spaces used for recreational purposes. There are also other assets such as highway verges, and railway embankments and site-specific elements such as green roofs and green walls that are considered to be part of the wider green infrastructure network.

The provision of multi-functional green infrastructure, including urban greening, green corridors and green roofs have biodiversity as well as social, health, recreational, flood storage and cooling benefits, which can reduce urban heat islands, manage flooding and help species adapt to the likely effects of climate change as well as contributing to a pleasant environment. Green infrastructure can support healthier lifestyles by providing green routes for walking and cycling, and green spaces for recreation, exercise and play.

The following table sets out the standards for access to informal recreation and nature conservation:

Activity	Standard	Status	Notes
Informal recreation	All population to be within 400m from a local park	UDP/Open Spaces Strategy standards	Accessibility standards
	All population to be within 1.2 km from a District Park with Staffing	UDP/Open Spaces Strategy standard	
	All population to be within 1.2 km of a Strategic walking route	Local standard – 1.2 km is 20 min walk	
Nature conservation	All population to be within 500m of a wildlife site	GLA/UDP/Open Spaces Strategy standard	Accessibility standard

**Table 10: Applied standards for access to informal recreation and nature conservation; Source: Borough's Open Space, Sport and Recreation Needs Assessment (2015), page 27/28**

### Current provision

The London Borough of Richmond upon Thames Open Space Assessment Report (2015)<sup>42</sup> carried out an assessment of existing provision, its condition, distribution and overall quality. Included in the report are parks and gardens; natural and semi natural greenspace, provision for young people, allotments and cemeteries. Quality, value and accessibility were measured for each category. 203 open spaces were identified making up 527 ha across the borough.

A comprehensive list of actions and upgrades to parks is available on the LBRuT website<sup>43</sup>

The Open Space Assessment Report prepared by Knight Kavanagh & Page (KKP) for the London Borough of Richmond upon Thames (LBRuT) forms part of a suite of reports that together make up the Open Space, Sport and Recreation Study (2015).

The borough has over 2,000 ha of open space; about one quarter of this is managed by the Council. Richmond Park (1,000 ha) and Bushy Park (450 ha) are the largest and second largest open spaces in London; the Old Deer Park (147 ha) and the River Thames towpath (27 km) provide a regional recreational function. Overall, the borough is very well provided with public open space in relation to its population, having 13 ha per 1000 compared to the Sport England's recommended 2.48 ha (6 acres) per 1000.

Parks and Open Spaces: Publicly accessible land is owned by the Council (commons, parks and towpaths), the Royal Parks Agency (for Richmond and Bushy Parks), the Crown (Old Deer Park) and English Heritage (Marble Hill Park). In addition there is limited public access to Historic Royal Palaces land at Hampton Court Park and Hampton Court and to National Trust land at Ham. There are other private facilities which can be entered on payment including the Barnes Wildlife and Wetland Centre and Kew Gardens. There is some community use of public and private educational facilities.

<sup>42</sup> LBRuT Open Space Assessment Report (April 2015)

<sup>43</sup> [http://www.richmond.gov.uk/home/services/parks\\_and\\_open\\_spaces/parks\\_improvements\\_and\\_conservation/parks\\_improvements.htm](http://www.richmond.gov.uk/home/services/parks_and_open_spaces/parks_improvements_and_conservation/parks_improvements.htm)

Council owned and managed open spaces	Number of sites	Total Area
Parks and open spaces	146	517 ha

**Table 11: Council owned and managed open spaces**

Open land not owned by the Council			
Land Owner	Number of sites	Names	Total Area (ha)
Royal Parks	2	Bushy Park, Richmond Park	417.22 (ha) 973.56 (ha)
Historic Royal Palaces	2	Hampton Court Home Park	174 ha
English Heritage	1	Marble Hill	26.6 (ha)
Richmond Housing Partnership	Various		48 ha
National Trust	1	East Sheen Common	20.1 (ha) Council managed
Church Commissioners	1	Barnes Common	30 hectares Council managed
Crown Estates	5	Old Deer Park, Kew Green, Richmond Green, riverside at Hampton, Westerly Ware	120.4 (ha) Council managed

**Table 12: Open land not owned by the Council**

With a resident population of 194,700 (ONS 2015 Mid Year Estimates), this provides almost 12 ha per 1,000 population, comparing extremely favourably to the traditional 2.43 hectares per 1,000 population (NPFA '6 acre standard'). This shows that this borough is not deficient in open space on a borough-wide basis.

The borough's strategic walking routes are the Thames Path National Trail, the Capital Ring and the London Loop. Two other promoted walking routes are the River Crane Walk and the Beverly Brook Walk.

**Trees and woodlands:** The Council is responsible for the management of more than 16,000 street trees and trees in parks and open spaces. The Council is committed to planting new trees, and strives to ensure that the visual amenity of the street scene in the borough is assured for future generations. As identified in the Council Owned Tree Management Policies (January 2008)<sup>44</sup>, over the past 4 years, the council has planted in excess of 2500 trees in streets, parks and public open spaces. The "Adopt a Tree" scheme, which was launched in 2005, has assisted with a highly encouraging survival rate of these new trees. This investment in trees, coupled with the success of the scheme, has led to an increased number of new planting requests from members of the public.

### Future requirements

**Parks and Open Spaces:** The Borough's open spaces are well used by residents and visitors alike for informal recreation. Demand is more likely to increase than decrease, from local residents and from visitors from inner London boroughs, particularly as London's

<sup>44</sup> LBRuT, Council Owned Tree Management Policies, adopted in January 2008; [http://www.richmond.gov.uk/tree\\_strategy\\_for\\_pruning\\_and\\_planting.pdf](http://www.richmond.gov.uk/tree_strategy_for_pruning_and_planting.pdf)

population grows. Nationally and locally walking is the most popular leisure activity, and promotion of the area for tourism and walking is also likely to increase demand.

There are few areas now, which are outside the 400 m catchment for local parks, and most of these are within easy reach of a District Park. If the River Crane Park and Kneller Gardens are treated together as a District Park there are few areas outside the 1.2 km catchment for a District Park. There are few areas outside the 500 m catchment for sites of nature interest. Most of the borough is within 1.2 km of at least one of the three strategic walking routes.

Apart from in the areas of deficiency, where there is no alternative open space, it is considered that no new open space is required, but that the emphasis should be on the protection and enhancement of existing open space, including areas of nature importance. Similarly the existing walking routes should be protected and enhanced

**Trees and woodlands:** The Council maintains an up to date database of possible locations for new trees. There is an annual programme for tree planting, whereby every year potential sites for new trees are inspected and assessed for their suitability for new trees, considering factors such as services, sight lines, space for future growth etc.

## Costs

Whilst the assessment above has not identified any specific requirements in relation to the provision of new parks, open spaces, trees and woodlands, it can be assumed that there is a significant cost attached to the maintenance and upgrade of existing facilities. No detailed information on costs was available at the time of the review of the IDP in 2017. Should further details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

### 4.2.1 Allotments

*(last updated March 2017)*

#### Current provision

The London Borough of Richmond upon Thames Open Space Assessment Report (2015)<sup>45</sup> details 24 allotment sites (28 ha) across the borough, of which 9 are statutory allotments. The allotment sites are occupied by over 2,000 plot holders. The number of plots offered at each site varies with the largest at Bushy Park in the Richmond Analysis Area (+350 plots). Other significant contributors are the Manor Road and Briar Road sites in Richmond and Twickenham. The majority of sites are owned by LBRuT . The exception is the Bushy Park site which is owned by Crown Estates but operated by LBRuT . Weekly inspections of sites are undertaken during the growing season by the Council. In addition, there are several allotment sites across the Borough with an association or committee. Such sites, for instance, are responsible for managing waiting lists. The sites range in size from as few as 8 plots to as many as 387 plots. The Open Space Assessment Report (2015)<sup>46</sup> found that most plots were in the Richmond area of analysis. There is also one privately managed allotment site in the borough: the Royal Paddocks allotments.

The National Society of Allotment and Leisure Gardeners (NSALG) suggests a national standard of 20 allotments per 1,000 households (i.e. 20 allotments per 2,000 people based on 2 people per house) or 1 allotment per 200 people. This equates to 0.125 hectares per 1,000

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45 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)  
46 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

of the population based on an average plot-size of 250 metres squared. Based on the current population of 193,314 (GLA 2013 round trend based population projections) the LBRuT, as a whole, does meet the NSALG standard. Using the suggested national standard, the minimum amount of allotment provision for LBRuT is 24.16 hectares. The existing provision of 28.22 hectares therefore meets the standard.

In terms of quality, the majority of the allotment sites in the Borough (92%) scored highly.<sup>47</sup> The highest scoring sites were Bushy Park and The Priory in Hampton & Teddington and Richmond analysis areas respectively. All allotments in the borough were assessed as high value. This is a reflection of the associated social inclusion and health benefits, amenity value and the sense of place offered by such types of provision. The value of allotments is further demonstrated by the existence of waiting lists identified at sites signalling demand for provision. Furthermore, the general value of allotment sites is high due to all sites having access to running water.

### Future requirements

Consultation highlights a steady demand for the continuing provision of allotment sites and plots across the borough. Currently demand appears to outweigh supply; demonstrated by the waiting lists present at sites. This reflects the trend in having an allotment from a healthy living aspect but also as a form of self-sufficiency. Most allotments in the borough are operating at 100% capacity with few vacant plots identified. Currently there is a combined waiting list across the borough with the average waiting time thought to be a minimum of approximately 18 months. To help meet demand and reduce the waiting time for plots LBRuT Council operate a policy for its allotments whereby any new plots that become available are split into half plots. The Council is also considering some sites becoming self-managed to help provide a more efficient process of plot management.

The current standards for the individual analysis areas of Hampton & Teddington and Twickenham do not meet the NSALG standard.<sup>48</sup> This is something that might need to be considered. Additionally, most areas were in a 15 minute walk catchment but there are gaps to the east of Teddington and to the west of Twickenham.

In general, consultation highlights no significant problems with regard to the overall quality of provision across the Borough; demonstrated by most sites currently being in full use. However, security at sites was highlighted as a common issue.<sup>49</sup> As a result the problem of theft at sites is believed to be increasing in recent years; both in terms of equipment and produce. LBRuT is continually looking at improving fencing at sites as a means to try and reduce the issue.

### Costs

Whilst the assessment above has not identified any requirements in relation to the provision of new allotments, it can be assumed that there is a cost attached to the maintenance and management of existing facilities. No detailed information on costs was available to the team producing this IDP. Should further details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

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47 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

48 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

49 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

## 4.2.2 Play facilities

(last updated March 2017)

The London Borough of Richmond upon Thames Open Space Assessment Report (2015)<sup>50</sup> outlines that play areas can be classified in the following ways to identify their effective target audience utilising Fields In Trust (FIT) guidance. FIT provides widely endorsed guidance on the minimum standards for play space:

- LAP - a Local Area of Play. Usually small landscaped areas designed for young children. Equipment on such sites is specific to age group in order to reduce unintended users.
- LEAP - a Local Equipped Area of Play. Designed for unsupervised play and a wider age range of users; often containing a wider range of equipment types.
- NEAP - a Neighbourhood Equipped Area of Play. Cater for all age groups. Such sites may contain MUGA, skate parks, youth shelters, adventure play equipment and are often included within large park sites.

Analysis area	Provision for children and young people		
	Number	Size	Current Standard (ha per 1000 of population)
Hampton & Teddington	12	1.17	0.02
Richmond	17	3.49	0.05
Twickenham	15	1.59	0.02
<b>LBRuT</b>	44	6.26	0.03

**Table 13: Distribution of provision for children and young people by analysis area<sup>51</sup>**

Play provision in the borough was summarised using the (FIT) classifications. Most play provision in the borough is identified as being of LEAP (41%) or NEAP (41%) classification, which is often viewed as sites with a wider amount and range of equipment; designed to predominantly cater for unsupervised play.

### Current provision

According to the London Borough of Richmond upon Thames Open Space Assessment Report (2015)<sup>52</sup>, there are 47 children's play areas in the borough (6 ha)44 are owned by the Council and 3 by the Royal Parks Agency; all are open to the public.

The report concluded that there is generally a good provision across the borough. The greatest areas of population density are within walking distance of a form of play provision. The areas of low population density, not covered by catchments, are the two Royal Parks located in the Borough. The availability of play provision was rated as good (32%) or very good (28%) by most respondents to the Communities Survey; a further 14% rates availability as average.

<sup>50</sup> LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

<sup>51</sup> LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

<sup>52</sup> LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

The majority of sites were assessed as above the quality threshold (95%) by the Open Space Assessment (2015).<sup>53</sup> However, there was a significant contrast between the highest and lowest scoring sites, particularly in the Richmond Analysis Area. For example, the Beaufort Court Playground scored 31% compared to the Rocks Lane Recreation Ground which scored 83%. Beaufort Court Playground's score was a reflection of its limited range of play equipment. The site only contains a small kick about area. Conversely, Rocks Lane Recreation Ground received the highest score in the analysis area due to its range and condition of play equipment. The site also benefits from additional features such as seating, bins and fencing. Furthermore, it has site specific car parking available.

The following sites: North Sheen Recreation Ground Play Area, Murray Park Play Area and Castelnau Recreation Ground Play Area were noted as having some equipment that could be in a better condition. Furthermore, Hounslow Heath Play Area was noted as having some surface damage.

All play provision was rated as being of high value in the borough.<sup>54</sup> This demonstrates the role such provision provides in allowing children to play and also the contribution sites provide in terms of creating aesthetically pleasing local environments, giving children and young people safe places to learn and socialise. Diverse equipment to cater for a range of ages is also essential. Unique provision, such as fitness and skate parks/BMX facilities, are highly valued forms of play. Sites containing such forms of provision include: Castelnau Recreation Ground Play Area, which has a Fitness and MUGA, Ham Village Green Play Area which has fitness equipment and many more. Furthermore, there are 4 sites in the Borough which also feature unique forms of play such as paddling pools. These include: Castelnau Recreation Ground, North Sheen Recreation Ground, Palewell Common and Vine Road Recreation Ground. Overall, the borough is fairly well provided with good quality children's play facilities and there are only very few residential areas which are more than 400m from a play facility.

### Future requirements

A combination of a slightly rising child population over the next ten years and policy emphasis on the promotion of children's play means that demand for children's play facilities is likely to increase slightly. Some of the areas at a distance from play facilities are close to other open areas such as the Royal Parks or other open spaces where, with funding, play facilities could be installed. There also might be opportunities to secure dual use of school playing facilities in areas of particular deficiency. Even where a full scale play ground is not possible incidental open spaces could be designed as "pocket parks" or "door step" play areas.

There is a need to find a way to provide safe play sites with minimal formal supervision, but some form of safety net for the middle ages – 8 to 15, when children should be able to go start going out to play with friends. Provision for older children and young people also needs improvement. They need some places where they can be safe and welcome. Furthermore, basic accessibility needs to be improved for children with special needs; accessible toilet facilities and parking are important. The ability to pay for some facilities – sports clubs, adventure playground provision, and youth club subs etc. is a barrier to access for many children, particularly from low income families. Children living in areas of relative disadvantage are less likely to be able to afford paid for play facilities and are unlikely to travel to other areas for free play opportunities. Children from ethnic minorities may face additional barriers to play based on language and cultural difference.

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53 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

54 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

With regard to new residential development, unless they are very close to existing play facilities, it will be necessary to make some provision for children's play on the site as part of any large development or alternatively fund the installation of play equipment on a nearby suitable site. Whilst designated playgrounds provide for a proportion of children's play and social needs there needs to be greater emphasis given to all public areas. The needs of children should be given a high priority when planning any new developments within the borough; this may include enhancing existing public spaces to ensure they are more welcoming for children to use. In order to do this creative landscaping and the addition of seating can provide the catalyst for children and young people to make greater use an open space, without the need for prescriptive playground equipment. This would make public spaces more welcoming to the whole community not just children and young people and would enhance inter-generational play and social interactions.

## **Costs**

The above assessment has identified that overall the borough is fairly well provided with good quality children's play facilities, particularly in the light of the Council's recent significant investments into the borough's play facilities. However, there are significant costs attached to the maintenance and upgrade of existing facilities. No detailed information on costs in relation to this aspect was available to the team producing this IDP.

In addition, in relation to new developments, it will need to be assessed on a case-by-case basis whether it will require new play provision to meet the needs arising from the development (i.e. developments yielding ten or more children). Alternatively, where provision cannot be met on-site or developments yielding less than 10 children, the Council currently seeks an equivalent financial contribution under Section 106 to fund provision off-site (e.g. for new provision and maintenance of existing facilities).

As it is difficult to estimate the costs in relation to play facilities, it can be assumed that significant costs are attached to both the maintenance/upgrade of existing as well as the provision of new facilities, particularly to meet the needs of new developments. Should further details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

### **4.2.3 Cemeteries and Crematoria**

*(last updated March 2017)*

#### **Current provision**

It must be noted that there is no statutory duty for Councils to provide burial space. In addition, there was a change in legislation relating to London to permit the re-use of graves in certain specified circumstances (under the London Local Authorities Act 2007), which gives burial authorities the power to disturb human remains in a grave where burial rights had been extinguished, and where the intention was to increase the space for interments in the grave.

There are 10 sites classified as cemeteries/churchyards, equating to just over 32 hectares of provision in the Borough.

Area	Cemeteries /churchyards		
	Number of sites	Size (ha)	Current standard (Ha per 1,000 population)
Hampton & Teddington	4	7.73	0.15
Richmond	5	17.01	0.22
Twickenham	1	7.79	0.12
LBRuT	10	32.53	0.17

**Table 14: Cemeteries and burial grounds in LBRuT**

There are 6 active Council managed and maintained cemeteries: East Sheen, Hampton, Old Mortlake Burial Ground, Richmond, Teddington, and Twickenham. Other local Cemeteries include Mortlake and North Sheen, managed by Hammersmith & Fulham, and the Borough Cemetery (Powdermill Lane – managed by London Borough of Hounslow). There are a number of closed cemeteries in the borough, some are beside churches, and others are independent. Maintenance is generally low key; some function as a local park e.g. Holly Road Garden of Rest. Most have public access and as with active cemeteries act as a type of open space both to walk through and for quiet contemplation. Sites can often be linked to the promotion of wildlife conservation and biodiversity.

With regard to Crematoria, none are managed by the Council. There are two local crematoria which are the Mortlake Crematorium and the South West Middlesex Crematorium. Residents of Richmond area are accepted at both.

### Future requirements

At the moment there is spare capacity in crematoria facilities for borough residents and borough-wide there is sufficient burial space for 50 years, although there is less provision on the Surrey side of the borough. As one of the main providers for future burial capacity, Twickenham Cemetery is noted as having circa 1,825 graves available. Richmond Cemetery is next with circa 1,000 graves. The majority of cemeteries and churchyards are rated as high quality. All cemeteries are assessed as high value in the Borough, reflecting that generally provision has a cultural/heritage role and provide a sense of place to the local community.

The GLA carried out an Audit of London Burial Provision in March 2011<sup>55</sup>. This audit highlights that LB Hounslow has two sites in Richmond. Both have virgin land available, and Borough Cemetery has 8.9 ha in reserve. There is a Muslim section in Borough Cemetery, but its use is restricted to Hounslow residents only. In addition, LB Hammersmith & Fulham also has two cemeteries in Richmond. Both had land available in 1995, and still have as yet unused space. North Sheen has a Muslim section and Mortlake a section dedicated for the use of the Roman Catholic community. Both sections have an estimated 15-20 years' space remaining. Both Barnes Common Cemetery owned by LB Richmond upon Thames and Mortlake Roman Catholic Cemetery, owned by the Roman Catholic Diocese were full in 1995. Ostensibly, Richmond borough is capable of meeting its burial demand for the next twenty years.

<sup>55</sup> Audit of London Burial Provision; A report for the Greater London Authority by Julie Rugg and Nicholas Pleace, Cemetery Research Group, University of York; March 2011; <http://www.london.gov.uk/publication/audit-london-burial-provision>

## Costs

The above assessment has identified that there is sufficient provision of cemeteries or crematoria in the borough for this Plan's period of 15 years. As such, no costs have been identified.

### 4.2.4 Play facilities

*(last updated March 2017)*

#### Overview

The London Borough of Richmond upon Thames Open Space Assessment Report (2015)<sup>56</sup> outlines that play areas can be classified in the following ways to identify their effective target audience utilising Fields In Trust (FIT) guidance. FIT provides widely endorsed guidance on the minimum standards for play space:

- LAP - a Local Area of Play. Usually small landscaped areas designed for young children. Equipment on such sites is specific to age group in order to reduce unintended users.
- LEAP - a Local Equipped Area of Play. Designed for unsupervised play and a wider age range of users; often containing a wider range of equipment types.
- NEAP - a Neighbourhood Equipped Area of Play. Cater for all age groups. Such sites may contain MUGA, skate parks, youth shelters, adventure play equipment and are often included within large park sites.

Play provision in the Borough was summarised using the (FIT) classifications. Most play provision in the Borough is identified as being of LEAP (41%) or NEAP (41%) classification, which is often viewed as sites with a wider amount and range of equipment; designed to predominantly cater for unsupervised play.

Analysis area	Provision for children and young people		
	Number	Size	Current Standard (ha per 1000 of population)
Hampton & Teddington	12	1.17	0.02
Richmond	17	3.49	0.05
Twickenham	15	1.59	0.02
<b>LBRuT</b>	<b>44</b>	<b>6.26</b>	<b>0.03</b>

**Table 15: Distribution of provision for children and young people by analysis area<sup>57</sup>**

#### Current provision

According to the LBRuT Open Space Assessment Report (2015)<sup>58</sup> there are 47 children's play areas in the borough (6 ha) 44 are owned by the Council and 3 by the Royal Parks Agency; all are open to the public.

The report concluded that there is generally a good provision across the Borough. The greatest areas of population density are within walking distance of a form of play provision.

<sup>56</sup> LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

<sup>57</sup> LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

<sup>58</sup> LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

The areas of low population density, not covered by catchments, are the two Royal Parks located in the Borough. The availability of play provision was rated as good (32%) or very good (28%) by most respondents to the Communities Survey; a further 14% rates availability as average.

The majority of sites were assessed as above the quality threshold (95%) by the Open Space Assessment (2015).<sup>59</sup> However, there was a significant contrast between the highest and lowest scoring sites, particularly in the Richmond Analysis Area. For example, the Beaufort Court Playground scored 31% compared to the Rocks Lane Recreation Ground which scored 83%. Beaufort Court Playground's score was a reflection of its limited range of play equipment. The site only contains a small kick about area. Conversely, Rocks Lane Recreation Ground received the highest score in the analysis area due to its range and condition of play equipment. The site also benefits from additional features such as seating, bins and fencing. Furthermore, it has site specific car parking available.

The following sites: North Sheen Recreation Ground Play Area, Murray Park Play Area and Castelnau Recreation Ground Play Area were noted as having some equipment that could be in a better condition. Furthermore, Hounslow Heath Play Area was noted as having some surface damage.

All play provision was rated as being of high value in the Borough.<sup>60</sup> This demonstrates the role such provision provides in allowing children to play and also the contribution sites provide in terms of creating aesthetically pleasing local environments, giving children and young people safe places to learn and socialise. Diverse equipment to cater for a range of ages is also essential. Unique provision, such as fitness and skate parks/BMX facilities, are highly valued forms of play. Sites containing such forms of provision include: Castelnau Recreation Ground Play Area, which has a Fitness and MUGA, Ham Village Green Play Area which has fitness equipment and many more. Furthermore, there are 4 sites in the Borough which also feature unique forms of play such as paddling pools. These include: Castelnau Recreation Ground, North Sheen Recreation Ground, Palewell Common and Vine Road Recreation Ground. Overall, the borough is fairly well provided with good quality children's play facilities and there are only very few residential areas which are more than 400m from a play facility.

### **Future requirements**

A combination of a slightly rising child population over the next ten years and policy emphasis on the promotion of children's play means that demand for children's play facilities is likely to increase slightly. Some of the areas at a distance from play facilities are close to other open areas such as the Royal Parks or other open spaces where, with funding, play facilities could be installed. There also might be opportunities to secure dual use of school playing facilities in areas of particular deficiency. Even where a full scale play ground is not possible incidental open spaces could be designed as "pocket parks" or "door step" play areas.

There is a need to find a way to provide safe play sites with minimal formal supervision, but some form of safety net for the middle ages – 8 to 15, when children should be able to go start going out to play with friends. Provision for older children and young people also needs improvement. They need some places where they can be safe and welcome. Furthermore, basic accessibility needs to be improved for children with special needs; accessible toilet facilities and parking are important. The ability to pay for some facilities – sports clubs, adventure playground provision, and youth club subs etc is a barrier to access for many

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59 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

60 LBRuT Open Space Assessment Report (April 2015), [http://www.richmond.gov.uk/open\\_space\\_assessment\\_report.pdf](http://www.richmond.gov.uk/open_space_assessment_report.pdf)

children, particularly from low income families. Children living in areas of relative disadvantage are less likely to be able to afford paid for play facilities and are unlikely to travel to other areas for free play opportunities. Children from ethnic minorities may face additional barriers to play based on language and cultural difference.

With regard to new residential development, unless they are very close to existing play facilities, it will be necessary to make some provision for children's play on the site as part of any large development or alternatively fund the installation of play equipment on a nearby suitable site, possibly through Section 106 obligations. Whilst designated playgrounds provide for a proportion of children's play and social needs there needs to be greater emphasis given to all public areas. The needs of children should be given a high priority when planning any new developments within the borough; this may include enhancing existing public spaces to ensure they are more welcoming for children to use. In order to do this creative landscaping and the addition of seating can provide the catalyst for children and young people to make greater use an open space, without the need for prescriptive playground equipment. This would make public spaces more welcoming to the whole community not just children and young people and would enhance inter-generational play and social interactions.

## Costs

The above assessment has identified that overall the borough is fairly well provided with good quality children's play facilities, particularly in the light of the Council's recent significant investments into the borough's play facilities. However, there are significant costs attached to the maintenance and upgrade of existing facilities. No detailed information on costs in relation to this aspect was available to the team producing this IDP.

In addition, in relation to new developments, it will need to be assessed on a case-by-case basis whether it will require new play provision to meet the needs arising from the development (i.e. developments yielding ten or more children). Alternatively, where provision cannot be met on-site or developments yielding less than 10 children, the Council currently seeks an equivalent financial contribution under Section 106 to fund provision off-site (e.g. for new provision and maintenance of existing facilities).

As it is difficult to estimate the costs in relation to play facilities, it can be assumed that significant costs are attached to both the maintenance/upgrade of existing as well as the provision of new facilities, particularly to meet the needs of new developments. Should further details and information in relation to costs or any other specific projects become available, these can be included in the Council's subsequent review and update of the IDP.

### 4.2.5 Rivers

*(last updated April 2017)*

#### Current provision

The River Thames meanders for 34 km through a landscape of historic and royal parks, heritage sites, a variety of wildlife habitats, residential and employment areas through this borough. This borough it is the only London borough that is bisected by the Thames and therefore has one of the longest river frontages and recreational areas along the Thames (on both banks) in London. The 27 km towpath along the River Thames provides a regional recreational function. In general, the River Thames, its towpath and the recreational areas along the river are well used by local communities, residents, workers and tourists.

In addition, there are also tributaries of the River Thames that run through this borough, which include the River Crane, the Duke of Northumberland River and the Beverley Brook. The

River Crane and Duke of Northumberland River are situated on the west bank of the River Thames, and both have been heavily constrained and modified by urban development over the centuries. The Beverley Brook is situated on the east bank of the River Thames. Its waterway corridor is less well defined and once again urban development has encroached into the natural floodplain of the Beverley Brook over the years.

This borough is recognised as having exceptional open spaces along the River Thames, such as Bushy Park, Hampton Court and Kew Gardens. The iconic River Thames contributes significantly to the historic, cultural and natural significance of this borough. The Thames Path and towpaths provide routes and connections along the riverside, stimulating access and recreation. There are also a number of routes to the Thames through the open space network, such as through Richmond Park. The Council works in close partnership with the Thames Landscape Strategy to enhance the River Thames and its distinctive destinations and riverside recreational areas.

The responsibility for the maintenance of the River Thames, River Crane and Beverley Brook lies with the Environment Agency, with the exception of the tidal River Thames (downstream from Teddington Lock), which is the responsibility of the Port of London Authority. The Port of London Authority ensures the navigational safety along the tidal Thames to benefit all users of the river, and is responsible for works licences and moorings. In addition, they promote the use of the river for freight, passenger transport, sport and recreation on the river, and safeguard its unique cultural heritage and marine environment. The Environment Agency is the navigational authority for the River Thames upstream of Teddington Lock. In addition, the Environment Agency is responsible for protecting the rivers and managing the risk of flooding from these rivers. Under the Water Resources Act 1991, they have powers and responsibilities to maintain and improve these rivers and watercourses in order to ensure the efficient passage of flood flow and to manage water levels. These powers allow (rather than oblige) them to carry out either maintenance or construction of new works on rivers; they can construct and maintain defences against flooding, issue flood warnings and manage water levels. There are byelaws for the River Thames (16 metres), Crane (8 metres) and Beverley Brook (8 metres), which are enforced by the Environment Agency.

The Environment Agency has developed strategic studies relating more widely to the River Thames, in particular the Thames Catchment Flood Management Plan (CFMP) and the Thames Estuary 2100 (TE2100) Strategy. The Thames CFMP sets out the Environment Agency's preferred plan for sustainable flood risk management over the next 50 to 100 years and covers the fluvial and non-tidal part of the Thames region. Key techniques relevant to LBRuT include: Green infrastructure, making space for water, river restoration, tidal terracing and set back flood defences. The River Thames Scheme is a flood risk management strategy for the Lower Thames. It is being actioned as the Environment Agency's preferred option for managing the risk of flooding for the area. Works include large scale flood diversion channels, improvements to weir structures including Teddington Weir, widening of the Desborough Cut and implementation of floodplain management options.

The Environment Agency's Thames Estuary 2100 (TE2100) project has developed a strategic plan for managing flood risk in the River Thames estuary to the year 2100. It covers the areas bordering the River Thames from the estuary upstream to Teddington Lock (Richmond upon Thames) where the tidal influence ends. In summary, TE2100 means for LBRuT the following: areas of unprotected floodplain in Richmond will flood more frequently as water levels rise the Thames Barrier will continue to provide tidal flood protection to the same high standard as the rest of London, but over the next 25 years there needs to be new ways of managing fluvial flooding other than operating the Thames Barrier space for water and the shape and space for maintenance and renewal of flood management assets will need to be identified and spatial and emergency planning will have an increasing role in managing and reducing flood risk.

Finally, it is also worth noting that the borough's rivers have poor ecological status/potential under the Water Framework Directive, which is predominantly as a result of the poor biology. There are four designated river water bodies that extend across the borders of Richmond upon Thames. The figure below identifies the current and predicted ecological status of these.

Water course	2009 Classification Status	2015 Prediction
Beverley Brook (Motspur Park to Thames)	Poor	Moderate
River Thames (Egham-Teddington)	Poor	Poor
Port Lane Brook	Moderate	Moderate
River Crane (incl. part of Yeading Brook)	Poor	Poor

**Figure 11: Ecological status of rivers within Richmond upon Thames; Source: Environment Agency**

The Thames River Basin Management Plan 2015 sets out the summary statistics for the water bodies and shows the status, by percentage, of the different types of water bodies in the river basin district.

### Future requirements

Whilst the maintenance and responsibility for the rivers lies with either the Environment Agency or the Port of London Authority, there is some scope to improve the network along and to the River Thames and its towpath. In addition, within this borough there is also considerable scope for network improvements along the River Crane corridor, particularly to the west to east connection along the Crane. Access to, along and across the borough's rivers are vital for ensuring the recreational areas and open spaces along the rivers can be used to the maximum potential. The Council has strong policies on the protection and enhancement of the borough's rivers, e.g. Twickenham Area Action Plan and Policy LP 18 in the Publication Local Plan includes the intention to reinforce and make the most of both the River Thames and River Crane corridors up and downstream.

In addition, there is currently no established link from Twickenham to Ham (apart from Hammertons Ferry). The Council is committed to investigate the possibility of a footbridge across the Thames between Ham and Twickenham for pedestrians and cyclists, but to date no funding has been secured even for a feasibility study (also see section below on Transport infrastructure).

Another potential link across the River Thames, for which the Council is not aware that it is either feasible or funding available, would be a link from Kew across the River Thames to Syon Park; a bridge for pedestrians and cyclists at this point could link major recreational and open areas within the boroughs of Richmond and Hounslow (also see section below on Transport infrastructure).

Finally, a programme of measures to improve the ecological status of the borough's rivers is being developed and lead by the Environment Agency. This will include a series of measures to address urban diffuse pollution in parts of London.

### Costs

No costs have been identified as a result of the above assessment. Clarification will be sought from the service providers to identify whether there are any specific projects with related costs in this borough, which can then be included in the Council's subsequent updates of the IDP.

## **4.3 Utilities and physical infrastructure**

### **4.3.1 Electricity**

*(last updated April 2017)*

#### **Introduction**

National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies.

National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity.

National Grid does not distribute electricity to individual premises, but their role in the wholesale market is key to ensuring a reliable and quality supply to all. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables. It is the role of these local distribution companies to distribute electricity to homes and businesses. To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply.

### **4.3.2 Gas**

*(last updated April 2017)*

#### **Introduction**

National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to 8 distribution networks. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

National Grid also owns and operates approximately 82,000 miles of lower-pressure distribution gas mains in the north west of England, the west Midlands, east of England and north London – almost half of Britain's gas distribution network, delivering gas to around 11 million homes, offices and factories. National Grid does not supply gas, but provides the networks through which it flows. Reinforcements and developments of their local distribution network generally are as a result of overall demand growth in a region rather than site specific developments. A competitive market operates for the connection of new developments.

#### **Current provision**

National Grid has no gas transmission assets located within the administrative area of Richmond.

Southern Gas Networks owns and operates the local gas distribution network in Richmond's administrative area.

## **Future requirements**

New gas and transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on our network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

It is therefore assumed that because the development proposals within the Richmond area are general of minor nature when compared against other major developments within London, they will not have a significant effect or impact upon the gas transmission infrastructure. It is unlikely that any extra growth will create capacity issues given the scale of these gas transmission networks. The existing networks should be able to cope with additional demands.

## **Costs**

No costs have been identified as a result of the above assessment.

### **4.3.3 Low and zero carbon energy infrastructure**

*(last updated March 2017)*

#### **Introduction**

Low and zero carbon energy infrastructure includes for example Combined Heat and Power (CHP), renewable energy, biomass etc. It does not include infrastructure associated with the conventional transmission of gas and electricity.

#### **Current provision**

The Council is unaware of any larger low and zero carbon energy infrastructure types within the borough, with the exception of small scale renewable energy technologies (e.g. solar thermal panels, photovoltaics panels, air-/ground source heat pumps etc) and small scale low-carbon technologies, such as site-/building CHP plants.

#### **Future requirements**

Renewable energy will make an increasing contribution to the energy supply in the future. In this borough, it is thought that renewable energy will particularly comprise of building- and site-specific installations such as photovoltaic panels or ground- and air source heat pump systems. These systems will require connection to the electricity infrastructure network to enable “feed in” of surplus electricity to the grid.

While the Council strongly supports energy supply from sustainable energy sources and supports decentralised energy systems, there are currently no Council plans to develop a decentralised energy system or larger scale renewable energy technology anywhere in the borough. However, opportunities for decentralised heating and cooling networks at the development and area-wide level and larger scale heat transmission networks will be explored by the Council in the future. The Mayor of London has set a target for London to generate 25% of its heat and power requirements through the use of decentralised energy systems by 2025 (Mayor of London – Heat Map Study LBRuT 2012). In order to achieve this target, the Mayor has developed an online London Heat Maps tool. The tool continues to be developed and updated as boroughs and others add further information into the map on heat loads, heat supply plants and networks in their areas.

No specific future requirements have been identified in this regard, however, major developments and proposals on larger sites that will be identified in the Council's Publication Local Plan, must prioritise connection to existing or planned decentralised energy networks where feasible, in line with [London Plan Policies](#).

## Costs

As the information on low-/zero carbon infrastructure as well as decentralised energy is very limited at the moment, it is difficult to estimate the costs for the provision of new facilities. However, in general, significant costs are associated with new energy infrastructure facilities and in particular decentralised energy, which could require a large amount of capital works. Therefore, should further details and information in relation to costs (including specific projects) become available, these can be included in the Council's future updates to the IDP.

### 4.3.4 Water resources and supply

(last updated March 2017)

#### Introduction

Thames Water Utilities Ltd is the statutory water undertaker for the borough. Under the Water Industry Act Thames Water has a duty to develop and maintain an efficient and economical system of water supply within its area. Thames Water has a legal duty to provide a secure supply of safe and clean water to their customers and every five years they are required to produce a Water Resources Management Plan (WRMP 14).

#### Current Provision

Thames Water's supply area covers around 8,000 square km, whereby the London Borough of Richmond upon Thames falls within the "London Water Resource Zone". This zone is classified as being 'water-stressed'.

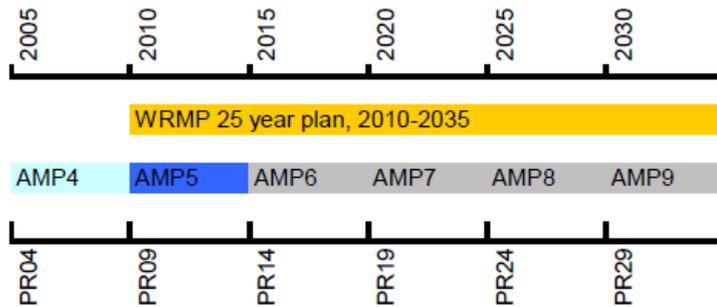
London's principal source of water is the Lower River Thames upstream of Teddington Weir. The Lower Thames Operating Agreement (LTOA) in combination with Thames Water's abstraction licences help to determine how much water can be abstracted from the Lower Thames.

In July 2014 the Department for Environment, Food and Rural Affairs (Defra) approved the publication of our Water Resources Management Plan (WRMP 14) covering the 25-year period from 2015 to 2040. The WRMP sets out how demand for water is balanced against the available supply over the next 25 years. The WRMP is reviewed every 5 years and Thames Water is currently compiling the next revision, WRMP 19. A Statement of Response was produced to WRMP 19 following the representations received.

#### Future Requirements

The Asset Management Plans set out Thames Water's investment programmes and spending allowances based on a five year cycle. It is submitted to, and reviewed by Ofwat, to set price limits for the next 5 years; this process is known as the Price Review (PR). The next Price

Review is PR14 and it will cover the period 2015/16 to 2019/20.



**Figure 12: Illustration of the interrelationship between the WRMP, AMP and the PR**

Thames Water's Hampton Water Treatment Works (WTW) is located within this borough; it is one of the UK's largest WTW and provides a safe, dependable water supply for one third of London's inhabitants; 3 million people.

### Future requirements

London has a growing water deficit. It is predicted to have supply demand deficits; it falls into deficit in 2012/13, with the supply demand balance deteriorating from a surplus of 1% in 2009/10 to a deficit of 15% by the end of the planning period.

This does not mean that there is a serious shortage of water but that there is an increased risk of restrictions on customer's use of water and of the need to seek Drought Orders or Permits (Thames Water Utilities have an adopted Drought Plan, 2010). DEFRA approved the Drought Plan in August 2013

To plan water resources effectively in the future, Thames Water's WRMP forecasts the amount of water that will need to be distributed; i.e. the "water demand"; this takes into account domestic or household consumption, commercial or non-household consumption and leakage or losses from the distribution network and customers' supply pipes. This is based on future population and property changes. The WRMP also includes a detailed analysis of current and future water supply.

Leakage reduction remains Thames Water's highest priority for this area. The leakage control programme consists of Victorian mains replacement, active leakage control which includes the location and repair of leaks, and customer side leakage reduction. In addition, there will be a 15-year progressive programme of targeted compulsory metering, with the aim to individually meter all domestic properties where it is cost beneficial to do so.

According to the WRMP, the preferred (least cost) final planning programme for London comprises a number of small groundwater schemes, two aquifer recharge schemes, three aquifer storage and recovery schemes, the reuse scheme at Hogsmill sewage treatment works (STW) and another reuse scheme at Deephams STW. (Note: Abstraction schemes will be subject to the permitting process.)

Within the context of the London Borough of Richmond upon Thames, it must be noted that development management policies (Local Plan Policy LP21, LP23) are in place that ensure water resources and associated infrastructure is protected. These policies also support the development or expansion of water supply facilities, either where needed to serve existing or proposed new development, or in the interest of long term water supply management. In addition, policies ensure that there is adequate water supply, or that extra capacity can be provided in time to serve the development, prior to new development being permitted. Policies

refer to the fact that financial contributions may be required for new developments towards the provision of, or improvement to such infrastructure.

In addition, Thames Water advises it is important not to underestimate the time required to deliver necessary infrastructure, for example, local network upgrades take around 18 months to complete; treatment works upgrades can take 3-5 years to complete and the provision of new water resources and treatment works can take 8-10 years.

## Costs

The nature of any network upgrades will depend on the level of development on specific sites together with other development within the catchment. Due to the complexities of sewerage networks and ahead of the Council's Site Allocations DPD, it is difficult to determine the infrastructure needs at this stage. Development management policies are in place to deal with this uncertainty.

Whilst no costs have been identified as a result of the above assessment, it has to be assumed that any projects in relation to managing and increasing water supply, such as mains replacements and leakage reduction projects, have significant costs attached to them. The costs for providing new infrastructure where required as a result of new development or upgrade works of existing infrastructure as well as recurrent costs of ongoing maintenance services can be significant. Should further details and information in relation to costs or any other specific projects become available, these can be included in future updates to the IDP.

### 4.3.5 Surface and foul water infrastructure and waste water treatment

*(last updated March 2017)*

#### Introduction

Richmond's foul sewerage systems and sewage treatment is undertaken by Thames Water Utilities Ltd, who is the statutory sewerage undertaker for this borough. Under the Water Industry Act, Thames Water has a duty to ensure that its area is effectively drained and the contents of its sewers effectively dealt with.

#### Current provision

Richmond upon Thames is served by Mogden sewage treatment works (STW), which is situated in Isleworth, West London. Therefore, all sewage from this borough is collected using the system originally designed in Victorian times and channelled to this single STW. The Environment Agency controls the discharge of effluent of treated sewage into the River Thames. In the last five years Thames Water has carried out an upgrade at Mogden to significantly reduce the number of times partially-treated sewage overflows into the River Thames when the works become overloaded after heavy rain. The upgrades have increased the capacity of the works by more than 50% and were designed to provide sufficient treatment to ensure Mogden can cope with a growing population to 2021 and beyond.

#### Future requirements

The investment issues underlying sewage provision arise from two sources. In the first place existing sewage treatment works may need expansion in order to handle increased volumes of waste water arising from a larger number of households. Secondly, higher environmental standards (e.g. arising from the EU) may mean that even with no increase in "demand" existing sewage treatment works require upgrading. It is likely that there is limited capacity at some locations within the existing sewers and there will be a need for network upgrades, for example increasing underground pipe sizes, duplicating pipes or creating storage tanks, in

order to service new development within the borough. Within the context of the London Borough of Richmond upon Thames, it must be noted that development management policies are in place that ensure sewerage (Local Plan Policy LP21) and waste water treatment infrastructure (Local Plan Policy LP21) is in place ahead of new development being permitted. Developers are required to provide evidence that capacity exists in the public sewerage network to serve their development in the form of written confirmation. Where capacity does not exist then a drainage strategy has to be provided to show what infrastructure needs to be in place by when and who will fund it. Therefore, policies ensure that there is adequate surface water, foul water drainage and sewage treatment capacity to serve the development or that extra capacity can be provided in time to serve the development, prior to new development being permitted. Policies refer to the fact that financial contributions may be required for new developments towards the provision of, or improvement to such infrastructure.

The regulatory framework within which Thames Water operates, works in five year Asset Management Planning (AMP) cycles. Currently the plan for AMP 7, the period 2020 to 2025 is being developed by the company before being submitted to the water regulator Ofwat. Plans generally include improvements to the sewer network to reduce the risk of sewer flooding, while through local planning policies, as set out in the Local Plan), the Council will require development proposals to incorporate Sustainable Drainage Systems (SuDS) to manage and reduce surface water run-off. In addition, Thames Water advises it is important not to underestimate the time required to deliver necessary infrastructure, for example, local network upgrades take around 18 months, whereas sewage treatment works upgrades can take 3-5 years. Further requirements, now and in the future, may be identified through the Council's Surface Water Management Plan and the Council's Flood Risk Management Strategy.

Finally, the Thames Tunnel project also has to be considered in this section. This is Thames Water's major sewerage investment project going on in London at present. The Thames Tunnel aims to capture sewer discharges along the Thames and divert them to sewage treatment works via a sewer tunnel to be constructed under the River Thames. Its purpose is to improve river quality at times of rapid run off in storms. It is estimated that the proposal will cost around £4.2 billion, whereby the costs will be met by Thames Water's wastewater customers via increased bills. This project is not directly connected to the purpose of supporting growth and new developments in this borough.

## **Costs**

The nature of any network upgrades will depend on the level of development on specific sites together with other development within the catchment. Due to the complexities of sewerage networks, it is difficult to determine the infrastructure needs at this stage. Policies in the Local Plan are in place to deal with this uncertainty.

Funding for surface/foul water drainage managed by Thames Water will continue to be sourced from its customers; to date, Thames Water has not outlined any significant deficits in London Borough of Richmond. To conclude, whilst no specific costs have been identified in relation to surface and foul water as well as waste water treatment infrastructure, it has to be assumed that these areas have significant costs attached to them, particularly the provision of new facilities where required as a result of new development or upgrade works of existing infrastructure as well as recurrent costs of on-going maintenance services.

### 4.3.6 Flood risk and flood defence infrastructure

*(last updated March 2017)*

#### Introduction

A large proportion of the borough is situated in proximity to the River Thames and its tributaries, and not surprisingly therefore a relatively large number of properties within the borough are potentially at risk of flooding from rivers. The River Thames within this borough extends from Barnes to Hampton Court (upstream of Teddington Weir). Teddington Weir represents (formally) the tidal extent of the River Thames, and therefore the borough is at risk from both fluvial (river) and tidal flooding. Downstream of Teddington Weir, the borough is protected against flooding from the River Thames by the Thames Tidal Defence system, which provides protection against flooding through a combination of raised flood defences, flood proofing to riverside properties, and the Thames Barrier.

Some areas within Richmond consist of a relatively narrow floodplain along the Thames, much of which flood regularly and are occupied by parks and gardens. Whilst the amount of property at risk is generally small, there are some historic and important sites, including several schools, care homes, electricity substations, large residential areas, offices, major arterial routes and railway lines in the flood risk area.

Under the statutory duties and powers as set out in the Flood and Water Management Act 2010, the Council is legally required to take the lead role in managing local flood risk (this includes flood risk from all sources except from the River Thames and its main tributaries). Local research has been undertaken to understand the flooding issues within the borough and to identify areas of high flood risk: this includes the Council's Strategic Flood Risk Assessment 2010 (SFRA)<sup>61</sup>. The SFRA was updated in 2016 and has been used to further inform the preparation of the Local Plan.

The NPPF outlines the aim of the sequential test to steer new developments to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The SFRA provides the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding. This is based heavily upon the NPPF flood zones and these are defined largely on the basis of tidal and fluvial (river) flood risk. It is essential that the Borough does not disregard the potential risk of flooding from other sources, and that local policy advocates the importance of sustainable design techniques to minimise the potential impact that these may have upon future development. Conversely, future development may exacerbate localised problems of this nature. Careful design through, for example, the incorporation of sustainable drainage systems (SuDS), can ensure that this does not happen, and may provide other benefits (e.g. a reduction in on site water demand).

It is important to highlight that river and tidal flooding are not the only sources of flood risk within the borough. The borough is susceptible to surface water flooding, as past events showed, such as the summer 2007 flooding. In addition, the Council, in conjunction with the Environment Agency, has identified a series of localised flooding issues, partly through consultation with the community when producing the Borough's Preliminary Flood Risk Assessment (2011), Local Flood Risk Management Strategy (2015) and Surface Water

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<sup>61</sup> LBRuT, Strategic Flood Risk Assessment, August 2010; [http://www.richmond.gov.uk/flood\\_risk\\_assessment.htm](http://www.richmond.gov.uk/flood_risk_assessment.htm)

Management Plan (2011). The majority of the localised flooding incidents were typically as a result of blocked gullies and/or culverts, sewer flooding or surface water flooding.

### Current provision

The Thames Barrier, which became operational in 1982, is one of the largest movable flood barriers in the world. The Environment Agency runs and maintains the Thames Barrier as well as the capital's other flood defences. The barrier spans 520m across the River Thames near Woolwich, and it protects 125km<sup>2</sup> of central London from flooding caused by tidal surges. It has 10 steel gates that can be raised into position across the River Thames.

The borough has been delineated into zones of low, medium and high probability of flooding, based upon existing available information provided by the Environment Agency. Detailed flood risk mapping has been made available for the River Thames (both tidal and fluvial), the River Crane, the Duke of Northumberland River and the Beverley Brook.

The existing sources of flooding within this borough are:

- Tidal from the Thames upriver of the Thames Barrier (probability of 0.1% per annum, barrier controlled); flood depths up to 2 m if the Thames Barrier failed.
- Fluvial and tidal/fluvial from the Thames (probability >1% per annum; flood depths up to 3 m).
- Fluvial flooding from Beverley Brook (probability about 10% per annum)
- Fluvial from the River Crane, exacerbated by backing up from the Thames (probability >1% per annum, flood depths up to 2 m). The River Crane has an extensive floodplain in the tidal/ fluvial interaction zone.
- Fluvial and tidal/fluvial from the Duke of Northumberland's River. The flood risk is believed to be small.
- Local drainage, e.g. as a result of surface water runoff.
- Groundwater flooding from superficial strata, possibly connected to Thames levels.

The risk of flooding from surface water and/or the sewer network is difficult to predict accurately, and is heavily dependent upon local conditions during the passing of a storm (also refer to the section on surface and foul water drainage within this report). For example, leaves and/or a parked car may be blocking a gully, water levels within the receiving watercourse may be elevated preventing free drainage from (or backing up of) the sewers. It is important to ensure that the potential risk of localised flooding to a property is considered within a local context. Areas that are particularly vulnerable to localised flooding have been identified and assessed in the Council's SWMP, which also includes an action plan for the Council.

Existing flood risk management systems are:

- The Thames Barrier, to control tidal water levels.
- The Thames Barrier is also used to reduce fluvial flood levels.
- Secondary tidal defences along the Thames frontage.
- Beverley Brook flapped outfall
- Beverley Brook bypass culverts that provide relief from fluvial flooding.
- The Crane gates that prevent high water levels in the Thames entering the River Crane. They are only effective when Crane flows are relatively low. When fluvial flows on the River Crane are high, the gates open even if the Thames water level is high.
- Local fluvial defences on the River Crane.
- Known combined sewer overflows (CSOs) for urban drainage flood mitigation.
- Flood forecasting and warning (provided by the Environment Agency)

It must be noted that there are no formal fluvial flood defences on the Thames. However, existing tidal defences, in particular the Thames Barrier, provide some protection against fluvial flooding downriver of Teddington. The current estimated standard of protection provided by these defences at Teddington is 3% per annum (1:30). There are some poorly defended areas including areas between the defences and the Estuary, and Eel Pie Island.

### Future requirements

A considerable proportion of the London Borough of Richmond upon Thames is at risk of flooding. The risk of flooding posed to properties within the borough arises from a number of sources including river flooding, localised runoff, sewer and groundwater flooding. A planning solution to flood risk management should be sought wherever possible, steering vulnerable development away from areas affected by flooding in accordance with the Sequential Test. Specific planning recommendations have been provided for the borough within the SFRA. Following application of the Sequential Test, and the decision to proceed with development in areas at risk of flooding due to other planning constraints (that outweigh flood risk), it will be necessary for the Exception Test to be applied. Specific recommendations have been provided within the SFRA to assist the borough and the developer to meet the Exception Test. Council policy is essential to ensure that the recommendations can be applied consistently at the planning application stage. This is essential to achieve future sustainability within the borough with respect to flood risk management. Current policy has been reviewed in light of the findings and recommendations of the revised SFRA (2016).

The Thames Estuary 2100 Plan 2014<sup>62</sup> recommends for the tidal area of the River Thames from Teddington Lock downstream, including Twickenham and Richmond, to continue with existing or alternative actions to manage flood risk at the current level (accepting that flood risk will increase over time from this baseline), working with others on local measures for key assets and infrastructure. Flood risk management in this part of the borough should be focussed on enhancing the landscape and amenity of the area. Suggested requirements are for improved and new defences where public access and views of the Estuary are maintained and enhanced.

Measures will also be required for tributary flooding, particularly from the River Crane which has an extensive fluvial floodplain in the fluvial/ tidal interaction zone. This will be affected by lack of space for new defences.

In addition to the Thames Estuary TE2100 Plan 2014, the Lower Thames Flood Risk Management Strategy (LTS)<sup>63</sup>, for the area from Datchet to Teddington proposes large scale flood diversion channels, improvements to weir structures, widening of the channel and implementation of floodplain management options. The preferred option arising from the strategy, would take approximately 6,100 properties out of the very significant flood risk band, (>5% annual chance of occurrence) within the full length of the Lower Thames flood plain. It would result in at least 7,200 properties being taken out of the 1 in 100 year flood risk zone.

The proposed works affecting this borough are:

- The study shows that some works to the river in this part of the borough are required in order to maintain the flows at their current level and to prevent any increase in flooding.

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62 The Thames Estuary 2100 Plan, Environment Agency; <http://www.environment-agency.gov.uk/research/library/consultations/106100.aspx>

63 Environment Agency, Lower Thames Flood Risk Management Strategy; <http://www.environment-agency.gov.uk/homeandleisure/floods/123097.aspx>

- Modifying weirs: this would involve increasing the capacity of Sunbury, Molesey and Teddington weirs to convey water during a flood. (Note: It is worth considering the hydropower schemes which are currently built/ planned on the lower Thames weirs. This may impact on the ability to alter these structures.)
- Local defences: this would protect localised areas such as those around Teddington Studios but this approach is ruled out in visually sensitive locations such as around Hampton Court Palace.
- Property level protection to those properties identified as being at highest risk of flooding and where local defences would not be appropriate.

Downstream from Teddington Weir is to be protected by the Thames Tidal Defence (TTD) system and the Thames Barrier at the far/sea end of the Thames.

## Costs

It is uncertain if the Environment Agency strategies (i.e. the TE2100 and Lower Thames Strategy) will require additional funding from local authorities in order to implement their strategies and to protect residents and properties within this borough. However, with the predicted effects of climate change, and given that local authorities have been designated as lead local flood authorities and as such responsible for the management of local flood risk issues, it is expected that the Council will have to fund flood defence and other flood alleviation infrastructure in the future. There will be an opportunity to update the IDP once more detailed information becomes available.

### 4.3.7 Waste management and disposal

*(last updated March 2017)*

#### Introduction

Richmond upon Thames joined with five other London Boroughs (Brent, Ealing, Harrow, Hillingdon, Hounslow) and the Old Oak Common and Park Royal Development Corporation (OPDC) to plan for the future management of waste produced in the consolidates areas.

The West London Waste Plan (WLWP) plans for all waste in the plan area up to 2031. The Plan contains policy to support site development and promote sustainable waste management. It gives priority to waste reduction, recycling and composting. It does this by identifying suitable sites for development of new facilities and safeguarding all existing waste sites within west London.

This Plan identifies the sites allocated for waste management development in the plan area and provides policies with which planning applications for waste developments must conform. This Plan reflects the London Plan (2011) apportionment targets providing management of waste from households, business and industry in the Plan area up to 2031.

#### Current provision

The West London Waste Plan has been prepared jointly by the six West London Boroughs being Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond upon Thames. The area covered by the plan, and how it is split into its constituent boroughs is shown in Figure 13. This also shows the area covered by the Old Oak and Park Royal Development Corporation (OPDC).

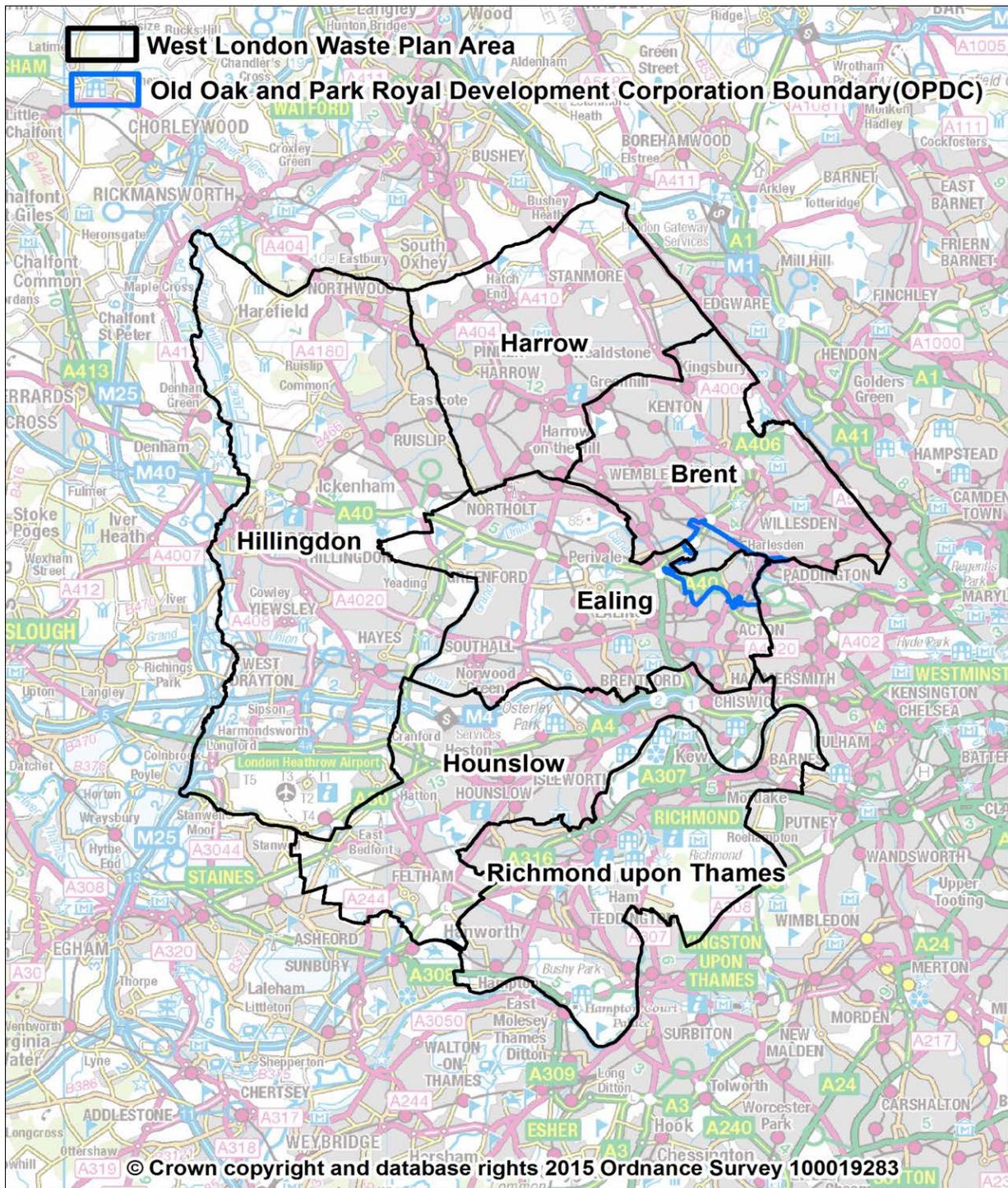
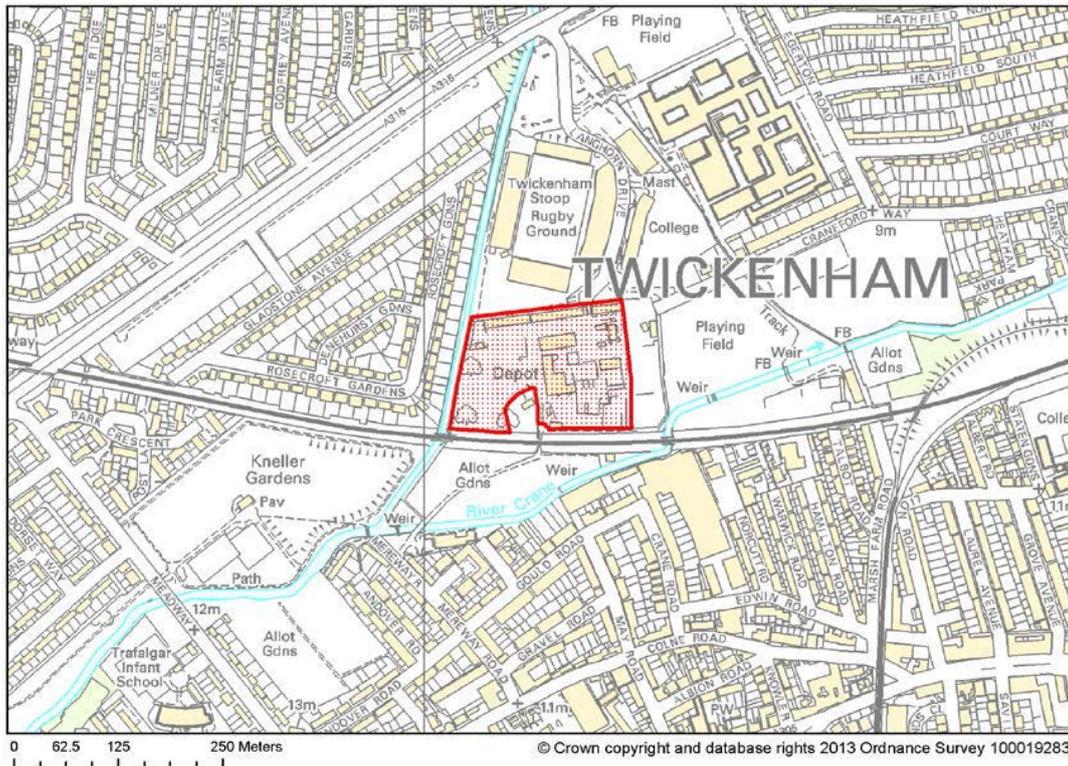


Figure 13: The West London Waste Plan Area

The London Borough of Richmond upon Thames has several small waste facilities and two main sites: the Civic Amenity site in Townmead Road, Kew; and the Twickenham Depot, which is a site of 3.67 ha in Twickenham.



**Figure 14: Twickenham Waste Depot**

The West London Waste Authority (WLWA) is the statutory Waste Disposal Authority for the six west London boroughs, including Richmond, and as such is solely responsible for the transport, treatment and disposal of municipal waste collected by the boroughs. Currently most (some 71%) of the waste for disposal is delivered to the two rail transfer stations that WLWA operates at Transport Avenue, Brentford, and Victoria Road, South Ruislip. At these two sites the waste is compacted into ISO containers and loaded on to the railway and then taken by WLWA's rail transport contractor, DB Schenker Ltd, for final disposal to landfill sites operated by Waste Recycling Group PLC. Transport Avenue's waste is currently disposed of at Sutton Courtenay, Oxfordshire, and Victoria Road's waste is disposed of at Calvert, Buckinghamshire. Additionally, Transport Avenue receives borough collected green waste and green waste transported in from civic amenity sites, and this is shredded and sent by rail for composting also at Sutton Courtenay.

In 2012 the WLWA and its constituent Boroughs dealt with around 657,000 tonnes of MSW, excluding abandoned vehicles. Of this total some 154,000 tonnes was recycled, 90,000 tonnes was composted, and 93,000 tonnes was sent to MRFs from which waste went on to other routes. Ultimately, 413,000 tonnes was sent either to Energy from Waste (EfW) or to landfill sites in Oxfordshire and Buckinghamshire (just over 80% by rail from the WLWA's transfer stations in Brentford and South Ruislip).

Municipal Solid Waste management	Tonnes	Percentage
Recycling	154,000	23
Composting	90,000	14
Energy from Waste	117,000	18
Landfill	296,000	45
<b>TOTAL</b>	<b>657,000</b>	<b>100</b>

**Table 16: WLWA management of Municipal Solid Waste 2012**

### Future requirements

The London Plan (2011) sets a target for London of becoming net self-sufficient in the management of waste by 2031. To help achieve this target each borough has been given a share of London's total MSW and C&I waste to manage (called the borough's "apportionment" figure) for which it must identify sufficient and suitable potential waste management sites for the development of waste management capacity. The West London boroughs have pooled their apportionments and will meet the collective apportionment figures through this Plan.

	2011	2016	2021	2026	2031
MSW arisings (tonnes per annum)	798,000	826,000	852,000	879,000	900,000
C&I waste arisings (tonnes per annum)	1,287,000	1,258,000	1,240,000	1,233,000	1,236,000
Total (MSW and C&I waste) arisings (tonnes per annum)	2,085,000	2,084,000	2,092,000	2,112,000	2,136,000
London Plan (2011) Apportionment (tonnes per annum)	1,399,000	1,595,000	1,798,000	2,019,000	2,250,000

**Table 17: Quantity of MSW and C&I waste forecast to be produced in West London and the apportionment figures from the London Plan (2011) for target years**

Firstly a long term contract for MSW has been entered into by the WLWA. This will involve the export of up to 300,000 tonnes per annum to an EfW facility in South Gloucestershire. In addition the WLWA has a contract to supply a minimum annual tonnage of 25,000 tonnes to Lakeside EfW plant until 2014/15 when the tonnage increases to 45,000 tonnes. The following year (2015/16) the tonnage increases to 90,000 tonnes and remains at that level until the final year of the contract in 2034/5. While this export of material to generate energy is not countable towards the apportionment targets under the terms of the London Plan (2011) it will account for the bulk of the shortfall. In addition around 70,000 tonnes of waste (as refuse derived fuel) may be sent to the Slough Heat & Power facility or exported abroad for energy recovery. So in total 460,000 tonnes per annum are accounted for to address the apparent shortfall. It should be emphasised that these arrangements reflect actual arrangements put in place and are not a strategy developed as part of the Plan-making process. However the fact that such long term arrangements catering for significant quantities of West London's waste exist, cannot be ignored.

In accordance with the criteria outlined in National Planning Policy for Waste, the West London Waste Plan identifies eight sites which ensures adequate waste management provision for the lifetime of the Plan. The sites have been subjected to a detailed evaluation and assessment. For LBRuT the Twickenham depot has been identified as a site that may be developed for increased capacity.

## Costs

There are significant expenditures and costs involved in the management and disposal of waste. The Council will need to contribute financially to the provision of waste disposal, management and waste treatment facilities. Significant costs are also attached to the waste collection and disposal processes carried out by the Council as well as for the ongoing costs of the borough's waste facilities (e.g. Townmead Road and Twickenham Depot).

Information on costs for providing new and maintaining existing waste disposal and treatment facilities are however unknown to the team producing this IDP. If such details become known, they can be included in future updates to the IDP.

### 4.3.8 Telecommunications

*(last updated April 2017)*

#### Introduction

Under the Telecommunications Act 1984, British Telecom is required to produce adequate future infrastructure for the long-term. The Council is unaware of any specific British Telecom infrastructure projects for the borough. It is considered that British Telecom will continue to provide telecommunications services in Richmond to meet the needs arising from new development.

With regard to mobile communications, The Mobile Operators Association (MOA) represents the four UK mobile network operators: 3; O2; Everything, Everywhere (formerly Orange and T-Mobile); and Vodafone. The MOA is the focal point for the network operators on radio frequency health, scientific research and town planning issues associated with the use of mobile phone technology. The need for planning permission for new telecommunications equipment for mobile phone operators is generally dependent on height and location.

With regard to broadband provision, it is considered that all parts of the borough have access to broadband provision and that the service being received is sufficient to support day-to-day business and other activities.

#### Current provision

The Council will promote the enhanced connectivity of the borough through supporting infrastructure for high speed broadband and telecommunications. Applications for telecommunications development (including for prior approval under Part 16 of the General Permitted Development Order, or any other such future Order) will be considered in accordance with national policy and guidance and the Local Plan guidance<sup>64</sup>:

National policy sets out guidance on the provision of high quality communications infrastructure, which is essential for sustainable economic growth. Modern telecommunications systems are an essential component in today's economy. It is recognised that there are parts of the borough which have poor mobile phone reception as well as broadband coverage, such as Ham and Petersham.

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<sup>64</sup> Local Plan, Telecommunications Policy (LP 33), pg. 115;  
[http://www2.richmond.gov.uk/docs/LocalPlan/local\\_plan\\_publication.pdf](http://www2.richmond.gov.uk/docs/LocalPlan/local_plan_publication.pdf)

High speed broadband technology will also enhance the provision of local community facilities and services. Therefore, the Council supports telecommunications infrastructure and high speed broadband that ensures the continued economic and social success of the borough, particularly as businesses and local communities rely on access to modern technology.

The telecommunications industry has two components or layers: (1) the infrastructure backbone (trunk network) provided by BT, Virgin and other operators providing national or localised fibre networks; and (2) the infrastructure connections from the trunk network to the consumer and the actual voice and broadband services provided by BT, ADSL Providers, Virgin or fibre and wireless providers. Council is reliant on the providers to undertake assessments to satisfy the growing needs of the borough.

### **Costs**

Telecommunications companies invest in their own backbone infrastructure. Network traffic and potential for new connections lead investment decisions. In general, large developments are attractive investments for the extension of backbone infrastructure. Telecommunications companies expect developers to build ducts on site but with fibre connections the number of ducts is minimised. Fibre connections are normal for business and the future for residential.

No specific costs have been identified in relation to the provision of telecommunication services. Given the importance of telecommunications infrastructure to businesses and residents within the borough and London as a whole, the competitive nature of the UK telecommunications industry, commercial investment in infrastructure and provision of services should guarantee the necessary funding.

## 4.4 Transport infrastructure

*(last updated March 2017)*

### Introduction

The Local Implementation Plan (LIP) is a statutory document that is a borough wide and local area transport strategy that details how the Council's transport objectives contribute towards the implementation of key priorities set within the Mayor of London's Transport Strategy (MTS). The LIP also reflects the transport needs and aspirations of the people of Richmond, set out in its locally set objectives and indicators. The Council's second Local Implementation Plan (LIP2)<sup>65</sup> sets out the Council's transport objectives and delivery proposals for implementing the current MTS over a 20 year horizon, 2011-2031. A new MTS is due to be published in 2017 following which a third LIP (LIP3) will be produced for consultation by the Council. This document will provide a full update of the Council's plans in the context of the new MTS. Until then, the Council's LIP2 and its latest annual LIP Funding Submission to TfL provide the main basis for the assessment of transport infrastructure in this Report. Fuller details of transport priorities are included in the LIP2.

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<sup>65</sup> LBRuT Second Local Implementation Plan for Transport (2011-2014); [http://www.richmond.gov.uk/second\\_local\\_implementation\\_plan.pdf](http://www.richmond.gov.uk/second_local_implementation_plan.pdf)

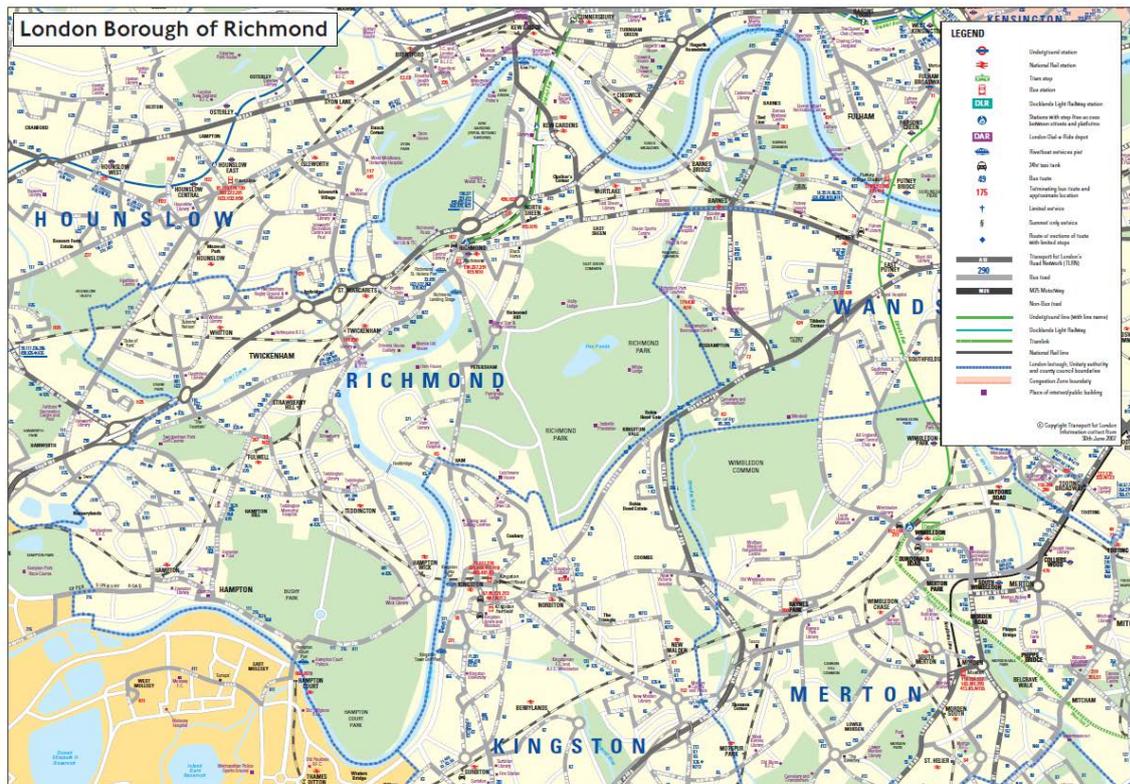
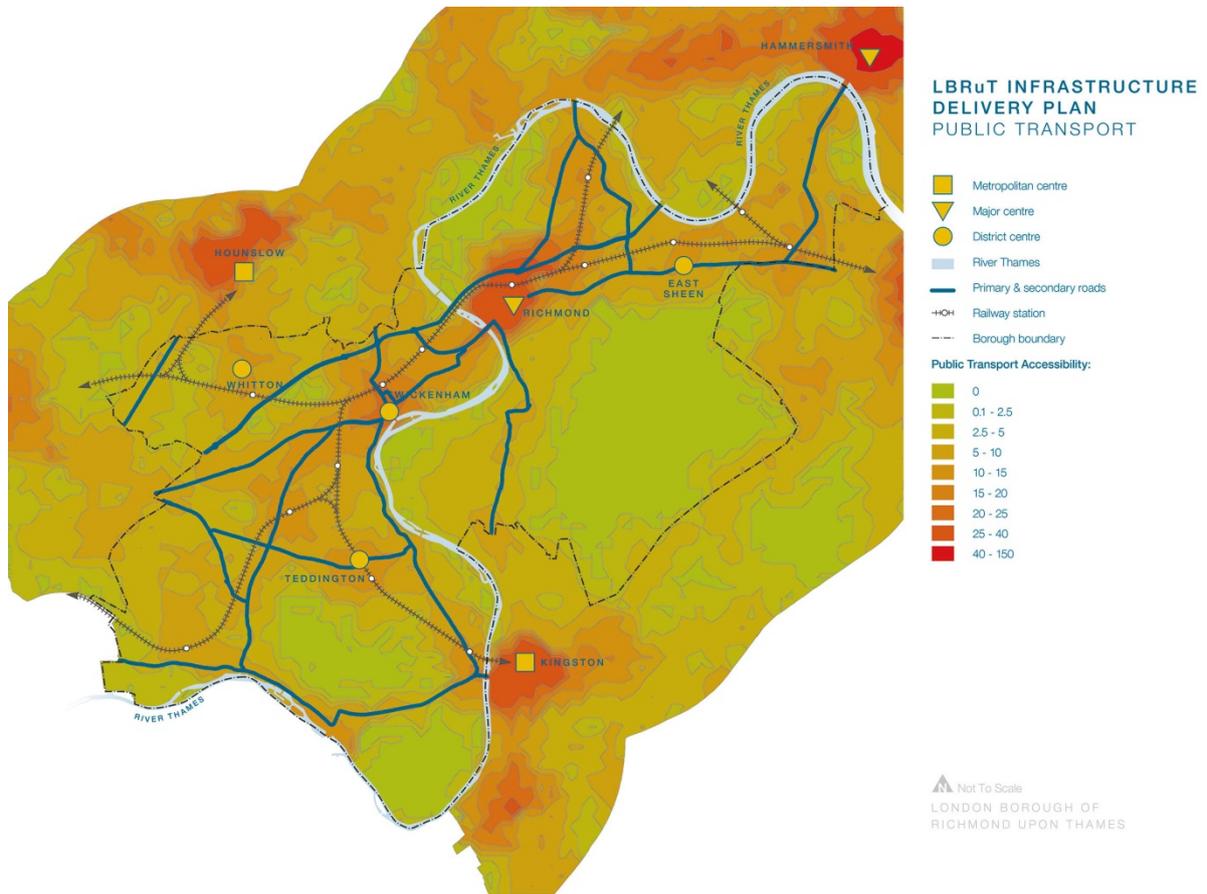
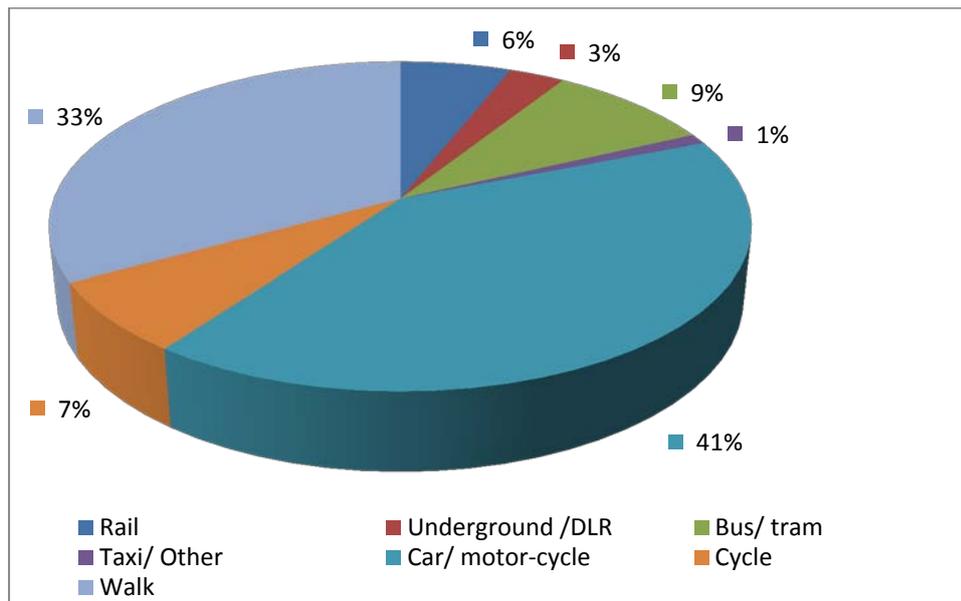


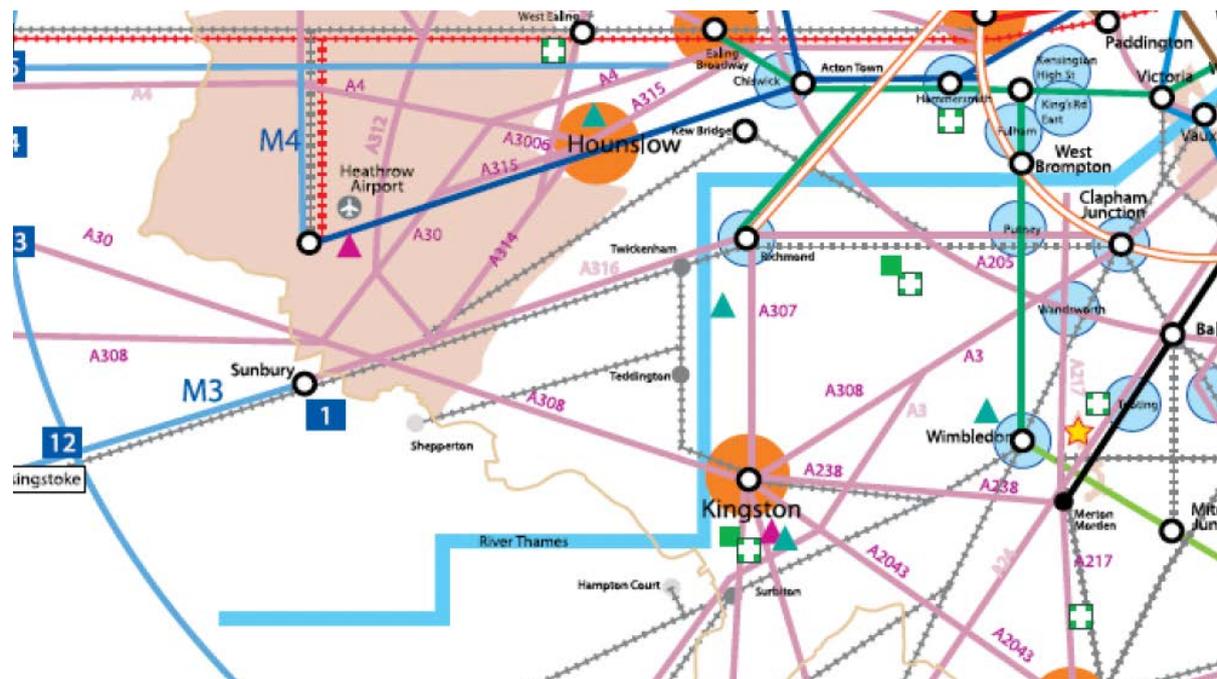
Figure 15: Public transport accessibility and multimodal map of Richmond Borough

The following figure demonstrates the modal share of Richmond trips by borough of origin, trips per day and shares by main mode, average day (seven-day week) 2013/14 to 2015/16.



**Figure 16: Modal share of Richmond trips (2013/14 to 2015/16); Source: London Travel Demand Survey**

The Mayor’s Transport Strategy<sup>66</sup> identifies Richmond as a Major Town Centre and strategic transport corridors (of sub-regional importance) are identified into/out of the borough; these include: links to and from Heathrow and Richmond then through to Kingston, Sutton and Croydon; links northeast towards the centre of London; and links southwest into Surrey.



**Figure 17: Richmond’s Sub-Regional Context; Source: LBRuT LIP2**

<sup>66</sup> Mayor of London, Transport Strategy, May 2010; <http://www.london.gov.uk/publication/mayors-transport-strategy>

The objectives of the Richmond LIP2 guide the way the Council is delivering transport improvements across Richmond over the lifetime of Richmond's second LIP:

1. To support and maintain the economic vitality of local shops and the Borough's thriving town and local centres.
2. To improve the local environment and quality of life for all residents of the Borough.
3. Improving safety for all road users.
4. Enhancing transport choice and reducing congestion.
5. Developing a transport system that is resilient and reflective of local needs and aspirations.
6. Deliver the "Uplift Strategy" for the regeneration of five particular areas of relative deprivation across the Borough.
7. Improve the accessibility, efficiency and attractiveness of transport Borough wide, thus increasing social inclusion.

The River Thames and the Royal Parks act as barriers to through routes in the borough, and as a result, high volumes of traffic are being channelled onto a small number of local roads. In particular, the transport network is a particular barrier in the north of the borough adversely affecting the areas of Sheen, Mortlake and Barnes. The rail lines also cause further difficulties. The severance to local communities caused by the A205 South Circular, the River Thames and railway lines is already a significant issue.

The Mayor of London determines each borough's annual allocation for the LIP funding. This formula incorporates historic patterns of spend with weightings based on public transport, safety, congestion and the environment and accessibility. Councils have to prepare annual LIP funding submissions detailing how they plan to spend the formula allocated funding, and these are assessed by TfL. Each borough also receives a £100,000 per year Local Transport Fund allocation, to be spent on local priorities in line with the MTS.

Funding for Principal Road Maintenance and for Structures and Bridges is allocated by TfL on a needs basis, and as such can vary year to year. For 2017/18 Principal Road Maintenance funding is £826,000.

Examples of recent schemes that have been funded and delivered through the LIP process include:

- Twickenham Town Centre improvements.
- Hospital Bridge Road / Powdermill Lane junction safety scheme
- Old Sorting Office to Kneller Gardens pedestrian and cycle route
- Towpath improvements between Richmond and Ham
- Lighting column upgrades
- Teddington Cycle Hub
- Provision of cycle parking, cycle ramps over railway footbridges, cycle signage
- Road Safety Education programme
- Provision of dropped kerbs for pedestrians

LIP funding for 2017/18 is set out in Table 18 below. LIP funding beyond 2017/18 will be set out in the new MTS and LIP guidance due for publication in 2017.

LIP Programme	Borough Allocation 17/18 (£'000)
Corridors and Neighbourhoods	1,732
Local Transport Fund	100
Principal Road Maintenance	826
<b>Total</b>	<b>2,658</b>

**Table 18: LBRuT LIP Funding 2017/18**

Almost all new development puts additional pressure on transport infrastructure; development should contribute to addressing that impact. Planning obligations (or Section 106 requirements) are long-standing mechanism for ensuring that the impacts arising from a development on the site or in the wider locality are mitigated sufficiently. More recently, the Council's Community Infrastructure Levy (CIL) is the primary form of financial support for wider transport improvements that support development in the borough. Overall, pressures on the transport infrastructure resulting from new development will in the future continue to be partially funded via CIL and Section 106 (it is assumed that some funding will also be available from TfL as well as capital funding).

#### 4.4.1 Roads and highways

##### Current provision

As an outer London Borough the transport facilities are well developed, with the A316 (Great Chertsey Road) and A 205 (South Circular Road) trunk roads (part of the Transport for London Road network).

There is a total of 393 kilometres of public highway in the borough including 13 kilometres of the Transport for London Road Network (TLRN). The Council is the highway authority for all but the TLRN and Crown Roads. The hierarchy of roads is used as the basis for land use planning, traffic and environmental management measures; the road hierarchy is based on the following broad categories:

- a) Transport for London Road Network (TLRN)
- b) Strategic Route Network (SRN)
- c) London Distributor
- d) Local Roads
- e) Local Distributor Roads
- f) Local Access Roads
- g) Crown Roads – Those roads running through the Royal Parks

There are high levels of traffic, including through traffic, which has led to significant road congestion particularly in the morning and evening peaks.

In addition there will be many more people in a household with a car who may not have access to it, or be able to drive. Around 24% of households do not have a car. This accounts for approximately 41,500 people. Whilst much of the area has good public transport accessibility levels (PTAL), there are a few areas with lower levels, such as parts of Ham and Petersham, and areas in the extreme west of the Borough.

## Future requirements

The Council has introduced a scheme called the “Highways Works Prioritisation”, which sets out that the Council will prioritise traffic schemes proposed by sections of the community. This being that in general local communities will need to demonstrate a majority of those residents who are affected by a scheme will only then go forward for further investigation. The purpose for having this ‘requirement’ is to ensure that limited resources of the Council are targeted where residents most want schemes implemented.

In addition, the “Highways Works Prioritisation” scheme also includes the decision to concentrate on fewer but larger schemes so as to get both best value for money from contractors and also to ensure, where possible, when a scheme is implemented it tackles all the highways issues in the vicinity rather than just one or two items. In this way it anticipated that the overall environment will be improved and also avoid the need to repeatedly visit area doing one item at a time.

The Council will actively seek cross border working with neighbouring authorities and involve private and voluntary sectors in identification of issues, possible solutions and proposal development and implementation.

As set out in the delivery plan of the Council’s LIP2, in relation to roads and highways the following initiatives have been introduced:

- Focus on managing the existing network as best as possible through both technological means and environmental changes that encourage other modes of transport where there are reasonable alternatives.
- Minor traffic management schemes to improve traffic flows and improve the street scene through rationalisation of signing and road markings.
- Good state of repair and maintenance of roads and footpaths, including the renewal of carriageways and footways, new and well maintained street lighting with the overall aim of delivering improved streetscape and public spaces.
- Use of technology in managing speeds: move towards systems which inspire compliance from the motorist, not relying on penal and/or engineering measures; speed management, implementation of Speed Indication Devices within borough to manage speeds at key locations.
- Reducing the impact of new developments: new traffic management funded by developer contributions; layouts will be designed that decrease the permeability of a new development at the same time increasing its pedestrian and cycle permeability.
- Network Management Duty: co-ordination of work on the public highway; maintenance of the register of adopted roads; network condition survey; inspection of statutory undertakers works following works carried out on the public highway; monitoring street works in progress ensuring compliance with Health and Safety; reporting all defective apparatus which are the responsibility of statutory undertakers; Asset Management Adoptions of Highways; Council participation in TfL’s Traffic Management Forum in order to take on best practice and comply with the Network Management Duty.
- Freight: where lorry traffic exceeds the local environmental capacity of an area, then the Council will consider a range of measures to reduce lorry numbers. Support initiatives to promote the use of local suppliers can also reduce road freight mileage.
- Environmental improvements that both reduce speeds of traffic and improve the surrounding environment; including review of street furniture
- Travel Plan support for schools and workplaces and funding of school based initiatives.
- Increase safety by using CCTV at key transport interchanges

## 4.4.2 Overground and underground railways

### Current provision

The rail network is good with 14 stations across the Borough, but they are largely radial with overland (Waterloo and North London lines) and underground (District Line) rail links. The South West Trains National Rail network serves 13 of the 14 stations within the borough:

- Barnes
- Barnes Bridge
- Fulwell
- Hampton
- Hampton Wick
- Mortlake
- North Sheen
- Richmond
- St Margaret's
- Strawberry Hill
- Teddington
- Twickenham
- Whitton

The fourteenth station, Kew Gardens is used by London Overground Services to and from Richmond and also District Line trains stop at Kew Gardens. Whilst the majority of the stations serve as local interchanges with bus services, some of them are isolated from areas of major activity and suffer from safety and security issues, which can be either actual or perceived. These issues have been address under the Station Access Programme.

Work has been carried out on behalf of South West Trains to install secure cycle parking at several stations in the Borough. Restricted cycle parking has been installed at Twickenham Rail Station, making cycle parking far more secure. A cycle hire scheme has been introduced at Richmond Railway Station, a partnership between the Council and South West Trains..

Rail freight will be encouraged where practicable and suitable, and where the impact on adjoining land and buildings is of an acceptable level.

Network Rail has published the final London & South East Route Utilisation Strategy (RUS)<sup>67</sup> on 28 July 2011. The RUS forecasts an increase of over 30% in the numbers of commuters using the National Rail services into the capital during the weekday morning peaks up to 2031. Network Rail and its industry partners believe that this RUS provides a robust strategy for the rail industry in the coming years.

### Future requirements

As set out in the delivery plan of the Council's LIP2, in relation to overground and underground railways the following will be introduced:

- Rail Station Interchange Improvements to improve public transport.

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<sup>67</sup> Network Rail, London & South East Route Utilisation Strategy, July 2011;

<http://www.networkrail.co.uk/browseDirectory.aspx?dir=%5CRUS%20Documents%5CRUS%20Route%20Utilisation%20Strategies%5CRUS%20Generation%20%5CLondon%20and%20South%20East>

- Improve disabled access at transport interchanges and other bus and train stations, particularly in the specific areas which are considered to be in most need of uplift (Hampton North, Mortlake, Whitton, Ham, and Barnes).
- Ongoing programme to deliver accessibility improvements at rail services.
- Partner South West Trains and London Underground/Overland on improvements to stations across the Borough.
- December 2011 Richmond upon Thames Council agreed outline planning permission for a new replacement railway station at Twickenham.

#### **4.4.3 Buses**

##### **Current provision**

The bus network coverage in the borough is extensive; there are around 30 bus services that provide services to most parts of the borough. The major bus interchanges are located at the Richmond, Twickenham and Teddington town centres. In addition, a bus garage is located at Fulwell.

The new generation of Countdown service sign, as well as new media channels and formats to reach more passengers than ever before in a cost effective way, are supported by the Council. TfL has confirmed that it is replacing all Countdown signs in the Borough will be replaced with the new generation of sign. This is the next step in London Buses' provision of real time bus service information for passengers.

##### **Future requirements**

As set out in the delivery plan of the Council's LIP2, in relation to buses the following will be introduced:

- The Council will continue to work with TfL, London Buses and the individual service providers to develop the borough's infrastructure to improve bus reliability.
- Ongoing programme to deliver accessible bus stops within the borough.
- Review of bus routes with the view of extending them when the conditions suite.
- Ongoing review of the operation and performance of bus lanes in the borough to establish their effectiveness; where they are not then removal or modification may be considered.
- Bus lanes and bus priority works through the borough will be prioritised only where they improve bus passenger journeys.
- Improve disabled access at transport interchanges and other bus and train stations and review of bus lanes will lead to improved access to Uplift Areas by public transport where identified.
- Well-established partnership and liaison arrangements will continue to be supported having delivered effective local service development of routes and bus priority provision.

#### **4.4.4 Cycle facilities**

##### **Current provision**

The topography, layout of the road network, large amount of green spaces and high levels of bicycle ownership in the borough (compared with other parts of Outer London) make it conducive to cycling. The borough's cycle network includes an extensive network of routes linking district centres, railway stations and green spaces. Many of these routes follow quieter residential roads, with some facilities on busier main roads to cater for different types of users

and cycling abilities. However, the road network generally should be regarded as a facility for cyclists as much as for vehicular traffic. It is recognised that cyclists can and will use the highway network as a whole for their highly individual trips and to link with the formal cycle route network.

The River Thames offers many opportunities for recreation and cycling trips with public access to approximately 27 kilometres of the riverbank. In addition, National Cycle Network Route 4 (Thames Cycle Route) passes through the borough running between Hampton Court Palace and the Wildfowl and Wetland Trust at Barnes via Kingston Bridge, Teddington Lock, Richmond Park and Barnes.

### **Future requirements**

The Council would like to formalise cycling on several sections of the Thames Towpath within the borough by formally advertising and confirming Cycle Tracks Orders following statutory consultation with interested parties. The use of the river bank for cycling is of strategic importance into and out of the borough.

Several Quietway cycle routes are in development in the borough as part of a London-wide network of routes using quieter streets and off-road facilities where possible. This programme is fully funded by TfL. There are no 'Cycle Superhighways' planned for within the borough, although one proposed route runs to the north of the borough, while a second runs to the east. However the South London Orbital Greenway is being discussed with TfL, sometimes referred to as Route 75, and the Council is involved in discussions on how this could be added to the Quietway network. The route would pass through the Borough and be for both cyclists and pedestrians that pass through green space connected by quiet residential streets.

Both Central Government and the Mayor for London are looking to local authorities to build on existing efforts to increase the numbers and safety of cycling and programmes of engineering, encouragement, education and enforcement have been identified to increase the levels of cycling. The Council is promoting and improving facilities for cycling as a utility and leisure form of transport.

The Council fully supports cycling and the potential lies in maximising the benefits for cyclists and vulnerable road users generally, from all traffic management schemes. The objective is to increase cycle usage, not just as method of transport in its own right but also as a means to reduce congestion, air & noise pollution and the number and severity of road traffic collisions as well as to improve social inclusion and the health and well being of residents, employees and visitors.

As set out in the delivery plan of the Council's LIP2, in relation to cycling the following detailed initiatives will be introduced:

- Improved transport links, in particular walking and cycling links to local and main shopping centres, including better signing.
- Opportunities exist to improve accessibility and permeability of public spaces for walking, cycling and public transport.
- High Street environmental improvements (particularly in the specific areas which are considered to be in most need of uplift: Hampton North, Mortlake, Whitton, Ham, and Barnes): new carriageway and footway surfacing; improved lighting to increase personal safety; improve cycle links to the areas specified above from the borough's cycling network.
- Review and rationalise signing and other street furniture
- Secure cycle parking: cycle parking at Richmond railway station; provide secure, weatherproof and CCTV monitored parking at most railway stations in the borough.
- Cycle training at schools

- Support Cycle Hire schemes
- Reducing the impact of new developments: layouts will be designed that decrease the permeability of a new development at the same time increasing its pedestrian and cycle permeability.
- Smarter Travel Richmond programme has done valuable work in promoting walking and cycling in the borough and the Council will build on these successes. New physical works such as new cycling signing and improvements to the cycle network, including completion of borough wide cycle network; pedestrian/cycle/access improvements at Richmond Riverside.
- Thames Towpath upgrade: substantial completion of the borough's Greenways Network including confirmation of Cycle Tracks Orders on several sections of the Thames Towpath to formally allow cycling.
- Finalise Cycle Strategy produced in 2016.

#### **4.4.5 Pedestrian facilities, including towpath**

##### **Current provision**

Walking plays an important part in urban life and is a part of almost all journeys, whether as the complete journey or as a link between other modes of transportation making up longer trips. While there are parts of the borough where the condition of the footways, the signing and the street furniture could be improved, there is a generally good basic walking infrastructure within the borough. The majority of the borough's signal-controlled junctions now have pedestrian phases and the majority of the borough's 305 public rights of way are adequately accessible.

There are also a number of long distance recreational walking routes that are signed and promoted. There are three strategic walking routes within the borough and they include sections of the London Outer Orbital Path, the Capital Ring and the Thames Path.

The 27 km towpath along the River Thames provides a very important regional recreational function. In general, the River Thames, its towpath and the recreational areas along the river are well used by local communities, residents, workers as well as by visitors.

##### **Future requirements**

There is great potential for increasing walking as a proportion of all journeys.

All schemes introduced within the borough are likely to have an element of walking involved and pedestrians will be considered at all stages to ensure that the walking environment continues to be improved.

As set out in the delivery plan of the Council's LIP2, in relation to pedestrian facilities the following will be introduced:

- High Street environmental improvements (particularly in the specific areas which are considered to be in most need of uplift: Hampton North, Mortlake, Whitton, Ham, and Barnes); this includes: de-cluttering of streets to improve pedestrian environment; measures to remove barriers to access such as unnecessary street clutter; improved lighting to increase personal safety; opportunities exist to improve accessibility and permeability of public spaces for walking, cycling and public transport.
- Good state of repair and maintenance of roads and footpaths, including the renewal of carriageways and footways, new and well maintained street lighting with the overall aim of delivering improved streetscape and public spaces.

- Improved Transport Links: improve walking and cycling links to local and main shopping centres, including better signing.
- Review and rationalise signing and other street furniture.
- Reducing the impact of new developments: layouts will be designed that decrease the permeability of a new development at the same time increasing its pedestrian and cycle permeability.
- Smarter Travel Richmond programme has done valuable work in promoting walking and cycling in the borough and the Council will build on these successes, such as pedestrian/cycle/access improvements at Richmond Riverside.
- Thames Towpath upgrade: substantial completion of the borough's Greenways Network.
- Education: junior safety officers, promoting road safety in primary schools; pedestrian training for Year 3's.
- Improved walking environment will generally encourage more walking to access urban and local centres so contributing to improvements in air quality.

In addition, access to, along and across the River Thames is vital for ensuring the recreational areas and open spaces along the river can be used to the maximum potential. The Council has strong policies on the protection and enhancement of the River Thames, e.g. the emerging Twickenham Area Action Plan includes the intention to reinforce and make the most of both the River Thames corridors up and downstream.

The Council is fully engaged in the "London's Arcadia", a project to encourage universal access, understanding and enjoyment of London's Arcadian Thames through the enhancement, conservation and promotion of the natural and built heritage at the core of the Thames Landscape Strategy area. London's Arcadia is the largest open space of its kind in London covering the stretch of Thames running from Teddington beneath Richmond Hill to Kew. Included in it is the objective to regenerate public spaces such Twickenham and Richmond riverside promenades and the repair and conservation of the historic Thames towpath.

See above regarding the "South London Orbital Greenway" in Cycle Facilities.

#### **4.4.6 River transport (along and across the River Thames)**

##### **Introduction**

The River Thames meanders for 34 km through a landscape of historic and royal parks, heritage sites, a variety of wildlife habitats, residential and employment areas through this borough. It links major visitor attractions of the borough including Hampton Court Palace, Ham House, Marble Hill House, Richmond town centre and Kew Gardens with central London. This borough it is the only London borough that is bisected by the Thames and therefore has one of the longest river frontages and recreational areas along the Thames (on both banks) in London.

Please also refer to the Thames Landscape Strategy Hampton to Kew<sup>68</sup>. : <http://thames-landscape-strategy.org.uk/arcadianthames>

##### **Current provision**

There are two ferry services along our stretch of the river:

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<sup>68</sup> Thames Landscape Strategy: <http://thames-landscape-strategy.org.uk/arcadianthames>

- (1) Hammertons Ferry provides a chargeable ferry service between the north side of the Thames (near Marble Hill House) and Ham House on the south side of the bank. However, this service is run by a private provider, which is outside of the control of the Council and cannot be guaranteed into the future. In addition, it is only available from 1 March to 31 October, with some weekends in the winter where weather permits the running of the service. Note that it is currently shut due to work occurring at Richmond half tide lock.
- (2) Hampton Ferry runs from opposite the Bell Inn, Hampton to Hurst Park, East Molesey daily between April and October.

In addition, there are a number of companies in the area who operate boat trips including Turk Launches (Richmond, Kingston and Hampton Court), Westminster Passenger Services (from Westminster to Kew, Richmond and Hampton Court) and Parr's Circular Cruises (from Richmond Pier to Teddington Lock). London River Services Limited (LRS), a wholly owned subsidiary of TfL, owns and operates eight passenger piers on the Thames between Millbank and Greenwich. From Westminster pier leisure services run to Tower and Greenwich all year round, and to Kew, Richmond, and Hampton Court during summer.

The River also acts as a major barrier for transport movements in the borough; there are important existing links over the River Thames, specifically the footbridge over the River Thames that links Teddington with Ham, and the footbridge linking Old Deer Park and St. Margarets.

### **Future requirements**

As set out in the delivery plan of the Council's LIP2, modern river services will be introduced and it will be continued to protect wharfs to safeguard them for future use if not presently used and the land around them in order that they continue to be viable.

In relation to the River Thames acting as a barrier for transport movements, the Council is committed to investigating the possibility of a footbridge across the Thames between Ham and Twickenham for pedestrians and cyclists, but to date no funding has been secured even for a feasibility study.

Another potential link across the River Thames, for which the Council is not aware that it is either feasible or funding available, would be a link from Kew across the River Thames to Syon Park; a bridge for pedestrians and cyclists at this point could link major recreational and open areas within the boroughs of Richmond and Hounslow.

### **4.4.7 Car parking**

#### **Current provision**

There is considerable pressure on parking in this borough – many older properties do not have off street parking and there is not much capacity for further on street parking in most areas. This is worsened where there is a demand for commuter parking. Approximately 30% of the borough's residents are within Controlled Parking Zones.

The Council manages 27 off-street car parks in the borough. These car parks provide around 2681 spaces in total and 40 disabled bays. In addition, parking takes place in formal and informal private off-street car parks as well as on-street and the exact number of these is unknown and may vary over time without the Council's knowledge. It is therefore difficult for the Council to know the exact number of overall car parking spaces across the whole borough.

In view of this, when schemes or large planning applications come in the Council would carry out an up to date car parking assessment in the vicinity.

### Future requirements

As set out in the delivery plan of the Council's LIP2, humane parking enforcement will be introduced to:

- Discourage commuter parking – give priority to residents needs, Residents Parking Schemes.
- Manage parking controls to help maintain the vitality and viability of our villages and town centres.
- Work with key visitor attractors in the borough.

#### 4.4.8 Travel Choice

Measures are also introduced by the Council's LIP2, which focus on providing sustainable modes of transport and support to schools in their travel planning where they are still pursuing this area of work. Some of this work is generated where planning permissions have been granted and it is a condition to develop a travel plan. The following measures as set out in the LIP2 could assist in reducing pressure on parking in this borough:

- Electric Vehicle Charging Points: The Council will continue to support the Mayor's plan to encourage electric cars. Private developers will be encouraged to install new points on their developments and the Council is investigating cost—effective ways of providing publically-available charging infrastructure on-street, for example from lamp columns.
- Car Clubs: car clubs have proven to be a success in Richmond and the Council will continue to enhance this initiative, in partnership with residents and businesses.
- Enhancing accessibility by supporting choice in transport: being an Outer London Borough which is not extensively served by public transport, efforts will be made to ensure that the Council's transport proposals fully embrace the importance of access to private means of transport in the daily life of our residents.

#### 4.4.9 Community transport

##### Introduction

The Council's Accessible Transport Unit (ATU) coordinates transport related schemes by providing information, advice and services for residents in the borough with mobility difficulties. The ATU is responsible for the issue and administration of: [Freedom Passes for disabled people](#), [Super Shopper Bus Scheme](#), [Taxicard scheme](#) and [Blue Badge Scheme](#). These schemes have to be applied for and assessed under set criteria relevant to each scheme.

##### Current provision

There are three schemes in the borough to help people with mobility problems to go shopping:

- 1) The [Super Shopper Bus Scheme](#): funded by Richmond Council and administered by the Richmond Accessible Transport Unit. The service runs fortnightly trips to either the Sainsbury's superstore in Richmond or the Tesco superstore in Isleworth and is for Richmond residents who have mobility problems, are unable to shop without

assistance and have no other transport available. The vehicle is provided by Richmond Council and is fully accessible.

- 2) [FISH](#): a voluntary care scheme for frail and housebound residents of Barnes, Mortlake and Sheen. It provides door-to-door help with weekly shopping and other local trips in a fully accessible minibus service run in partnership with Richmond and Kingston Accessible Transport.
- 3) [Hampton Enterprise](#): provides door-to-door shopping facilities for people in need living in Hampton and Hampton Hill.

Group activities: The Richmond and Kingston Accessible Transport (RaKAT) can provide accessible vehicles with or without a driver and the Accessible Transport Unit (located at Disability Action and Advice Centre (DAAC), 4 Waldegrave Road, Teddington, TW11 8HT) can advise on transport options.

### Transport for London Schemes

Transport for London runs two schemes to help people with mobility problems:

- 1) [Dial-a-Ride](#): a door-to-door service run by Transport for London for people with mobility problems who are unable to use mainstream public transport. The service uses distinctive red minibuses that can accommodate wheelchairs and is for short trips that must be booked in advance (for members of the scheme only).
- 2) [Travel Mentoring Service](#): this service gives disabled Londoners advice on planning a journey. It can also help them gain the confidence to make more use of public transport by providing someone to accompany them the first few times they use a low floor bus, accessible tube route or overground train service.

### Taxis:

The London Taxicard provides door-to-door transport in licensed black taxis and private hire vehicles for permanent residents of the borough who are blind or who have long term, severe mobility difficulties and difficulty using public transport. An eligible person must apply to become a scheme member, who then pays a flat fare plus any amount shown on the meter above a set amount.

### Other provisions:

There are transport schemes in the borough that can help with getting to Social Clubs, Luncheon Clubs, Specialist Day Centres, Intensive Day Care Centres and appointments:

- 1) Social Clubs: they can sometimes provide transport to and from vulnerable adult's homes. The Richmond Consortium has a list of [Day Centres and Social Clubs](#) and other [Social Centres](#) with contact details.
- 2) Specialist Day Centres and Intensive Day Care Centres: there are six [Specialist Day Centres and Intensive Day Care Centres](#) in the borough.
- 3) Hospital and other transport needs: A GP may be able to arrange transport to and from hospital appointments.
- 4) The Richmond Consortium also has a [list of local Voluntary Care Groups](#) in the borough, many of which also provide transport for shopping trips, dental and medical appointments.

## School travel

Home to school travel grants are payments by local authorities of the cost of travel for compulsory school-age pupils travelling from home to school. It is the legal responsibility of the parents/guardians to ensure that children attend school, however local education authorities have a legal duty to provide the costs of transport in certain circumstances. In most cases, pupils will be able to travel from home to school at no cost to them or their parents, due to [Transport for London's free bus and tram travel scheme](#).

## Disabled Persons Freedom Pass Scheme

This scheme is available to permanent residents of the borough who meet the eligibility criteria. This pass allows for free travel on London's underground, buses, docklands light railway and trams at all times; free travel on National Rail from 9.30 am Mondays to Fridays and all day weekends and public holidays; free travel on the London Overground networks. In addition, Richmond Council has agreed to the issue of passes to some applicants with a mental health need.

## **Future requirements**

With an increasing older population in the borough, it can be assumed that the requirements for transport by mobility impaired people will increase in the future. However, no specific requirements have been set out in Council's plans and programmes.

### **4.4.10 Taxis**

#### **Current provision**

There is considered to be sufficient existing taxi provision in this borough.

In addition, the London Taxicard scheme provides door-to-door transport in licensed black taxis and private hire vehicles for permanent residents of the borough who are blind or who have long term, severe mobility difficulties and difficulty using public transport. An eligible person must apply to become a scheme member, who then pays a flat fare plus any amount shown on the meter above a set amount.

#### **Future requirements**

The Council is working with the Public Carriage Office of TfL on the future provision of new ranks.

#### **Costs: Provisional 4-Year LIP Programme to 2020/21**

As mentioned above, details of LIP funding from 2017/18 will be tied into the new MTS which is in development, but the Council has set out a provisional 4-year programme of LIP-funded schemes covering a range of areas as set out above. This is shown in Table 19 below. Funding for 2017/18 has been allocated by TfL.

SCHEME	DESCRIPTION	FUNDING SOURCE	2017/18			2018/19	2019/20	2020/21
			TOTAL BUDGET (all sources)	LIP	s106	LIP	LIP	LIP
C1) A305 Richmond Road (j/w Aragon Rd - Richmond Bridge)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses.	LIP	35,000	35,000		150,000	250,000	
C2) A305 Sheen Road (j/w Church Rd to TLRN URRW)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses.	LIP/s106	200,000	100,000	100,000			
C3) A306 Castlenau & Rocks Lane (j/w URRW - Hammersmith Bridge)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses.	LIP/s106	131,775	125,000	6,775	250,000	250,000	
C4) A313 Park Rd, Hampton Road & Teddington High Street (j/w Uxbridge Rd - Kingston Road)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses. Phase 1 = Ferry Rd - Park Road by Sept 2017 (funded through Quietways). Phase 2 = Park Road to Uxbridge Road.	LIP	50,000	50,000		100,000		
C5) A311 Hampton Hill & Hampton Road (j/w Upper Sunbury Rd - Heath Rd)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses. This project will look at the sections to the north and south of the Hampton Hill uplift scheme, to complement this project.	LIP	0			50,000	100,000	100,000

SCHEME	DESCRIPTION	FUNDING SOURCE	2017/18			2018/19	2019/20	2020/21
			TOTAL BUDGET (all sources)	LIP	s106	LIP	LIP	LIP
C6) A310 Kingston Road, Strawberry Vale & Cross Deep (j/w Kingston Bridge rdbt - King St)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses. Phase 1 = to complete 2016/17 scheme between Ferry Road and Hampton Wick station. Phase 2 = Twickenham to Ferry Road junction (incorporating Quietway 3 proposals into a wider scheme).	LIP/s106	377,752	50,000	327,752	100,000	100,000	
C7) A3004 St Margarets Road (j/w Richmond Road to boundary)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses.	LIP					50,000	100,000
C8) A307 Kew Road (Richmond Circus - TLRN Mortlake Rd)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses.	LIP	0			50,000	100,000	100,000
C9) A305 Staines Road / The Green (j/w A316 - Heath Rd/The Green)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses.	LIP	20,000	20,000				
C10) A308 Upper Sunbury Rd & Hampton Court Rd (borough boundary to j/w Kingston Bridge rdbt)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses.	LIP/s106	251,100	100,000	151,000			

SCHEME	DESCRIPTION	FUNDING SOURCE	2017/18			2018/19	2019/20	2020/21
			TOTAL BUDGET (all sources)	LIP	s106	LIP	LIP	LIP
C11) B358 Nelson Rd, HBR & Sixth Cross Rd (j/w Hanworth Rd - Hampton Rd)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses. It will incorporate improvements at Nelson Road/Hanworth Rd junction being developed in conjunction with London Borough of Hounslow.	LIP/s106	185,000	85,000	100,000	50,000		
C12) A3003 Mortlake High Street & B350 Lonsdale Rd (j/w A316 - Castlenau)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses	LIP/s106	100,000	50,000	50,000	100,000		
C13) A312 Uxbridge Road (j/w Hampton Hill HS - boundary)	To develop a holistic corridor project that seeks to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, enhances air quality and the public realm and supports economic vitality for local businesses.	LIP/s106	150,000	134,000	16,000	100,000		
N1) Kew Station	Scheme to improve the pedestrian environment and legibility between the station and Kew Gardens.	LIP	200,000	200,000				
N2) Barnes High Street and Church Road	Scheme to enhance the public realm and support local businesses along the High Street, focusing on the section to the west of Station Road and on the junction with Castelnau. Also improving provision for cyclists and public transport users, reducing congestion, and enhancing air quality.	LIP	50,000	50,000		150,000	250,000	250,000

SCHEME	DESCRIPTION	FUNDING SOURCE	2017/18			2018/19	2019/20	2020/21
			TOTAL BUDGET (all sources)	LIP	s106	LIP	LIP	LIP
N3) Sheen Lane, Mortlake	Scheme to improve public realm within the existing retail area and help to improve connectivity to the new Stag Brewery site. The scheme will also seek to reduce collisions and congestion, improves provision for pedestrians, cyclists and public transport users, and enhance air quality. This will need to consider proposals for a Quietway along part of Sheen Lane and link into the TfL scheme at Milestone Green.	LIP	50,000	50,000		150,000	150,000	300,000
N4) Station Road, Hampton	Scheme to improve safety and public realm thereby supporting local businesses within the vicinity of the station and core retail areas (on both sides of the station). The scheme will also seek to reduce congestion, improve provision for pedestrians, cyclists and public transport users, and enhance air quality	LIP	50,000	50,000			50,000	200,000
N5) Richmond Town Centre	To develop a holistic town centre scheme that seeks to enhance the public realm and support economic vitality, reduce collisions and congestion, improve provision for pedestrians, cyclists and public transport users, enhances air quality. The scheme would be developed in partnership with local businesses.	LIP	200,000	50,000	150,000	200,000	200,000	
Village Plans assessment of issues	Investigation / feasibility work on issues raised during Village Planning process for Hampton, Hampton Hill, Hampton Wick and Teddington.	LIP	20,000	20,000				
Village Plans: implementation of other priority schemes	Implementation of priority schemes to address issues raised through the Village Planning process for plans completed to date.	LIP	50,000	50,000		50,000	50,000	50,000
Air Quality Schemes	Range of schemes to improve air quality and provide match funding for MAQF/OLEV bid if required.	LIP	50,000	50,000		50,000	50,000	50,000

SCHEME	DESCRIPTION	FUNDING SOURCE	2017/18			2018/19	2019/20	2020/21
			TOTAL BUDGET (all sources)	LIP	s106	LIP	LIP	LIP
Cycle Contra-Flow Streets	Development and delivery of contra-flow cycle schemes.	LIP	20,000	20,000		20,000	20,000	20,000
Better Bridges (Cycle Ramps)	Implementation of Cycle Channels on Footbridges. Last three in 2017/18 (unless others put forward): - Mullins path footbridge, Mortlake - Forty Alley footbridge, Mortlake - steps onto towpath near Richmond Bridge	LIP	15,000	15,000				
Cycle Parking	To provide cycle parking on street, at stations and for other community uses. Sheffields - on street and in car parks - £20k Further cyclehoops (subject to results of trial) - £20k Housing association sites - £15k On street cycle hangars (subject to results of trial) - £15k	LIP	70,000	70,000		70,000	70,000	70,000
Cycle Directional Signing	Ad Hoc Cycle Signage Improvements.	LIP	5,000	5,000		5,000	5,000	5,000
Community Safety Initiatives	Developing a range of safety initiatives and campaigns to tackle identified road safety priorities each year	LIP	25,000	25,000		25,000	25,000	25,000
Junior Road Safety Officers	To appoint Junior Road Safety Officers and provide resources to support their work.	LIP	5,000	5,000		5,000	5,000	5,000
Road Safety in Schools	Working with individual schools to tackle specific road safety problems and concerns on an ad hoc basis	LIP	5,000	5,000		5,000	5,000	5,000
School Based Programmes	Rolling programme of projects (available to all schools) eg scooter training, Junior Citizen etc.	LIP	25,000	25,000		25,000	25,000	25,000
Pedestrian Training	To deliver pedestrian training to Yr 3 pupils	LIP	20,000	20,000		20,000	20,000	20,000
Safer Urban Driving	To deliver driver training sessions to fleet drivers. 2 courses p/a.	LIP	3,000	3,000		3,000	3,000	3,000
Road Safety Awareness Campaigns	Partnership programme with police to deliver rolling programme targeting specific issues such as Drink/Drug Drive and other road user behaviour.	LIP	5,000	5,000		5,000	5,000	5,000
Cycle Training	To deliver cycle training to adults and Yr 5/6 pupils.	LIP	80,000	80,000		80,000	80,000	80,000

SCHEME	DESCRIPTION	FUNDING SOURCE	2017/18			2018/19	2019/20	2020/21
			TOTAL BUDGET (all sources)	LIP	s106	LIP	LIP	LIP
Health Partnership	To develop a scheme to promote walking and cycling to target communities, in association with public health team. Target group for 2017/18 likely to be families.	LIP	10,000	10,000		10,000	10,000	10,000
Towpath improvement scheme	The aim is to upgrade the type of surfacing used to provide a smoother and more durable surface, that is in keeping with the surrounding habitat. It will provide enhanced features such as improved directional signage at key entry points, thereby encouraging use in all seasons by a variety of user groups. Completion of Richmond to Teddington Lock section and also Richmond to Twickenham path.	LIP/s106	100,000	50,000	50,000	50,000	50,000	50,000
Boroughwide Collision Investigation	Collision Investigation to identify future Safety Schemes.	LIP	25,000	25,000		25,000	25,000	25,000
Rotation of SIDS	Ongoing SID Rotation of 20 signs across 50 regular sites, with ad hoc sites added as requested.	LIP	10,000	10,000		10,000	10,000	10,000
Review of Speed Limits	To review resident requests and consider whether a change in the speed limit should be implemented.	LIP	20,000	20,000		20,000	20,000	20,000
Sustainable Travel to School	To implement measures arising from School Travel Plans to encourage more pupils to walk/cycle to school and ease congestion at school gates.	LIP	50,000	50,000		50,000	50,000	50,000
Traffic Signal improvements	Ad hoc review of signals, and addition of pedestrian countdown facilities as required.	LIP	20,000	20,000		20,000	20,000	20,000
Local Transport Funding (LTF)	To fund emerging priorities during the year.	LTF	100,000	100,000		100,000	100,000	100,000
<b>Total (£000 excluding LTF)</b>				<b>£1,732</b>	<b>£1,534</b>	<b>£2,198</b>	<b>£2,048</b>	<b>£1,598</b>
<b>LIP Budget (£000 excluding LTF)</b>				<b>£1,732</b>		<b>tbc</b>	<b>tbc</b>	<b>Tbc</b>

Table 19: LBRuT Provisional 4-Year LIP Programme (2017/18-2020/21)

## 4.5 Heritage assets

*(last updated April 2017)*

### Introduction

Investment in the borough's heritage assets is a cross cutting issue which affects physical, green, transport and social infrastructure. Historic Buildings, spaces and areas are key components of the local environment and represent community infrastructure.

The borough has an outstanding built, historic and natural environment and a key priority of the Spatial Strategy is that this unique local character continues to be protected and enhanced throughout the borough. The different village areas and their special character within the borough, including those along the River Thames and its banks, will be maintained and enhanced, and historic views and the setting of heritage assets will be protected.

### Current provision

The London Borough of Richmond upon Thames has a large number of heritage assets, which include over 1,115 listed buildings, 75 conservation areas, 4 scheduled ancient monuments (The Brew House, Bushy Park; Hampton Court Palace; and Kew Palace), the Royal Botanic Gardens Kew World Heritage Site and many Buildings of Townscape Merit. In addition, there are 14 open spaces on the English Heritage register of historic parks and gardens, including Richmond Park, Bushy Park, Hampton Court Park, Royal Botanic Gardens Kew (including Old Deer Park), Ham House, Marble Hill House, Strawberry Hill, Hampton Court House, Richmond Terrace Walk, Pope's Garden, York House Gardens, Terrace Gardens and Buccleugh Gardens (Richmond Hill) and Teddington Cemetery. There are many protected trees within conservation areas and with Tree Preservation Orders. In addition, many parts of the borough are designated as Archaeological Priority Areas (as identified by English Heritage).

The Council has many adopted planning policies that protect and enhance the borough's built heritage, particularly when new development is considered. This is a very important issue in this borough, which has a high quality environment with a large number of (designated) heritage assets. Local Plan Policies; LP1 and LP2, LP3 (Designated Heritage Assets), LP 4 (Non-designated Heritage Assets) and assets and LP7 (Archaeological Sites) are the principal policies to assist in the development and protection of heritage assets.

National guidance also provides a strong basis for these policies which cover Conservation Areas, Listed Buildings, Buildings of Townscape Merit, archaeology, a World Heritage site, war memorials, and views and vistas.

### Future requirements

Current and future requirements arise from the need to preserve and enhance the fabric and significance of the borough's heritage assets, specifically the setting of the World Heritage Site, designated conservation areas, listed buildings, scheduled ancient monuments, and historic parks and gardens.

Existing planning policies will ensure that any alterations and extensions including partial demolitions are based on an accurate understanding of the significance of the asset including the structure, and respect the architectural character, historic fabric and detailing of the original building. High priority will be given to the retention of the original structures, features, materials and plan form or features that contribute to the significance of the asset. The Council can also use its legal powers to take steps to secure the repair of Listed Buildings, where appropriate.

As new development proposals are promoted, there is also a need to provide for the proper evaluation and investigation of the borough's archaeological heritage (both above and below ground).

### **Costs**

Whilst no specific costs have been identified, it is considered that the majority of the funding for the management or improvements to these assets is potentially available from the Heritage Lottery, Big Lottery, smaller grants from various charities and other associated funding streams available for heritage works, all of which would be subject to successful bids. Officers are aware through listed building and planning applications and general queries of the condition of the large number of individually owned buildings which whilst may not be considered "at risk" require on-going maintenance to ensure their continued preservation. Whilst smaller grants from charities are occasionally available, building owners would generally be expected to self-fund restoration and repair.

## 5 Summary of infrastructure assessment & requirements

The tables below summarise the results of the infrastructure assessment and the overall requirements for new community infrastructure facilities, as set out in Section 4 above. It also reflects the certainty and any uncertainties in future needs and demands.

### 5.1 Transport, including walking & cycling

The provision of transport infrastructure as well as in particular the maintenance and upgrade of existing infrastructure to serve existing and future users has been identified to be a major cost to the Council. An increasing population will put an increased demand and pressure on the borough's existing transport infrastructure, as will increasing visitors to new commercial development. New developments could lead to sizable impacts on some of the borough's already congested road systems (note in this context the Council's policy to provide a minimum of car parking spaces for certain new development schemes). CIL and S106 planning obligations are separate infrastructure funding regimes. S106 agreements address site-specific mitigation required to make a new development acceptable in planning terms, whilst CIL addresses the broader impacts of the development. Therefore, Section 106 obligations can be used to mitigate any specific impacts from a development site, such as an access road for an individual development. The infrastructure schedule below identifies some significant projects and costs in relation to reducing reliance on cars, improving travel choice and sustainable modes of transport. This includes improvements to the public transport network, such as rail infrastructure and in particular upgrade and improvement of rail stations (which have also been identified in the Council's Local Plan) and better provision for pedestrians and cyclists. Heathrow access is considered to be of importance to this borough, with the aim of providing direct train service from the borough to Heathrow; this project is currently subject to feasibility work, and although this infrastructure schedule does not put any costs or a funding gap against this project, it is understood that works could include further improvements and upgrades to signalling, platforms, rail stations etc.

Table 20 below sets out an estimate of infrastructure needs, where applicable projects, related costs, funding sources and a funding gap for the provision of transport infrastructure in the London Borough of Richmond upon Thames.

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Mortlake rail station and surrounds – improvements and refurbishment</b>	Comprehensive redevelopment of Mortlake rail station and surrounds, including improvements to access and to link with the bus stops/bus station and Stag Brewery site redevelopment, wayfinding	Medium-term	Development Brief	£1,000,000	£1,000,000	Network Rail, TfL, LIP, Council resources, private developers	LBRuT, TfL, Network Rail, private developers
<b>White Hart Lane Footbridge</b>	Provision of new crossing of railway to accommodate pedestrians	Medium-term	Project brief stage	£2,000,000	£2,000,000	Network Rail, TfL, LIP, Council resources, private developers	LBRuT, TfL, Network Rail
<b>Richmond Rail station</b>	Redevelopment (including over-track development) and interchange improvements, wayfinding and cycle hub	Medium-term	As part of development of station site, Local Plan Site Allocation, Site brief	unknown	unknown	£500,000 anticipated to come from RFU, Council resources, LIP	LBRuT, TfL, Network Rail, RFU
<b>Strawberry Hill rail station – upgrade</b>	Upgrade of Strawberry Hill rail station, improve connectivity with St. Marys	Long-term		Nominal £500,000	Nominal £500,000	Network Rail, TfL, LIP, Council resources	LBRuT, TfL, Network Rail
<b>Kew Gardens rail station</b>	Improve connectivity between operators, wayfinding	Long-term		Nominal £500,000	Nominal £500,000	TfL, Council resources, Network Rail	LBRUT, Network Rail, SW Trains
<b>Barnes Rail station</b>	Barnes rail station upgrade and refurbishment, accessibility and interchange improvements	Medium-term	Network Rail Programme	Nominal £1,000,000	Nominal £1,000,000	Network Rail, Council resources	LBRuT, TfL, Network Rail
<b>Fulwell rail station – improvements and refurbishment</b>	Upgrade of Fulwell rail station and resurface access road	Medium-term		£500,000	£500,000	LIP, Council resources, Network Rail	LBRuT, TfL, Network Rail
<b>St Margaret's rail station</b>	Improved accessibility on foot and bike, station improvements	Medium-term		Dependent upon development viability	Unknown	LIP, Council resources, Network Rail, private developers	LBRuT, TfL, Network Rail, private developers

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Heathrow access</b>	Direct train service from London Waterloo to Heathrow (local requirements and works needed in this borough are still unknown, but it could involve further improvements and upgrades to signalling, platforms, stations etc)	Long-term	Proposal (feasibility work has started)	Cost in LBRuT unknown as yet	Unknown as yet	Network Rail, SW Trains, BAA , London Boroughs, TFL, County Councils	Network Rail and SW Trains
<b>North Sheen rail station – refurbishment</b>	North Sheen rail station – general refurbishment	Medium-term		£1,000,000 plus estimated	£1,000,000 estimated	TfL, RFU LIP, Council resources	LBRuT, TfL
<b>Rail transport network – new signalling scheme</b>	Develop a new signalling scheme to reduce the level crossing downtime (currently over 59%) at Mortlake, Barnes and North Sheen stations; this will support the redevelopment of the Stag Brewery site	Long-term	Aspiration	£1,000,000 estimated	£1,000,000 estimated	Developer, TfL, Council resources	LBRuT, TfL
Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Twickenham riverside and embankment</b>	Improvements to connectivity and public realm associated with potential redevelopment. Provision of passenger boat landing facilities in the area upstream of Water Lane (UDP proposal site T11) – this includes moorings and changes to railings	Medium-term	Principles are in Twickenham AAP	£1,000,000 - £5,000,000	£1,000,000 - £5,000,000	Council resources, private developers	Twickenham embankment – river transport
<b>Subway/tunnel under A316</b>	Build a subway/tunnel under the A316 linking Harlequins car park to RFU West car park	Long-term	Aspiration	£1,000,000 plus estimated	£1,000,000 estimated	TfL, RFU LIP, Council resources	LBRuT, TfL

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>New junction from Langhorn Drive onto A316</b>	Build a new junction from Langhorn Drive onto the A316, linked to possible redevelopment scheme	Medium-term	To be considered as part of planning applications in that area	£1,000,000 estimated	£1,000,000 estimated	Developer, TfL, Council resources	LBRuT, TfL
<b>Upgrade Holly Road (service road), Twickenham</b>	Upgrade Holly Road (service road)	Long-term	Principles are in Twickenham Area Action Plan (AAP)	Nominal £800,000	£400,000	TfL LIP, Council resources	LBRuT
<b>Footbridge between Kew and Brentford</b>	Develop a public footbridge from Ferry Quays, Brentford to the towpath adjoining Kew Gardens	Long-term	Potential option identified in Thames Landscape Strategy (other option would be a ferry service); borough-wide feasibility study and business case underway	£2,000,000 - £4,000,000 estimated	£2,000,000 - £4,000,000 estimated (it can be assumed that LB Hounslow would pay for half)	Unknown	LBRuT, TfL, LB Hounslow
<b>Foot-/cycle bridge between Ham and Twickenham</b>	Develop a foot-/cycle bridge to connect Ham and Twickenham	Long-term	Aspiration; borough-wide feasibility study and business case underway	£2,000,000 - £4,000,000 estimated	£2,000,000 - £4,000,000 estimated	Unknown	LBRuT, TfL
<b>London Road Bridge, Twickenham</b>	Strengthening of substandard footways, which will support the development areas and proposals in Twickenham, as set out in the Twickenham AAP	Long-term	Structural requirement	£500,000 estimated	Unknown; costs shared by Network Rail	Network Rail, TfL, Council resources	Network Rail, TfL, LBRuT
<b>Thames River Wall, Twickenham</b>	Refurbishment of river wall, which will support the development areas and proposals in Twickenham, as set out in the Twickenham AAP	Long-term	Structural requirement	Unknown - nominal £400,000	Unknown - nominal £400,000	Council resources, LIP	LBRuT

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>London Cycle Network and Borough Cycle Network</b>	Complete network of cycle routes across the borough with associated infrastructure/signage	Long-term	LIP Programme	£2,000,000 - £3,000,000	£1,000,000	LIP, Council resources	LBRuT, TfL
<b>Cycling on Towpath</b>	Convert towpaths to shared use	Long-term	LIP programme	£1,000,000 - £2,000,000	£1,000,000	TfL, LIP, Council resources	TfL, Environment Agency, Port of London Authority, LBRuT
<b>River Crane corridor network improvements, including route linking Twickenham station to Richmond College</b>	Improving the walking/cycling network along the River Crane Corridor, improvements to open area, acquiring land to provide "missing link" to path, new route that links Twickenham station via subway under London Road to the college, Harlequins and to the RFU site	Medium-/Long-term	Whole area subject to Crane Valley Guidelines, principles also in Twickenham AAP; FORCE plans to open up area as part of a wider park	£1,000,000 estimated	£1,000,000 estimated	Section 106, Council resources, TfL	LBRuT, TfL, Environment Agency, landowners

**Table 20: Transport infrastructure requirements in the London Borough of Richmond upon Thames (as of March 2017)**

## 5.2 Education

Additional residential units in the borough, coupled with an increase in population, will put significant demand and pressure on the borough's existing schools and education infrastructure. The future needs and costs, including the funding gap where known, has been determined in conjunction with the Council's education department. It has been established that there will be a medium/-long-term need for additional primary school capacity, with the possibility of requiring a new school site, on top of expansion of existing primary school sites. Significant costs have also been established in relation to secondary school provision, special needs education as well as further and adult education, whereby their funding sources and funding gap are currently unknown; therefore, as part of this infrastructure schedule, no costs have been allocated against future CIL funding, whereby this does not preclude any spending on it in the future.

Table 21 below sets out an estimate of infrastructure needs, where applicable projects, related costs, funding sources and a funding gap for the provision of educational infrastructure in the London Borough of Richmond upon Thames between 2017 and 2033.

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Primary schools – borough-wide</b>	Provision of additional capacity by another two or three forms of entry in the borough, possibility of need for a new primary school site	Short-/long-term (2019-2027)	Investigation, once outcome of future free school bids known and in response to rising birth rate	£10,000,000	£10,000,000	Council Capital Programme. Availability of Council owned land uncertain.	LBRuT; Education and Skills Funding Agency (ESFA)
<b>New primary school – Teddington</b>	Provision of primary free school in Teddington area	Short-/long-term (2019-2027)	Application to be submitted in free school Wave 13	Nil for LBRuT	N/A	ESFA	ESFA

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Secondary schools – east of the borough</b>	Provision of additional capacity, possibility of need for a new secondary school site	Medium-/long-term (2021-2027)	Application to be submitted in free school Wave 13	Nil for LBRuT	N/A	ESFA	ESFA
<b>Special Needs Education – New special school</b>	Provision of special free school for children and young people with social and emotional health needs	Medium-/long-term (2021-2027)	Application to be submitted in free school Wave 13	Nil for LBRuT	N/A	ESFA	ESFA
<b>Special Needs Education – borough-wide</b>	Additional Specialist Resource Provisions (SRPs) to be established in state-funded schools	Medium-/long-term (2018-2027)	Feasibility	Unknown	Unknown	ESFA Basic Need allocation for special educational needs	LBRuT
<b>Nurseries and early years – borough-wide</b>	Provision of additional capacity (to be identified) in new units or by the conversion of PVI (private, voluntary and independent) nurseries into maintained nurseries, alongside existing school provision	Medium-/long-term (2019-2027)	Longer-term commitment	Unknown	Unknown	Not yet identified	LBRuT, Private providers

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>TOTAL</b>				<b>£10,000,000 (excl. any unknown costs)</b>	<b>£10,000,000 (excl. any unknown gaps)</b>		

**Table 21: Education infrastructure requirements in the London Borough of Richmond upon Thames**

### 5.3 Community facilities and libraries

There is a general move to encourage provision of community facilities through flexible, multi-purpose centres, where there can be co-location and dual use of similar facilities and activities for community use. Additional needs for community facilities have been established in the infrastructure schedule and are anticipated to be as a result of population growth, demand for use and changes in the way people use space. Whilst some future investment will be required to deal with existing deficiencies in provision, new development coupled with an increase in population will put increasing pressure on existing facilities, thus requiring improvements or redevelopment of existing and possible co-location with other public services.

Table 22 below sets out an estimate of infrastructure needs, projects, related costs, funding sources and a funding gap for the provision of community facilities in the London Borough of Richmond upon Thames between 2017 and 2033.

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Co-location of libraries with other public services</b>	Potential for co-location with other public services	2017-2021	Concept stage	Unknown	Unknown	Council resources	LBRuT
<b>Integrated library facility in Richmond</b>	bringing together Richmond Lending, Reference and Local Studies libraries into a modern all-purpose library building in the heart of the town.	2019- 2024	Concept stage	Unknown	Unknown	Cost neutral project costs met by building some private homes on both sites .	LBRUT
<b>Increased public space at Teddington Library</b>	Improving facilities and creating additional space for community use by redesigning the former first floor flat .	2018-19	Concept stage	Unknown	Unknown	Council resources	LBRUT

<b>York House, Twickenham</b>	Provision of additional community facilities and making better use of the existing building	2017-2018	Principles are in Twickenham AAP	Unknown	Unknown	Council resources	LBRuT
<b>TOTAL</b>				<b>£4,000,000</b> <b>(excl. any unknown costs)</b>	<b>£4,000,000</b> <b>(excl. any unknown gaps)</b>		

**Table 22: Community facilities requirements in the London Borough of Richmond upon Thames**

#### **5.4 Parks, open spaces and playgrounds**

The borough's parks and open spaces are well used and regarded by residents and visitors alike for informal recreation. Demand is more likely to increase than decrease, from local residents and from visitors from inner London boroughs, particularly as London's population grows. There are very few areas of open space deficiency in the borough and thus in the short-term emphasis will be placed upon improving existing open spaces, such as the ones in Twickenham Town Centre to attract and support new development and regeneration of the town. Promotion of the area for tourism and walking is also likely to increase demand for walkers and pedestrians in general; therefore, improvements to the towpath are considered to be of importance in this borough, where walking is the most popular leisure activity.

The table below sets out an estimate of parks and open spaces projects, related costs, funding sources and a funding gap in the London Borough of Richmond upon Thames between 2017 and 2027.

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Towpath improvements – River Thames</b>	Towpath improvements including furniture, surfacing, trees, one park project	long term (	Project part of the 5-year capital funded Parks Investment Programme (2012-17)	£3,000,000	£2,500,000	£500,000 match funding;  Yr 1 - £25,000; Yr 2 - £25,000; Yr 3 - £450,000  Other funding sources: HLF, PLA, EA, WLRG, TLS etc.	LBRuT
<b>New provision within parks – borough-wide</b>	BMX, outdoor gym, water play, adventure play, forest/arks school etc.	Short- /Medium-term	6 new outdoor gyms installed in 2016/17  Consultation due on new play area in Suffolk Road Barnes in late spring 2017	£80k  Est £150k	£25k  £75k	Council resources, London Marathon Trust and Rugby Football Union  Council resources	LBRuT, LMT, RFU and various Friends Groups  LBRuT and Friends of Suffolk Road
<b>Friendly Parks for All</b>	Improvements to Barnes Green and Heathfield Recreation Ground to increase accessibility for all users in particular those with Dementia	Short term	Bot hprojects well underway with completion May 17	£100k	Unknown	Council resources	LBRuT, DAA, Public Health, Barnes Community Association, Richmond College

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>TOTAL</b>				£3,250,000 <b>(excl. any unknown costs)</b>	<b>£26,000</b> <b>(excl. any unknown gaps)</b>		

**Table 23: Open space schemes for delivery in the London Borough of Richmond upon Thames**

## 5.5 Health

Maintaining existing facilities and ensuring the estate is fit for purpose and sufficiently flexible to accommodate growing demand for services and new models of care will require investment. New development will create an additional demand for health services. The future costs for providing additional capacity to support new housing development and population growth have been determined by using the HUDU model. The costs of specific health projects will be added when known.

The table below sets out an estimate of infrastructure needs, where applicable projects, related costs, funding sources and a funding gap for the provision of health services in the London Borough of Richmond upon Thames.

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Health care (including Hospitals, Primary Care Centres and GPs) – borough-wide</b>	Provide additional capacity to support new housing development and population (specific project costs not yet identified). Costs identified using the HUDU model, which uses the numbers of proposed housing units, resulting population and calculates health care floorspace required, and capital costs. See note on acute	Short, medium and long term	South West London Five Year Forward View Sustainability and Transformation Plan	Acute: £5,693,000 Primary and community care: £5,202,000	£5,202,000	NHS South West London, Hounslow and Richmond Community Healthcare, South West London and St George's NHS Mental Health Trust, NHS England, NHSPS, Section 106 and CIL	NHS SWL Strategic Transformation Plan Partners,

	costs in IDP						
<b>Primary Health Care</b>	To support the maximisation of current GP practices, as GP practice development opportunities in the Borough are rare.	Short, medium and long term	Please refer to NHS Richmond CCG Primary Care Estates Strategy			NHS England, section 106 and CIL.	NHSE, NHS Richmond CCG NHS SWL Strategic Transformation Plan Partners,
<b>Health care (GPs)</b>	Site(s) for practice relocation – from unsuitable, cramped accommodation into purpose built estate, fully DDA compliant and "future proofed" for the purpose of Care Quality Commission (CQC) registration – for improved / extended service delivery and enhanced capacity Specifically, current priorities include: <ul style="list-style-type: none"> <li>• North Road practice, Kew;</li> <li>• Park Road practice, Teddington</li> <li>• St Johns Health Centre, Twickenham</li> </ul>	Short, medium and long term	Priority identified by Clinical Commissioning Group Please refer to NHS Richmond CCG Primary Care Estates Strategy	Unknown	Unknown	NHS South West London, Hounslow and Richmond Community Healthcare, South West London and St George's NHS Mental Health Trust, NHS England, NHSPS, Section 106 and CIL	, NHS SWL Strategic Transformation Plan Partners, Hounslow and Richmond Community Healthcare
<b>TOTAL</b>				<b>£10,895,000</b>	<b>£5,202,000</b>		

Table 24: Health requirements for delivery in the London Borough of Richmond upon Thames

## 5.6 Waste facilities

This Council has prepared a joint Waste Development Plan Document (WLWP) with the west London Boroughs of Brent, Ealing, Harrow, Hillingdon and Hounslow, and the Old Oak Common and Park Royal Development Corporation. The WLWP provides a planning framework for the management of all waste produced in the area over the next 15 years. A significant amount of waste generated in this borough and in London overall is transferred outside of London for treatment or disposal in landfill. This will be a significant issue and major problem in the future as the surrounding counties currently accepting London's waste may no longer do so in the future.

New development in the borough will put additional pressure and demand on the borough's existing waste facilities and arrangements for disposing of waste. As London moves towards waste self-sufficiency by 2031 (as set out in the London Plan), new sites for waste facilities may also be required in this borough, or as a minimum the Council will need to contribute financially to the provision of waste disposal, management and waste treatment facilities outside of the borough. To date, the Twickenham Depot facility has been allocated as an existing waste site that is considered to have potential for some reconfiguration and redevelopment. An additional waste facility has also been identified for upgrade in the medium-/long-term, but it is likely that more investments are required in the long-term.

The below sets out an estimate of currently identified infrastructure projects, related costs, funding sources and a funding gap for the provision of waste facilities in the London Borough of Richmond upon Thames between 2017 and 2033.

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Waste facilities – Twickenham</b>	Twickenham Depot improvements, including possible development of a sorting facility	Medium-/long-term	Concept	£5,000,000 - £10,000,000 estimated for sorting facility	Unknown until commercial options considered	Likely to be co-funded with a private sector operator	WLWA, LBRuT, private providers
<b>Waste facilities – Townmead Road</b>	Townmead Road – upgrade of recycling facilities	Medium-/long-term	Concept	£2,000,000 or more estimated depending on whether the existing site can be utilised	At least £2,000,000	Council resources and WLWA Capital with potential for a private sector partner	WLWA, LBRuT
<b>TOTAL</b>				<b>£7,000,000 - £12,000,000</b>	<b>£2,000,000 (excl. any unknown gaps)</b>		

Table 25: Waste facility requirements in the London Borough of Richmond upon Thames

## 5.7 Sport facilities

Demand for the borough's sport facilities is likely to increase in the future as a result of new residential developments, increase in population and increased demand for sport activities.

The table below sets out an estimate of projects, related costs, funding sources and a funding gap in the provision of sport facilities in the London Borough of Richmond upon Thames between 2017 and 2033. Whilst the projects listed below are for new infrastructure elements that support to some extent new development in the respective areas, no significant amount of costs has been allocated against future CIL funding, whereby this does not preclude any spending on it in the future.

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Grey Court School, Ham / Petersham</b>	Grey Court School – development of new community sports centre to include indoor/ outdoor and wet/dry facilities	Short-term	Underway	£2,000,000 plus	Unknown	Council resources, third party funding	LBRUT, School
<b>Pools on the Park, Richmond</b>	Pools on the Park – retractable roof for outdoor pool	Short-term	At concept stage	£800,000 estimated	Unknown	Council resources, third party funding	LBRUT, Commercial partner
<b>Pools on the Park, Richmond</b>	Pools on the Park – extension to fitness suite	Short-term	At concept stage	£500,000 estimated	Unknown	Council resources, third party funding	LBRUT, Commercial partner
<b>Orleans Park Sports Centre, Twickenham</b>	Orleans Park Sports Centre – extension to provide fitness suite	Short-term	At concept stage	£400,000 estimated	Unknown	Council resources	LBRUT, Orleans Park School

**Table 26: Sport facility requirements in the London Borough of Richmond upon Thames**

## 5.8 Fire Services

The AMP (2017) has identified Twickenham Fire Station as being situated in a less than ideal location, as well as having some condition issues.

It is therefore considered likely that an alternative location will be pursued, for the provision of a new fire station, if a suitable site can be found. Alternatively, a substantial refurbishment will be considered if a site is not found.

Richmond Fire Station has been identified as being in need of refurbishment only.

Infrastructure type / project	Project details, including location	Delivery time / phasing	Project status and commitment	Total capital costs	Funding Gap	Funding sources	Delivery Partners
<b>Richmond Fire Station</b>	The AMP (2017) has identified Twickenham Fire Station as being situated in a less than ideal location, as well as having some condition issues.	Unknown	Commitment in principle AMP 2017 as needing refurbishment	Unknown	Unknown	London Fire Brigade's Capital Programme	

**Table 27: Fire Service requirements in the London Borough of Richmond upon Thames**

## 6 Council Capital funding and funding gap

Council's Capital Programme<sup>69</sup> is updated every year in line with the revenue strategy and the impact of the local government finance settlement on the resources available, and informed by the Asset Management Plan. This IDP is written and updated in a time of diminishing public funding in the context of continued economic uncertainty. Various strategies and plans have each identified their own funding sources or potential gaps, and while other public bodies should have their own Government funding streams they may also be suffering cutbacks and uncertainty.

There could be other funding sources available such as: Business Improvement Districts (BIDs) – a flexible funding mechanism to improve and manage a clearly defined commercial area, based on the principle of an additional levy on all defined ratepayers following a majority vote; or Tax Increment Financing (TIF) – allows local authorities to borrow against predicted growth in their locally raised business rates, which can be used to fund key infrastructure and other capital projects.

In light of the above assessment to date, it is considered that there will be a significant infrastructure funding gap, not least because a number of areas require ongoing maintenance and all funding sources are under pressure in the current economic climate.

Any costs that are identified in this report are based on the best available information at the time of publication, and may be subject to change at a later stage.

## 7 Partnership working

Partnership working is vital to delivering infrastructure, and as outlined in the infrastructure assessments in Section 4, there are a variety of organisations and bodies, including the Council, that are responsible for delivery. The use and alignment of funding and public assets will need to be considered as part of taking forward infrastructure delivery, and should be a means of drawing together capital investment from the wider public sector within the borough.

Some of the key public bodies that the Council already works with are for example the Greater London Authority (GLA), Transport for London (TfL) and the Homes & Communities Agency (GLA). Some of the key strategic partnerships which already exist are:

- **Richmond upon Thames Partnership (RP)**<sup>70</sup> – The Partnership is chaired by the Leader of the Council, Cllr Nicholas True. It is a non-statutory and non-executive group that meets three times a year, and holds one annual conference. The RP is responsible for the Richmond Upon Thames Community Plan 2016 - 2020, which was partly developed by the RP partners and sets out the shared vision for the Borough from now until 2017.

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<sup>69</sup> [http://www.richmond.gov.uk/treasury\\_management](http://www.richmond.gov.uk/treasury_management)

<sup>70</sup> [http://www.richmond.gov.uk/richmond\\_upon\\_thames\\_partnership](http://www.richmond.gov.uk/richmond_upon_thames_partnership)

- **South London Partnership**<sup>71</sup> – The South London Partnership is a sub-regional collaboration of five London boroughs: Croydon, Kingston upon Thames, Merton, Richmond upon Thames and Sutton. The partnership focuses on shaping sustainable growth, securing devolution to unlock opportunities and driving efficiency.
- **London Local Enterprise Partnership**<sup>72</sup> – The London Economic Action Partnership (LEAP) is the local enterprise partnership for London. The LEAP brings entrepreneurs and business together with the Mayoralty and London Councils to identify strategic actions to support and lead economic growth and job creation in the capital.

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71 <http://www.southlondonpartnership.co.uk/home.aspx>

72 <http://www.london.gov.uk/publication/london-enterprise-partnership-proposal>

## 8 Monitoring and review

As set out in the introductory section of this report, the IDP provides a snap-shot in time and best available information has been used at the time of its production. It has been developed building heavily upon existing strategies, plans and programmes. In the context of changing circumstances in relation to funding and uncertainty about services and their delivery as well as due to updates to existing and new strategies and programmes for the delivery of services, the needs, demands and requirements for infrastructure can change significantly within a short period of time.

Thus, this is a living document and it is therefore recommended that the Richmond IDP is monitored and reviewed on a regular basis to take account of significant changes that may alter the infrastructure assessment.

The following key questions should be addressed as part of the IDP review process. If the answer to any of the questions is yes, then a review of the IDP in light of the identified changes should be carried out.

1. Have there been any changes to strategies, plans, programmes and other documents on which the assessment of the infrastructure is based upon? If so, it should be considered whether this change/update is significant enough to trigger a review of the IDP; updated information could also be captured as an addendum to the IDP.
2. Have there been any amendments to the regulatory framework and legislation, which could have a significant impact on the assessment and outcomes of the IDP?
3. Is the definition of “infrastructure” still applicable for this borough? Should the IDP exclude or include new types of infrastructure and services?
4. Have there been any significant changes in the delivery of services both within the Council as well as externally? Are services now being delivered by another public/private organisation or partnership? Do any of these changes alter the infrastructure assessment contained within the IDP in such a way, that a review of the IDP may become necessary?
5. Have infrastructure projects, where a need in relation to this service has been identified in the IDP, been implemented, and would this thus alter the assessment of that relevant infrastructure type/sector?
6. Has new information been published in relation to development and growth which would change the assessment for infrastructure needs and demands in the borough?
7. Has new population or demographics data or the interpretation thereof been published? If so, does this significantly alter the assessment of future needs and demands for infrastructure in the borough?
8. Have any significant funding sources been made available since the IDP has been published, or have previously known funding sources become unavailable as a result of unexpected circumstances? If so, does this significantly alter the assessment contained within the IDP?
9. Does the IDP provide a basis for assisting the Council in determining on which infrastructure types and projects money should be spent on?

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