

Local Plan

Infrastructure Delivery Plan

Planning

April 2023

Contents

1. Introduction	4
1.1 Background	4
1.2 Legislation	5
1.3 Stakeholder consultation	7
2. Future changes affecting infrastructure in the borough	8
2.1 Vision for development and the place-based strategies	8
2.2 Changing context including implications of the Covid-19 Pandemic	10
2.3 Demographic change	10
2.4 Climate change	11
3. Infrastructure Assessment	12
3.1 Social and Community Infrastructure	12
3.1.1 Early Years Education	12
3.1.2 Primary Education	14
3.1.3 Secondary Education	16
3.1.4 Special Educational Needs and Disabilities	17
3.1.5 Further/Higher/Adult Education	19
3.1.6 NHS Healthcare (including Hospitals and GPs)	20
3.1.7 Adult Social Care	24
3.1.8 Sports facilities	26
3.1.9 Leisure facilities	27
3.1.10 Community Centres	28
3.1.11 Youth Centres	29
3.1.12 Libraries	30
3.1.13 Affordable Housing	31
3.1.14 Arts & Culture infrastructure	32
3.2 Emergency Services	33
3.2.1 Police	33
3.2.2 Ambulance	35
3.2.3 Fire Service	36
3.3 Green and Blue Infrastructure	38
3.3.1 Parks, open spaces, trees and woodlands	38
3.3.2 Allotments	42
3.3.3 Play facilities	43
3.3.4 Cemeteries and crematoria	47

- 3.3.5 Rivers 49**
- 3.4 Utilities and Infrastructure..... 52**
 - 3.4.1 Electricity 52**
 - 3.4.2 Gas 53**
 - 3.4.3 Low and zero carbon energy infrastructure 53**
 - 3.4.4 Water resources and supply 57**
 - 3.4.5 Surface and foul water infrastructure and wastewater treatment..... 59**
 - 3.4.6 Flood Risk and Flood Defence Infrastructure 60**
 - 3.4.7 Waste management and disposal 65**
 - 3.4.8 Telecommunications 69**
- 3.5 Transport infrastructure 71**
- 3.6 Heritage Assets..... 83**
- 4. Partnership working..... 84**
- 5. Monitoring and review 85**

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. It is therefore important that future development goals, as set out in the LP, is 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”.

The IDP assists in responding to changes in the borough. Population and in particular any population increase 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. This will ensure that existing as well as new communities and businesses have the necessary infrastructure, such as schools, health centres and leisure facilities, to prosper. The IDP, read in conjunction with the Richmond Local Plan, identifies the borough’s future infrastructure and service needs. This report provides an analysis of existing infrastructure provision whilst also identifying future infrastructure provision to meet the needs of a growing and changing borough. A separate Summary Report (April 2023) provides a brief outline of this report with the existing provision, current shortfall, future needs and notes on costs/funding and the certainty/reliability of information, by each infrastructure type, reflecting this detailed assessment. Further work is expected to inform a separate schedule of infrastructure delivery that will provide a timeline for delivery of identified infrastructure projects and details of anticipated costs included.

It must be noted that the IDP reflects the best available information at the time of its production. Focused consultation will take place when it is made available as an evidence base document, alongside the Draft Local Plan ‘Publication’ Regulation 19 consultation period in Summer 2023. It has been difficult to establish medium and longer term plans due to uncertainty over funding and service provision in public and private sectors, and there may be a future update or addendum, such as to inform the Public Examination of the new Local Plan. **It is the intention therefore that the IDP will be updated when new data or information comes to light, and this will require active monitoring.** In addition, the IDP does not provide a definitive or exhaustive list of available funding sources and infrastructure costs as these can also change significantly within a short period of time. The IDP will also be complemented by other Council strategies/documents, which will ensure the document is as up to date as possible.

1.1 Background

The original IDP, published in April 2012, was created to facilitate the introduction of the Borough CIL to support development proposed in the LBRuT Local Plan. 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 came into effect in November 2014. The IDP was then updated in 2017 to provide the infrastructure needs of the borough to assist in the implementation of the Local Plan, as well as respond to the changing national and London policy context, service delivery changes, and the changing needs of the borough due to growth and demographics.

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 must 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. S106 agreements and the Community Infrastructure Levy (CIL) are the two ways in which new development can currently assist in meeting the community infrastructure needs. They differ slightly in how they provide support and how they are agreed, with more information on this being found in the [Planning Practice Guidance on 'Planning Obligations'](#).

The government is proposing reform to CIL and the current system of planning obligations by introducing a singular 'Infrastructure Levy' in their place, enacted through the Levelling Up and Regeneration Bill. The Infrastructure Levy would be a nationally set, value-based flat rate charge, and it aims to raise more revenue than the current system and deliver at least as much, if not more, on-site affordable housing as at present. The Levelling Up and Regeneration Bill provides the framework for the new Levy, with the detailed design to be delivered through regulations, however it is not anticipated that the new levy will be introduced before this IDP is next reviewed.

1.2 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) 2021** 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 and its ability to meet forecast demands, as well as 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 Practice Guidance** on ‘Planning Obligations’ sets out that evidence of infrastructure need should inform policies for planning obligations.

The **Planning Act 2008**, 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 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)** enabled the implementation of CIL in order to allow councils to raise funds from developers to help provide a wide range of infrastructure needed as a result of development. 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.

Community Infrastructure Levy Guidance (2014): Charge setting and charging schedule procedures provides the statutory guidance for the process for setting CIL charges and for preparing and testing the CIL charging schedule.

The **Localism Act 2011** – 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.

The **Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019** came into force on 1 September 2019. Under these regulations, Infrastructure Funding Statements (IFS) replaced CIL Regulation 123 Lists as the mechanism through which projects are identified for CIL funding. The IFS is published annually and provides a summary of all financial and non-financial developer contributions relating to S106s and CIL within the borough. It will include a statement of infrastructure projects that LBRuT intends to, or may be, wholly or partly funded by CIL. It will set out the CIL spending protocol establishing the process that the Council will undertake for allocating CIL receipts. The Local Plan and the IDP will be used to guide the prioritisation of how funds are spent.

1.3 Stakeholder consultation

Although there is no statutory requirement to consult on the preparation of an IDP, it is important to ensure that the IDP correctly reflects the existing needs and future requirements, including costs and funding where appropriate. Focused consultation will take place when it is made available as an evidence base document, alongside the Draft Local Plan ‘Publication’ Regulation 19 consultation period in Summer 2023. This will involve identified and relevant infrastructure/service providers, as well as other Council departments.

While the Council has prepared the update to the 2023 IDP to inform the [new Local Plan](#), reflecting existing strategies, publications, asset management plans etc. of both the Council and providers, there may be further outreach to ensure these are up to date and reflect the plans of providers and any current issues. There may be a future update or addendum to set out any further relevant information and to further assess where costs can be identified, such as to inform the Public Examination of the new Local Plan.

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
- Safeguarding Adults Board
- Kingston and Richmond Safeguarding Children Partnership
- Health and Wellbeing Board

Key Stakeholders that have been engaged in the original development/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
- Health bodies
- Environment Agency
- Thames Water

London Ambulance Service
London Fire Brigade
Metropolitan Police Service
National Grid
Gas and electricity providers
Mobile Network Operators
Telecommunications providers

2. 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, 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.

2.1 Vision for development and the place-based strategies

The new Local Plan continues the strategic vision for the next 15 years up to 2039. The Plan addresses current local priorities, needs and opportunities, strengthening the economic focus and protection of employment land, while retaining the existing spatial strategy from the adopted Local Plan and approach to protect the historic environment and open spaces.

The Draft 'Publication' Regulation 19 Local Plan (2023) in Policy 2 sets out that the spatial strategy seeks to deliver the Council's vision and meet the identified needs by directing new higher density development including homes, jobs, community uses and infrastructure to sites in the town centres or places that are that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. New smaller scale development will be appropriate in the local centres to support Living Locally. Beyond these areas, incremental intensification will contribute to achieving growth, having regard to the existing townscape character.

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.

The Living Locally and 20-minute neighbourhood concept is a key theme in the new Plan, as set out in Policy 1, to create environments that make it easier to be physically active, enhance opportunities for walking and cycling safely, create high quality public spaces and public realm, improve connectivity and accessibility for all, and focus on supporting the high streets, centres and parades as destinations that people want to go to and use to 'live locally'.

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 addresses inequalities. The pockets of relative deprivation are around Castelnau, Hampton Nursery Lands, Heathfield, Mortlake, Whitton, and Ham.

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 Local Plan provides a strategy for each ‘place’ and further details where specific areas for change are identified. The Key Diagram in the Draft ‘Publication’ Regulation 19 Local Plan (2023) shows the broad locations for development:

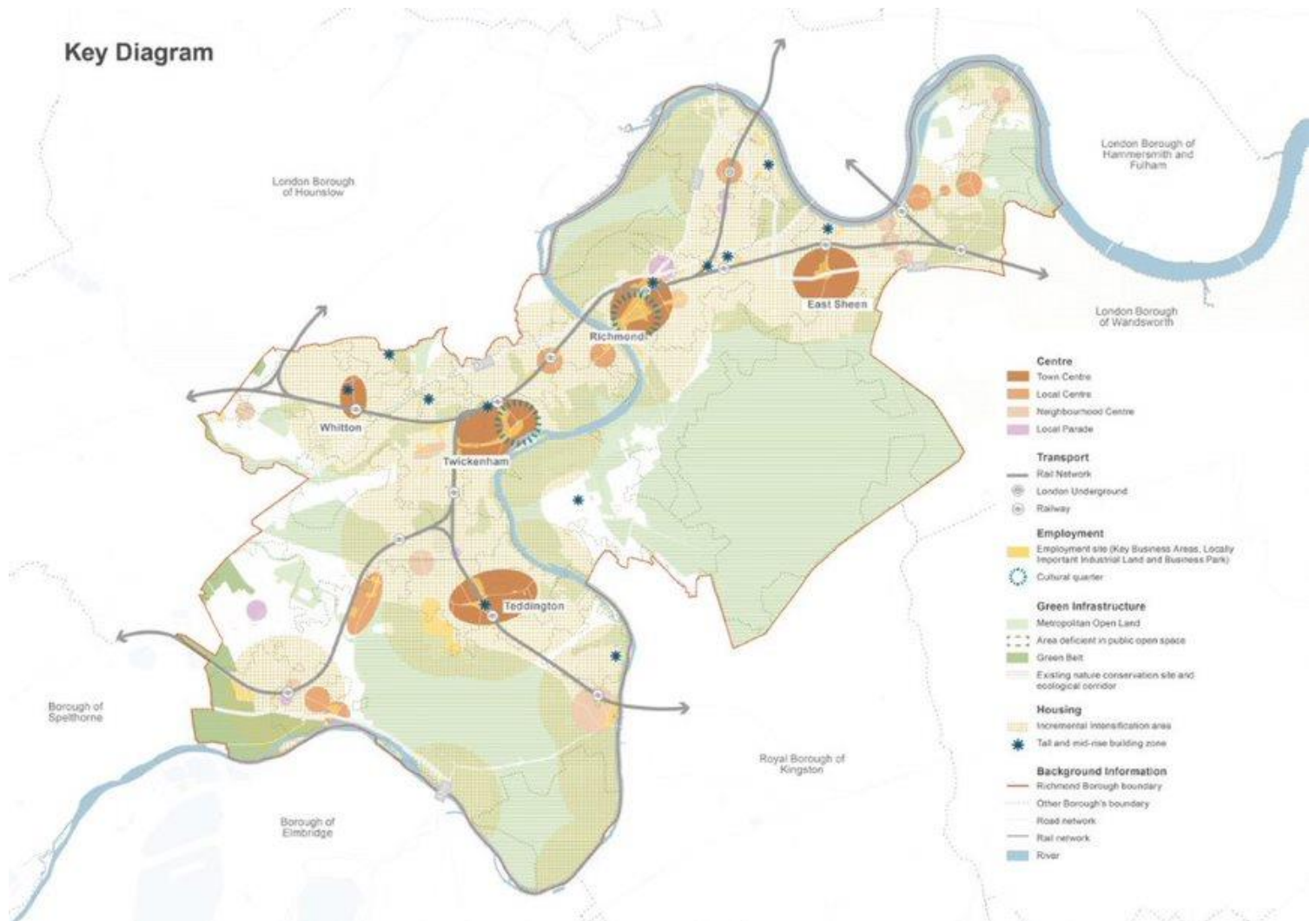


Figure 1: A map of the London Borough of Richmond

The Covid-19 Pandemic has significantly impacted the way we live and work, with the changing working arrangements for many shaping how they interact with the area they live in. The pandemic has highlighted the benefits of living locally and having facilities locally; it responds to the challenges

of climate change, health provision, affordability and liveability, as well as supports the local economy and local enterprise. The 20-minute neighbourhood concept enables the borough's communities to 'live locally', which is a concept at the heart of the proposed Local Plan.

Finally, the borough provides an interrelationship with Greater London and the South East of England 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. In addition, 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.

2.2 Changing context including implications of the Covid-19 Pandemic

Since the last IDP update in 2017, there has been much change in the social, economic, and political landscapes which the previous document could not have possibly taken account of. During that time, we have been navigating our way through Brexit and life outside of the European Union, which has led to much political upheaval and uncertainty both economically and within society. In addition, there is ongoing economic uncertainty by way of high inflation and the cost of living. Last, and by no means the least significant, is the Covid-19 Pandemic, which has fundamentally changed the way we live our lives and our working environment. All these factors have, and will continue to, impact the delivery of infrastructure in the borough of Richmond. It is therefore important that we consider the effects of these events, understand how they will impact infrastructure delivery, and attempt to mitigate against these effects as effectively as possible. One of the best ways to do this is to ensure the IDP is as up to date as possible and that we consider any changes in the wider context.

In addition, the IDP will be complemented by the Infrastructure Funding Statement (IFS) and Infrastructure Delivery Schedule (IDS) to provide a comprehensive picture of infrastructure delivery in the borough. These documents are produced annually and detail information on developer contributions via the IFS, as well as costs, phasing, delivery partners, funding sources etc for certain infrastructure types and projects in the borough. Aside from new data/information coming to light, these documents will be an important tool for keeping the IDP up to date.

2.3 Demographic change

The 2021 Census results, released in June 2022, painted an interesting picture for London in particular. Although further analysis is anticipated later in 2022 and into 2023, the COVID pandemic most likely resulted in fewer people in London at the time the census was taken than anticipated, due to younger individuals moving out of London¹. Further caution is advised when using the census figures, as it is expected that this population decline will somewhat recover².

In terms of Richmond, the census results show a 4.4% increase in population, from 187,000 recorded in 2011 to 195,000 recorded in 2021 compared to London which saw an increase of 7.6% to 8.8million people³. Boroughs neighbouring Richmond upon Thames also experienced increased

¹ <https://data.london.gov.uk/blog/what-to-expect-from-the-first-census-results-for-london-and-why-these-wont-reflect-the-current-population-of-the-city/>

² <https://data.london.gov.uk/blog/what-to-expect-from-the-first-census-results-for-london-and-why-these-wont-reflect-the-current-population-of-the-city/>

³ <https://data.london.gov.uk/census/>

population growth, including Hounslow (13.5%), Spelthorne (7.7%) and Kingston upon Thames (5.0%), however Hammersmith and Fulham only saw a moderate population increase (0.4%) on 2011 census results⁴. In terms of age groups, the largest age group increase was in the 65 years and over category which saw a 24.9% increase, whilst there was an increase of 6.1% in children aged under 15 years. On the other hand, there was a minor decrease of 0.2% in people aged 15 to 64 years⁵.

Looking forward, the latest GLA projections (2020-based) estimate much lower future population growth, to reach 196,714 (identified capacity scenario), a 0.3% change by 2039, however there remain challenges around how the population will change. There is a projected change in the age structure of those aged 65+ to increase by 50% by 2039. A key challenge is to support an ageing population, not only the direct impacts on adult health and social care provision, but also in terms of other infrastructure for example for older people there can be interventions to make active travel easier such as through enabling use of electric bikes or increasing the number of benches to provide respite while walking.

2.4 Climate change

Our infrastructure is at great risk from a changing climate, as a result from pressure applied by extreme weather events. Our infrastructure will need futureproofing or replacing altogether in order to safeguard against these extreme weather events that will become more regular.

While the direct impact of climate change for Richmond may not be as severe as in developing countries or some coastal areas, there is a need to ensure the borough is prepared for the adverse impacts – as the only borough to have the River Thames run through it therefore the risk from fluvial and tidal flooding is greater, whilst the significance of our open space and the importance this provides for so many. Climate change is also a public health priority, impacted by air pollution, water shortage, heatwaves and other adverse weather conditions, and worsening indoor environments such as overheating.

LBRuT declared a climate emergency in July 2019 and subsequently provided a Climate Emergency [Strategy](#) and [Action Plan](#) to outline our approach between 2019 and 2024. This has since been updated by a commitment, with partners across London, to reach net zero carbon by 2043.

In addition to actions that the Council will undertake to reduce carbon emissions, waste and pollution associated with it's own operations, our Climate Emergency Action Plan and Local Plan sets out we will encourage residents, businesses and those involved in the development of our borough to prepare for and prevent climate change.

⁴ Office for National Statistics. 2022. 'How the population changed in Richmond upon Thames: Census 2021'. Available from: <https://www.ons.gov.uk/visualisations/censuspopulationchange/>

⁵ Office for National Statistics. 2022. 'How the population changed in Richmond upon Thames: Census 2021'. Available from: <https://www.ons.gov.uk/visualisations/censuspopulationchange/>

3. Infrastructure Assessment

3.1 Social and Community Infrastructure

3.1.1 Early Years Education

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 day-care 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.

There is one stand-alone nursery school within the borough, Windham Nursery School, and 20 infant and primary schools with attached maintained nurseries. Children's centres, of which there are 6 in the borough, 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.

All 3 to 4-year-olds in England can get 570 free hours per year. It's usually taken as 15 hours a week for 38 weeks of the year⁶ but can be taken for fewer hours over more weeks. Some 3 to 4-year-olds are eligible for 30 hours free childcare a week. To be eligible the child must be enrolled in 'approved childcare', this means if it's provided by a:

- registered childminder, nanny, playscheme, nursery or club
- childminder or nanny with a registered childminder agency or childcare agency
- registered school
- home care worker working for a registered home care agency.

In addition to the three and four year old entitlement, disadvantaged two year olds (approximately 301 in Richmond) are eligible to fifteen hours of free early education after the term of their 2nd birthday. This is offered in several childminders and agency childminders, nursery classes in schools and maintained nursery schools as well as private, voluntary, and independent nurseries, pre-schools and out of school providers.

Providers are funded directly by government for delivering funded early education places. They are not required to offer funded places, but parents may choose to use a different provider if they do not. Providers will offer funded hours within their own model of delivery within the remit of the Early Education Funding Guidance – this means they may offer a restricted number of funded places or offer models where funded hours are accessible within a fixed pattern of days or hours. This is often to support their business sustainability and maximise their operational hours and places. Providers should engage with Achieving for Children and support the community/cohort.

The Council's Childcare Sufficiency Assessment (CSA), which is reviewed regularly, uses data about the need for childcare and the amount of childcare available, to plan how to support the local childcare economy. The CSA provides a snapshot and in February 2020 reported in total, there are 356 childcare providers in the local authority who are registered either on the Ofsted Early Years Register or with an Ofsted registered childminding agency. Together they offer a maximum of 9,083

⁶ <https://www.gov.uk/help-with-childcare-costs/free-childcare-and-education-for-2-to-4-year-olds>

early years childcare places. Although it is difficult to fully assess existing provision from a myriad of public and private sources, with a number of providers responding to the needs, there is no indication of a gap in provision.

Future requirements

Demand is likely to remain consistent 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 several providers responding to the needs there is no indication of a gap in provision. The CSA suggested there is broadly sufficient childcare availability in Richmond with continual changes of models available within the childcare market so that most families can access a suitable model that meets their needs.

There has been a slight drop in the number of private, voluntary and independent (PVI) providers but an increase in the places available. This indicates an increased access to larger day nurseries and a reduction of smaller settings, longer opening times of day nurseries and whole year access means an increase in the actual hours that places are available for, providing more availability of childcare over a year. The average registered places per PVI settings rose from 43 to 45 over the year Spring 2018 to Spring 2019.

Similarly, there has been a larger drop in the number of childminders – which follows a national trend. However, places available have not dropped by the same percentage, the average registered places for childminders has risen from 5.7 to 6.1. There is an increase in childminders employing assistants or working together to be able to offer a greater number of places.

The number of families coming forward with eligibility for the 30 hours extended funding remains relatively stable but is still below the estimate predicted by the government at the commencement of the offer, this is a national trend reported by local authorities. 91.6% of families who have been given eligibility are accessing the extended (30 hours) funding.

It is a priority for the Council to secure sufficient provision of funded places and spaces for disadvantaged children nursery / pre-school places in the private and voluntary settings and childminders.

The CSA does note the situation can change rapidly. The medium and longer-term impacts of the COVID-19 pandemic on working patterns, and the locations where childcare is required, are being kept under review.

There is a declining birth-rate in Richmond with reduced take up of childcare and problems with workforce retention, which along with the current economic situation, means there is instability in the sector. The [updated School Place Planning Strategy](#) agreed and adopted by the Council in March 2023 states that many state-funded schools are reviewing their nursery class offer as the number of children taking up places is decreasing, but AfC support schools to review their offer considering the schools' sustainability while meeting the wider needs of the local community, especially those of working families who otherwise have difficulty accessing a school nursery place.

Costs

No specific costs or funding has been identified for future infrastructure delivery related to early years provision. The Council's [School Place Planning Strategy](#), agreed in March 2023, details some of the wider financial implications and how the Council finances education provision in the borough.

The Government has announced in March 2023 plans to extend the 30-hours offer to children of working parents from age nine-months in England as part of a plan to encourage parents back into work, although this is to be implemented in phases from April 2024 and September 2025.

3.1.2 Primary Education

Current provision

The borough has 44 primary schools, of which 17 are church schools. Of those 44 primary phase schools, 33 are all-through (ages 4 to 11) primary schools, five are infant schools (ages 4 to 7), five are junior schools (ages 7 to 11), one is a nursery school, and two are free schools.

Between 2000 and 2010, the number per year of live births in the borough rose by 25.5%, from 2,384 to 2,992. Since then, the number of live births in the borough decreased as evidence in the below table, although a slight increase was seen in 2021.

Date	Richmond upon Thames live births
2013	2,805
2014	2,589
2015	2,609
2016	2,544
2017	2,441
2018	2,310
2019	2,181
2020	2,021
2021	2,120

Table 1: Live births per year in the borough of Richmond

Despite the birth-rate decreasing in most years from 2011 to 2020 inclusive, the take-up rate from birth, i.e., the number of children in Reception in October expressed as a percentage of those born in the borough four years before has, with the exception of the Covid-impacted 2021 intake, continued to grow steadily.

Richmond Borough’s primary schools regularly exceed the national average of the percentage of pupils which are meeting the expected standards by 16%⁷. (Note: In response to the COVID-19 pandemic, the Department for Education cancelled the 2019/20 national curriculum assessments and associated data collections).

⁷ <https://www.compare-school-performance.service.gov.uk/schools-by-type?step=default&table=schools®ion=318&geographic=la&for=primary>

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.

Since 2000 the Council has ensured the provision of 32.5 forms of entry (FE) at Reception in addition to the then capacity of 54.5 FE, representing a 60% increase, as follows:

Expansions		Free schools		Other new schools		Totals	
FE	Places	FE	Places	FE	Places	FE	Places
21.5	4,529	7	1,414	4	840	32.5	6,783

Table 2: New forms of entry in the borough of Richmond since 2000

The permanent accommodation for Deer Park School, above a new Lidl supermarket on the former Ryde House site in east Twickenham, has been completed and opened in 2021 (it was delayed due to the pandemic).

The three Catholic primary schools – St Elizabeth’s, St Mary Magdalen’s and St Osmund’s – within the Archdiocese of Southwark’s area (the eastern half of the borough) ceased their ‘shared form of entry’ arrangement after the September 2018 Reception intake, because demand for places across the three schools, in common with many other schools in the borough, had abated from the peaks experienced earlier this decade.

Temporary reductions of published admission numbers for Reception entry have been implemented in four schools in areas where demand for places has decreased from the peaks of 2014–2016. There are no plans at present to make those reductions permanent. Demand for Reception places has decreased considerably in the western half of the borough but, following a few years’ of reducing numbers, increased in the eastern half for 2019 entry.

In-year admissions – for children who are new to the borough or whose parents would like them to move schools within the borough – continue to be high: in the summer holiday period of 2019, 221 primary-phase applications were received (and 66 secondary-phase). In part, they have been driven by applications made by families who have moved into the borough from Hong Kong; a total of 420 primary aged children since September 2020, including 44 in the current school year to date.

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 December 2019, set out its priorities and strategy for ensuring a sufficiency of places.

In the medium to long term, additional provision may be needed in the Barnes although there is a plan in place. In the short to medium term consideration will be given to whether there should be a temporary reduction by 1FE of capacity in Hampton/Hampton North area.

A revised iteration of the Council’s [School Place Planning Strategy](#) was agreed and adopted by the Council in March 2023. This provides data and analysis and assesses forecast demand for school places in the mainstream primary phase. Although there have been some further temporary

reductions of published admission numbers for Reception entry, there are still no plans to make these reductions permanent, as it is made clear that take-up rate doesn't directly correlate to the birth-rate four years before but is influenced by other factors.

Costs

No specific costs or funding has been identified for future infrastructure delivery related to primary school phase provision. The Council's [School Place Planning Strategy](#), agreed in March 2023, details some of the wider financial implications and how the Council finances education provision in the borough. Most of the Department for Education 'Basic Need' funding that the Council has received since 2011, supplemented by other funding, has been spent on primary school expansions.

3.1.3 Secondary Education

Current provision

There are 11 state-funded secondary schools in the borough, between them providing: seven academies, two free school, one Church of England voluntary-aided school and one Catholic voluntary-aided school.

Spare capacity in these secondary schools in the borough is at an absolute minimum, having existed in previous years. The river Thames acts as a barrier for pupils attending schools on the opposite side to where they are resident, therefore the two halves of the borough (east and west) are discrete school place planning areas and are reported to the DfE as such. In the west of the borough, there has been an increase of 52.1% which almost reflects the increase in permanent capacity of 550 places (52.4%), from 1,050 in 2011 to 1,512 in 2022, including three new schools – St Richard Reynolds, The Richmond upon Thames School and Turing House. In the east of the borough however, in the east, there has been an increase in children of 42.5%, compared with a net increase of permanent capacity of 20 places (3.6%) between 2011 and 2022.

In Richmond, most of the 11 state-funded schools have very little undeveloped space which isn't already being used for outdoor play or isn't subject to insurmountable planning restrictions. In 2014, sixth forms were introduced in the then five most popular schools – Christ's, Grey Court, Orleans Park, Teddington and Waldegrave – thereby using up all, or significantly, reducing available space for further development.

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

Future requirements

In October 2015, the Council updated the previous 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 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. It was revised in December 2019. The strategy outlined the need for additional places in the eastern half of the borough.

Most of Richmond's largest approved, proposed or likely to be proposed housing developments are in the east of the borough: Barnes Hospital (106 units); Ham Close (a net gain of 260); Homebase, East Sheen (453); Kew Retail Park (c.2, 000?); and Stag Brewery itself (1,085). Even with conservative

estimates, the ‘pupil yield’ from these developments – the number of children who will need new local state-funded school places – will be very substantial and add hugely to an already difficult situation. If, as the DfE say, the peak pupil yield from new developments typically isn’t reached until eight years after initial occupation, demand from with these anticipated local housing developments will not just cause one-off challenges but will continue to cause additional demand for school places.

This update resulted in no new permanent places but an extra temporary, ‘bulge’ class was provided at Richmond Park Academy in 2018/2019 and another at Christ’s in the 2019/2020 school year. Richmond Park Academy will accommodate a bulge class in the 2020/2021 and 2021/2022 school years. Further bulge classes will be needed in those years and any others before such time as Livingstone Academy at Stag Brewery is able to open.

The provision of a new secondary school is required as there is a large and increasing forecast shortfall of places in the eastern half of the borough, which requires substantial additional permanent provision. It is likely, too, that a new school would draw children from families who would otherwise opt for the private sector, so the real demand would be in excess of what is forecast. Planning permission for the redevelopment at the Stag Brewery site is being sought.

Since the School Place Planning Strategy was last updated, Kneller Hall has been purchased by Dukes Education who intend to relocate their Senior School and sixth form to the site and to start teaching in September 2024. The plan is for intake of 750 pupils and to eventually grow to accommodate 1,000 pupils. The Junior School will remain at Pope’s Villa and grow up to approximately 300 pupils.

A revised iteration of an [updated strategy](#) was agreed and adopted by the Council in March 2023. This provides data and analysis and assesses forecast demand for school places in the mainstream secondary phase and reiterates a clear need for a fourth secondary school in the east of the borough.

Costs

No specific costs or funding has been identified for future infrastructure delivery related to primary school phase provision. The Council’s [School Place Planning Strategy](#), agreed in March 2023, details some of the wider financial implications and how the Council finances education provision in the borough.

3.1.4 Special Educational Needs and Disabilities

Current provision

Over 4,000 children and young people with special educational needs and disabilities live in or are educated in the borough, with roughly 8% of these children and young people receiving support from children’s social care and just under 12% attending mainstream primary and secondary schools. SEND provision is delivered within mainstream schools as well as via specialist support in 3 special schools. The Council is committed to improving the educational outcomes of children with special educational needs and disabilities (SEND). It actively supports schools so that the majority of pupils’ needs can be met within mainstream settings.

Various updates to current provision have occurred since the last IDP update in 2017. Clarendon School was re-provided in 2018 on two new sites: its primary phase at the former Newhouse Centre site in Buckingham Road, Hampton; and the secondary phase in new build accommodation alongside The Richmond upon Thames School, as part of the Richmond Education and Enterprise Campus (REEC) in Egerton Road, Twickenham.

The re-provision of Strathmore on three sites – the campuses of The Russell Primary and Grey Court and St Richard Reynolds secondary schools – was completed in spring 2018.

In June 2018, the Council long-leased two sites – Amyand House, in Amyand Park Road, Twickenham, and part of the REEC development – for, respectively, the primary and secondary phases of Capella House, a 72-place special free school for children and young people with speech, language and communication needs, which the Auriga Academy Trust (formed by Clarendon and Strathmore when they academised in 2016). Capella House opened in September 2019 on its secondary site and opened its primary site in 2021.

In October 2018, AfC submitted two special free school applications, one in Richmond for children and young people aged 7–19 with social, emotional and mental health (SEMH) needs and one in Kingston for children and young people aged 4–19 with autism. In March 2019, the DfE approved both applications. Each school will have 90 places. In February 2020, the DfE and AfC jointly selected the providers for the two schools: the Beckmead Trust for the Richmond school, to be named London River Academy, to open, subject to planning permission, date not yet known, on part of the Barnes Hospital site; and Ambitious about Autism for the Kingston school, named Spring School, to open in September 2023 on part of the Moor Lane Centre site in Chessington.

AfC undertook consultation in early 2018 on proposals to expand existing and establish new specialist resource provisions (SRPs) for children with special educational needs and disabilities (SEND) in mainstream schools within Richmond and Kingston, and the response was largely very positive. Since then, expansions of SRPs have taken place at Windham Nursery, East Sheen Primary, Hampton Hill Junior, Heathfield Infant and Junior, and Orleans Park, providing 24 additional places between them.

In addition, the former SRP at Richmond Park Academy for young people with ASD reopened in September 2019 as a 10-place SRP for young people with SEMH.

Work is therefore ongoing to provide additional special school places and SEND places in the borough, although it remains challenging to identify spare or under-utilised school or other spaces/sites which could be used to house specialist places, as set out in the [latest School Place Planning Strategy](#) agreed and adopted by the Council in March 2023.

Future requirements

The Council's SEND Strategy is predicated on the aim of providing and enabling more SEND 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 SEND and by enabling special free schools to open in the borough.

The Council's School Place Planning Strategy sets out that work is ongoing for the establishment of a 4–19 Clarendon centre on the former Strathmore site in Meadlands Drive, Petersham, and for the establishment of an 11–19 Strathmore centre on the former Aston Pierrepoint nursery and caretaker's house site in Hanworth Road, Hampton. A feasibility study has also been commissioned for an extension of Waldegrave School. As is the nature of SEND, demand for these places will always come from out-borough parents/carers.

Costs

In March 2017, the DfE allocated £1,595,871 to the Council for SEND capital projects, and later topped it up, with amounts of £371,133 and £742,266, making a total of £2,709,270, to be spent during the period from 2018 to 2021. This funding has been used to expand existing and establish new specialist resource provisions.

The costs of proposals to expand – temporarily or on a permanent basis – any existing mainstream and SEND schools will be met from funding identified in the council’s Education Capital Programme. Our School Place Planning Strategy states that it is probable that some Basic Need capital grant will have to be used to fill funding gaps for SEND capital projects, and then be backfilled by future High Needs Capital grant allocation funding.

3.1.5 Further/Higher/Adult Education

Current provision

It is not the local authority’s role to regulate the post-16 education ‘market’, either of school sixth forms or colleges, although details are set out in the [latest School Place Planning Strategy](#) agreed and adopted by the Council in March 2023.

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. The three ‘sponsored’ academies within the borough – Hampton High, Richmond Park Academy and Twickenham School (formerly Twickenham Academy) – also opened sixth forms, although Twickenham’s is provided in partnership with Waldegrave. The sixth form space at Hampton Academy has since been repurposed for a specialist resource provision, while St Richard Reynolds and Turing House both opened their sixth forms once their growth in year-groups reached Year 12, in 2018 and 2020 respectively. The growth of school sixth form numbers has tripled since 2014 to 1,840 in 2022.

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. The College has recently completed Phase 1 of their redevelopment which included a new college teaching building which was completed in February 2020.

They are now completing Phase 2, which will deliver a new STEM Centre (Science, Technology, Engineering and Maths) due for completion in Summer 2024. The STEM Centre will provide facilities for training in engineering and construction, science, forensic sciences, computing and robotics. A merger with HCUC (Harrow College & Uxbridge College) will provide opportunities through the West London Institute of Technology.

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. The University’s main sports fields are on the Teddington Lock site, opposite the Lensbury Club in Broom Road, Teddington. In 2020/21, there were 5,873 full and part-time students.

Future requirements

Subscriptions for sixth form places have grown rapidly since 2014, however some sixth forms in schools are yet to reach full capacity. No further details of future requirements were identified at the time of this infrastructure assessment.

St Mary's University have been developing plans for how the University would develop and invest. There is a need to improve and upgrade the existing facilities at St Mary's University as well as a need to provide additional educational floorspace, student residential accommodation and other associated facilities. Recent plans are for limited growth in undergraduate student numbers.

Costs

Any improvements to state-funded schools will be funded by the Council's Capital Programme, which may also capture projects related to post-16 education.

3.1.6 NHS Healthcare (including Hospitals and GPs)

Current provision

The [South West London Integrated Care System](#) (ICS) is a partnership of primary care, hospital, social care, mental health and community health services. Integrated care is about giving people the support they need, joined up across local councils, the NHS, and other partners including social care providers, voluntary and community enterprise sector and charities. It is important to consider provision beyond the primary care network.

The [Richmond Health and Care Plan 2022 to 2024](#), developed in partnership with local people, voluntary community groups and health and care partners in the borough of Richmond, sets out a vision for improving the health and wellbeing of local people. This emphasises the whole life course of 'Start Well, Live Well and Age Well', which encompasses residents of all ages and demographics, that is also the basis of the Joint Health and Wellbeing Strategy. The Council's Prevention Framework 2021 to 2025 aims to embed prevention in the Council's wider work, particularly through the environment, to promote positive health and wellbeing and to address health inequalities.

The Council and health providers have a wide range of estate across the borough from which they provide and deliver services. As part of the Richmond Health and Care Plan, the priorities are to:

- Maximise the use of our estate (voids, utilisation, and efficiency)
- Co-locate services where appropriate
- Explore access to estate by community groups to support community connections.

A [Richmond Health and Care Estates Strategy](#) was prepared during 2021. Overall, this is to support new models of care and integrated working, developing flexible spaces and optimising use of the estate. There is a new South West London Estates Strategy being prepared by the ICS.

1.3. Estates Baseline Summary

1.3.1 Summary of Estate in the Borough

This section covers

- Key developments
- Primary care/ PCN estate
- Schedule of other sites
- Borough estate strategic priorities
- A summary of the estate in Richmond

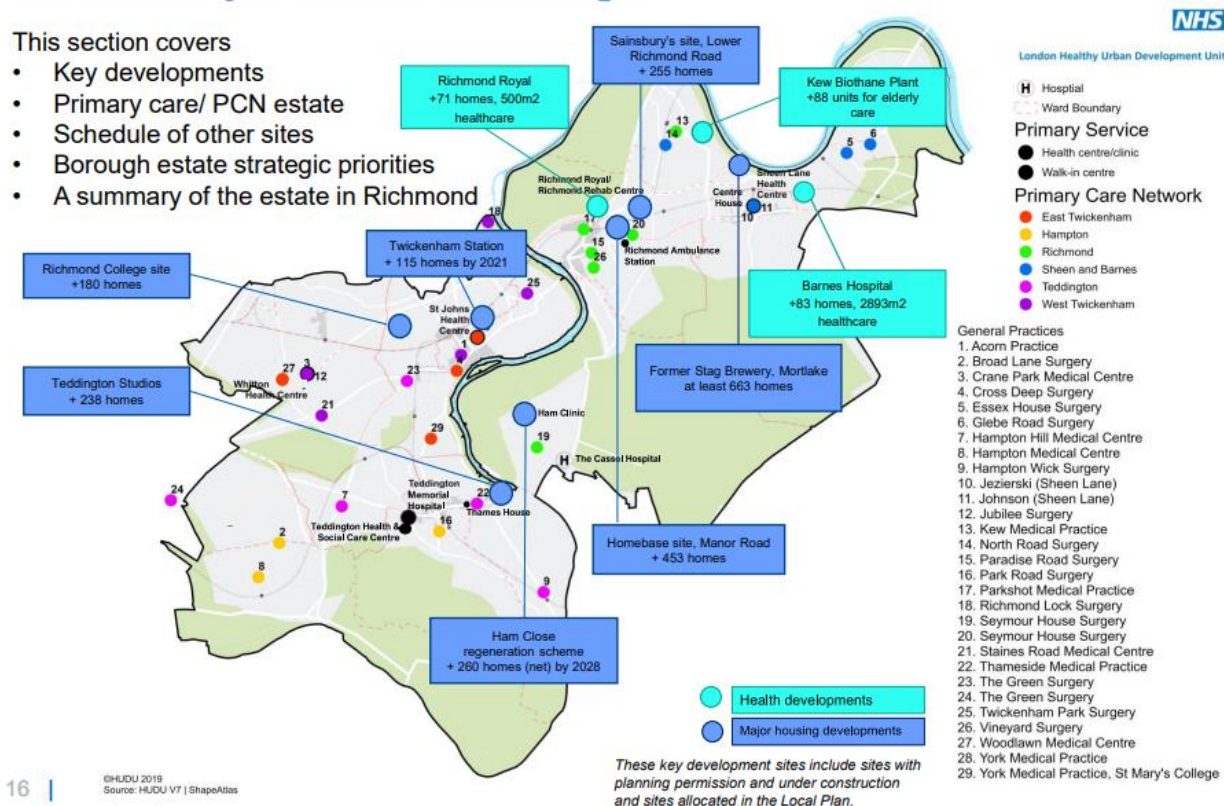


Figure 2: Health estates baseline summary, as set out in Richmond Health and Care Estates Strategy 2021

Future provision

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.

The Richmond Health and Care Estates Strategy identifies a broader model of health and social care working in a multidisciplinary way, and there may be a future focus around health and social care community hubs to bring services to local areas. Flexible spaces could be used for social prescribing, including for community and voluntary groups, as a way that GPs, nurses and other primary care professionals can refer patients to local, non-clinical services to address health concerns and improve a patient’s overall wellbeing, while reducing demands on primary (e.g. GPs) and secondary (e.g. hospital and community) care. Digitisation will also be key and could bring efficiencies for example to access advice or for records storage, provided the digital infrastructure supports these ways of working in the health sector.

Through the South West London & St George’s Mental Health NHS Trust Estate Modernisation Programme, redevelopment of both Richmond Royal Hospital and Barnes Hospital was approved, with capital funding⁸. Both schemes included reversion of floorspace for health care, with mental

⁸ <https://www.swlstg.nhs.uk/news-and-events/latest-news/item/outpatient-appointments-at-barnes-hospital-are-moving-3>

health outpatient services at Richmond Royal commencing during 2023 and a new home for Richmond Child & Adolescent Mental Health Services (CAMHS). The final approvals are being confirmed for Barnes Hospital, but it represents an investment of £11m in local NHS services in the new healthcare facility. Designed in partnership with staff, carers, patients and service users, these facilities will provide outstanding environments to support care and recovery for people across the Borough of Richmond and will continue to be home to a range of the Trust's community mental health services.

Primary Care Networks (PCNs) bring GP practices together with community, mental health, social care, pharmacy, hospital and voluntary services in their local areas. There are 27 GP practices within six [PCNs in Richmond](#). Extended access is delivered from 2 hubs in the borough – Sheen Lane Health Centre and Hampton Wick Surgery. The Richmond Health and Care Estates Strategy prepared in 2021 identified by each PCN the shortfall in GP premises floorspace as measured against the 60sqm/1000 patients target (sqm) and patient list size. There are very few practices that do not have a shortfall, and across many PCNs the overall shortfall is considerable. Most practices are fully utilising space with two premises identified as overcrowded.

The Strategy identified in the primary care estate include St Johns Health Centre in Twickenham and Park Road Surgery in Teddington. St Johns Health Centre is a constrained site and has been assessed as in a poor physical condition and wider feasibility of redevelopment continues to be explored; with patient numbers increasing to 14,400 in 2023. Constraints at Park Road Surgery have been recognised for some time, with it accommodating about 10,000 more patients than the building should and is the highest number of excess patients for any surgery in the borough; feasibility and options for alternative sites have been considered over a number of years and are recognised as an urgent need.

Hounslow and Richmond Community Healthcare (HRCH) provides community health services for people registered with GPs in the London boroughs of Hounslow and Richmond, but also serve a wider population across south west London for a range of more specialist services. These are provided from clinics and health centres, including Teddington Memorial Hospital and Teddington Health and Social Care Centre, as well as in other community setting such as in people's homes. There is ongoing estates improvement and modernisation work, to better utilise the estate and support new integrated care models.

NHS England commission all dental services/specialities in the South West London NHS. There was a lack of access to NHS dentistry during the pandemic, although issues in Richmond were the same across the country, but appear to have followed a backdrop of a reduction in capacity – in Richmond there were almost 40,000 fewer Band 1 treatments (e.g. check-ups) in the last years to the start of the pandemic. A report into the Dentistry Services During Coronavirus by Healthwatch Richmond (2021)⁹ set out key figures for Richmond:

- Excluding the City of London Richmond has the lowest spend for NHS dental services in London.
- There are 20 practices in Richmond with an NHS primary care contract.
- There are 54 dentists working under those contracts (these are not whole time equivalents).

9

<https://www.healthwatchrichmond.co.uk/sites/healthwatchrichmond.co.uk/files/Dentistry%20Services%20During%20Coronavirus%20Final%20Report.pdf>

- Up to December 2019 32.9 per cent of adults in Richmond had visited an NHS dentist and 49.9 per cent of children in Richmond had visited an NHS dentist.
- In the financial year ending in March 2019 practices in Richmond had achieved an average of 94.9 per cent of their allocated contract amounts.
- In 2014/15 there were 1,374,424 Units of Dental Activity (UDAs) by 2019/20 this had fallen to 1,335,160 UDAs commissioned in Richmond.
- South Richmond is the ward with lowest NHS dental access at 29 per cent while Heathfield is the highest is at 56.2 per cent.

A Pharmaceutical Needs Assessment 2023-2026 assessed current and future provision, and found no gaps in service provision, as [reported](#) to the Health & Wellbeing Board in April 2023. Richmond is well served in relation to the number and location of pharmacies, with:

- 45 community pharmacies and three distance selling pharmacies in Richmond and a further 90 pharmacies within a mile of Richmond's border.
- There is good access to essential, advanced, enhanced and other pharmaceutical services for the residents of Richmond with no gaps in the current and future provision of these services identified.
- No services were identified that would secure improvements or better access to pharmaceutical services if provided, either now or in the future.

Costs

The Richmond Health and Care Estates Strategy prepared in 2021 identified a capital pipeline for mental health, primary care, community services and out of hospital of £33.4m, of which £17.5m was unfunded. It also noted the challenges regarding the condition of much of the NHS estate, equipment and ICT infrastructure, and that the demand for capital outstrips and available funding.

Going forward, Integrated Care Boards (ICBs) decide how the NHS budget for the area is spent and develop a plan to improve people's health, deliver higher quality care and better value for money, however the same issues around shortfalls and funding are expected to continue.

Proposed new development will create an increased demand for which in some places could create the need for additional capacity. The capital cost of additional health facilities required to meet the increased demand which arises from new developments can be calculated using the London Healthy Urban Development Unit (HUDU) guidance and Planning Obligations Model. Contributions from CIL/Section 106 towards additional capacity may be required, having regard to the current provision and capacity of services and premises, the cumulative demand for services in the wider area and the service and estate strategies of health bodies. The Council's Planning Obligations SPD (2020) sets out the steps to assess healthcare capacity.

For dentistry, most practices have a mixed income model, with both NHS and private work; practices do not receive capital funding from the NHS and have to fund improvements themselves.

In addition, the Government's changes may allow flexibility for uses as the introduction of Use Class E (commercial, business and services) included medical and health services, and does in principle allow for changes of use both to and from other Class E uses for some types of social and community infrastructure, provided there are no restrictive conditions on a specific property.

3.1.7 Adult Social Care

Current provision

The Care Act 2014 sets out local authorities' responsibilities for shaping the social care market in their areas. The Council supports and sustains the local provider market to ensure sufficient capacity to meet demand, to fulfil the aspiration to deliver the best to our residents including best options for accommodation with care and support ensuring residents have the care and support at the right time and in the right place. The Council's aspiration is to work with the market including developers and our other partners to ensure that sufficient and appropriate quality housing and support is available, reducing reliance on traditional residential and nursing care, moving to more independent living and supporting people to live at home or in a home like setting wherever possible.

In 2021/22¹⁰ the Council supported over 1,300 people with care and support in their own home in the last year, and 3,000 people were supported to return home after a period of stay from hospital. The Council supported over 500 carers.

The Council has three in-house day centres (the Woodville Centre, Ham, the Sheen Lane Centre, and the Access Project in Whitton) providing services to people with dementia or a physical disability. Over 2021/22, 108 people attended one of these centres or another day centre outside of the borough. Attendance at day centres has increased within this year but hasn't returned to pre-pandemic levels.

Residential care homes provide accommodation for people on either a long- or short-term basis. In 2021/22 621 people were supported in care homes by the Council. The Council's aim is to reduce the number of people supported in care homes and for people to remain in their own homes for as long as they can. Supported living is mainly provided for people with learning disabilities or mental health problems, and the Council's aim is to support more people in supported living and reduce the numbers of people living in a care home. In 2021/22 230 people were in supported living.

Future requirements

There are major challenges including the public sector financial position, increasing demand from people with complex needs, difficulties in recruiting and retaining a high-quality workforce and ensuring care is provided in the most appropriate and cost-effective settings. The production of a Market Position Statement (MPS) is often used as a vehicle and starting point to fulfil these 'market shaping' responsibilities, targeted at the whole adult social care and support market, including the voluntary and community sector, independent commercial providers and carers. A MPS for Richmond was produced in 2015 and updated in 2018¹¹, setting out information on the adult social care and support market, details on supply and demand, planned changes and emerging trends for services.

As with the rest of the country, Richmond faces a sharp growth in the older population of 34% with associated health and social care needs by 2035. This means that by 2035 the proportion of the adult population aged over 65 will increase from 20% to 26%. With people living longer and increasing numbers of people with chronic or multiple conditions, this is likely to drive future needs – particularly extra demand for housing options, specifically for the 85 plus age group where the increase is steepest (51%).

¹⁰ https://www.richmond.gov.uk/media/27824/adult_social_care_how_we_have_done_2021_22.pdf

¹¹ https://www.richmond.gov.uk/media/16024/market_position_statement_2018.pdf

As people age, the prevalence rates for many of the indicators for social care need increase. Given the aging population, this is likely to have a significant impact on social care need with older people with dementia, and those with a limiting long-term illness likely to increase by 42% and 38% respectively. Similarly, Richmond faces a projected increase in the population of people with a learning disability of 5% and mental health needs of 2% by 2035 with a growing cohort of over 65's for whom accommodation options may be limited.

The Richmond Accommodation-Based Care Commissioning Statement (2022)¹² focuses on the need for places funded by the Council, identifying a need for:

- Approx. 80 additional extra care / residential care units to 2035 with no currently contracted extra care provision in the east of the Borough, with the residential care beds focused on those with dementia. Dementia-friendly extra care provision is identified as a particular priority
- Council-placed nursing care need to increase by around 30 additional placements by 2035 with potential for 10-15 beds needed for those with dementia. Bedspaces for those with dementia is identified as a particular priority
- 'Care and cluster' schemes of self-contained flats for adults with learning disabilities with 24/7 staffing and communal areas. A projected need for 31 units between 2019-35 is identified. Existing residential care schemes for this group are often not of the right quality; and there is some potential to deliver new supply through replacement/remodelling of existing stock. There is a limited current pipeline of supported living schemes
- A marginal increase in adults with learning disabilities requiring nursing care is identified, with a potential shortfall of 36 places, but this is not identified as urgent need
- Modern en-suite units in supported housing for adults with mental health difficulties, with a potential need for up to 100 units identified dependent on if more 'move on' pathways are cleared. The Statement identifies issues with the adequacy of some existing schemes
- A lack of specialist supported living or extra care provision for adults with physical or sensory needs in the Borough.

The Council is continuing to develop strategies partnerships with the NHS, both at a sub-regional level in southwest London as an Integrated Care System (ICS) and at a borough level developing Integrated Care Partnerships, as set out in the section on health infrastructure above, given the integration of health and social care continues to be a key driver.

Costs

The Council had a gross budget of £80m in 2022/23 on adult social care. Nationally the average weekly cost of residential care (both LA and privately funded) in the UK in 2021 was £704 and nursing care was £888. However, in London the costs are significantly higher with residential care averaging at £1,197. Costs are rising annually. Costs for delivering services is expected to be established through future budgets, funded by Government grant, although challenging in terms of market sustainability and the fair cost of care. A refreshing of the Market Position Statement is expected to be published in 2023. There is funding for national adult social care reforms (delayed to October 2025) to be provided to local government to alleviate pressures within social care.

¹² https://www.richmond.gov.uk/media/24153/accommodation_based_care_commissioning_statement.pdf

3.1.8 Sports facilities

Current provision

The updated Playing Pitch and Outdoor Sports Facility Assessment and Strategy are due to be published in Spring/Summer 2023, and will be available as part of the Council's [evidence base on sport, open space and recreation needs assessment](#). It will provide a detailed assessment and analysis of all playing fields and outdoor sports spaces including football pitches, cricket pitches, rugby union pitches, artificial grass pitches, tennis courts, bowling greens, as well as provision for golf, athletics and outdoor water sports.

As that detailed assessment has been put together with check and challenge from Sport England and the relevant National Governing Bodies of sport (NGBs) and informed by consultation with key clubs and leagues for each sport, key providers and other users of provision, it is considered it will shortly provide an up-to-date picture of current and future demand. Full details of provision are therefore not included in this update of the IDP.

The Playing Pitch and Outdoor Sports Assessment and Strategy 2023 highlights increasing demand in a number of sports and a need to make better use of new and existing sites.

[Culture Richmond 2021-2031](#) sets out that the Council will work with our borough's wide range of sports clubs and facilities to maintain high levels of participation amongst young people and consider how our partners can help get more residents more active. Richmond Public Health has published a Physical Activity Plan 2021-2031, which seeks to increase opportunities for physical activity within the Borough.

The following facilities set out below provide a snapshot of the infrastructure that is spread across the borough and the various stakeholders involved:

- 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 the club to a wider group.

The above settings provide the following facilities across the borough:

- 131 football pitches across 34 sites. These comprise 42 adult pitches, 20 youth 11v11 pitches, 23 youth 9v9 pitches, 28 mini 7x7 pitches and 18 mini 5v5 pitches. There are further pitches unavailable for use at 12 school sites.
- Two full sized 3G pitches and seven small-sized 3G pitches available for community use in LBRuT.
- 42 rugby union pitches available for community use; 37 are senior pitches and five are junior.
- Four full-size pitches suitable for hockey (three with floodlighting).
- 35 grass cricket squares, with 29 squares available for community use.

- 218 tennis courts across the borough, with 182 available for community use.
- Seven golf sites in operation.
- There is provision for volleyball, baseball, softball, bowls, netball, athletics and water sports facilities.

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. It is also difficult to meet the immediate needs for less traditional sports as they grow in popularity, such as volleyball and may be the case with padel, an off shoot of tennis and squash.

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.

Future requirements

As set out above, an updated Playing Pitch and Outdoor Sports Facility Assessment and Strategy are due to be published in Spring/Summer 2023, and will be available as part of the Council's [evidence base on sport, open space and recreation needs assessment](#). It will show which sports facilities are in demand, where in our borough provision is required as well as specific requests for infrastructure upgrades.

Costs

Any details of costs that are available will be included within the updated Playing Pitch and Outdoor Sports Facility Assessment and Strategy later this year.

3.1.9 Leisure facilities

Current provision

The Council operates six centres across the borough serving just under 2,000 members. There are also over 10 commercially operated health and fitness clubs in the borough, whilst all secondary schools in the borough have sports halls with various availability for public use.

The borough's two public indoor pools are in Teddington and Richmond, with outdoor pools located in Richmond and Hampton. There are very few specialist centres for individual sports.

Future provision

An updated Indoor Facility Assessment is due to be published later in 2023, and will be available as part of the Council's [evidence base on sport, open space and recreation needs assessment](#). The Richmond Leisure Strategy is due to be considered by the Council later in 2023.

As that detailed assessment has also been informed by a [Leisure Centres Survey](#) in 2022, full details of provision are therefore not included in this update of the IDP.

Costs

Any costs identified through the updated 2023 assessment or other work will be indicated in this section in a future update of this plan.

3.1.10 Community Centres

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 include:

- [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
- [White House, Hampton](#) – community centre run by the YMCA
- [Cambrian Community Centre](#), Richmond – run by a registered charity
- [Vineyard Community Centre](#), Richmond – run by a registered charity
- [Crane Community Centre](#) in Twickenham
- [Etna Community Centre](#) in Twickenham
- [The Exchange](#), Twickenham – leased to St Mary’s University for use including community group use and public events
- [Castelnau Community Centre](#) – base for Castelnau Centre Project charity
- [Whitton Community Centre](#)

Similar provision may also be available from some of the arts and culture facilities in the borough and a number of religious groups. Some provide activities for specialist groups such as older people and young people.

The Council owns/funds some of this listed above, and also has a range of halls available for hire, including rooms at [York House](#) in Twickenham; [Sheen Lane Centre](#), [Bullen Hall](#) in Hampton Wick, [Murray Park Hall](#) in Whitton, and the [Old Town Hall](#) in Richmond. The re-provision of the new Elleray Hall¹³ community centre in Teddington, relocated to the nearby former depot and North Lane (East) car park, is expected to be complete by the end of 2024.

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 COVID-19 pandemic has had a widespread impact on how services and support are delivered to local people, and over time the infrastructure needed to deliver them may change. However, in many areas, it has brought a focus on having local, community hubs, as part of adaptable spaces bringing opportunities for interaction.

In addition, the Government’s changes to the Use Classes affect social infrastructure and community infrastructure. Class F1 includes learning and non-residential institutions and Class F2 local community uses including halls and community spaces, indoor swimming pools and areas for outdoor sport or recreation, while Class E (commercial, business and services) is a wide range which includes gyms, indoor sport, creches, medical and health services. The flexibility introduced by

¹³ https://www.richmond.gov.uk/council/regeneration_projects/elleray_hall_reprovision

Government through Use Class E (commercial, business and service uses) does in principle allow for changes of use both to and from other Class E uses for some types of social and community infrastructure, provided there are no restrictive conditions on a specific property.

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.

In February 2021 the Finance, Policy and Resources Committee approved capital funding of £3.04 million for the delivery of the new Ellera Hall, with additional capital funding of £1.111 million to deliver the new social centre facility approved in June 2022 due to the increase in costs as a result of construction inflation. The overall cost of the development is expected to be funded from the capital receipt generated from the disposal of the existing site for affordable housing, £250,000 of Brownfield Site Release Fund Grant with the balance from CIL funding.

The Council agreed to ensure the future viability of the White House Community Centre in 2021, when the organisation were no longer in a position to enter into the occupational arrangements for a new 25-year lease due to ongoing COVID-19 related uncertainties. The Council 'underwrites' the cost of keeping the centre open at a rate of around £9,700 per month, payable to YMCA, as well as covering facilities management support, while finding a permanent and sustainable solution for the long-term management of the White House. A proposal is due to be considered at the Finance, Policy and Resources Committee in April 2023 to agree that Achieving for Children (AfC) take on the management of the White House as a Family and Community Hub.

The above are illustrative examples of costs; specific information on other costs of projects is unknown to the team producing this IDP.

3.1.11 Youth Centres

Current provision

Achieving for Children (AfC) provide youth services through fixed sites and by working in partnership with schools and other voluntary and community sector partners. They provide targeted and detached youth work in partnership with statutory services, such as the adolescent safeguarding team, and through joint working with targeted intervention teams for young people. A youth bus visits outreach sites, including the Edgar Road Estate and Butts Farm in partnership with Hounslow Council.

There are six [youth clubs](#) around the borough, with AfC's youth service delivered in a mixed model with directly delivered youth provision at Ham Youth Centre, Heatham House in Twickenham, The Powerstation and Whitton Youth Zone; and commissioned youth provision at Castlenau Community Centre in Barnes delivered by Castlenau Community Association and the Hampton Youth Centre delivered by the YMCA. The Hampton Youth Centre is on the Tangle Park campus alongside the community centre at The White House, which is also delivered by the YMCA, and the family centre delivered by AfC.

Future requirements

Ongoing capital investment is needed to improve some of the existing facilities, including maintenance, improvements to ICT, that would improve the youth offer and programme to people. AfC are able to make applications for capital funding for improvements.

Costs

The budget for the provision of youth services in Richmond for 2021/22 was £563,700. Further details for costs attributed to the current or for future years could not be retrieved.

3.1.12 Libraries

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 'Realising Potential' Library Strategy 2022-2026 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 through providing a personal, professional, social and cultural service in 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. The six core strategic priorities of the strategy are outlined below, with the intended outcome of each in brackets:

- Inspire a community of readers at all ages (Adults and children extend their reading experiences and foster a love of reading for pleasure)
- Empowering learners and bridging the digital divide (Individuals aspire to and reach their learning goals)
- Support health, well-being and inclusion (Local people have an improved sense of health and wellbeing)
- Opportunities for cultural and creative enrichment (Communities explore and celebrate their rich cultural and creative heritage)
- Promoting sustainable choices (Communities are working together for a sustainable future)
- Instilling a sense of pride and belonging (Local people are proud of their area, their communities and their library services)

In addition, the council will seek to achieve these priorities and outcomes through:

1. Providing safe and welcoming library buildings for residents.
2. Offering 'libraries without walls' via digital services.
3. Taking services out into the community to reach those most in need.

Further information on the core priorities, outcomes and how they will be delivered can be found via the updated Libraries Strategy.

Costs

It is estimated that the budgeted net cost of the library service in 2022/23 is £3.7m. It is therefore important to ensure that the cost of the library service is provided for each financial year. Any new information related to costs, or any other specific projects should be included in future updates to the IDP when it becomes available.

3.1.13 Affordable Housing

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 almost 20 times income. Furthermore, fewer than 13% of homes in the borough are in the social rental sector. 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 Paragon Housing (PAHousing) also has significant stock at just under 2000 units.

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 Local Housing Needs Assessment (2021). Demand for affordable housing is also indicated on the Richmond Housing Register and as of February 2023, there were over 5,384 households on the housing register. This total includes 235 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’.

Housing and planning colleagues work collaboratively, with registered providers, the GLA and Homes England with the aim to maximise affordable housing delivery and ensuring homes are built to a high standard and meet the needs of the most vulnerable. 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. In the last ten years to 2021/22, 844 new affordable homes have been provided in the borough. These homes have been delivered through a combination of new build or conversion schemes (such as those at the Teddington Studios site and Queens House Twickenham) and the purchase of properties on the open market, for use as affordable homes.

Costs

The current affordable housing funding regime has changed to prioritise the delivery of Social Rented housing which is what many of the households in need require. Overall grant funding for affordable housing has reduced however funding is still available and accessible. 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 Housing Capital Programme ring fences funds to improve affordable housing provision within the borough and is secured through S106 affordable housing financial contributions. The programme also receives grant funding from the GLA. In addition, the fund is also used to extend existing affordable rented properties to reduce overcrowding. This is to assist in the development of affordable housing which meets the needs of the Borough's residents. The council will continue to

work closely with its partners to make the most of opportunities in the borough to maximise affordable housing delivery even though the land supply is constrained. The council will continue to maximise the number of affordable homes delivered onsite whilst ensuring the type of affordable homes in high priority such as specialist affordable housing are secured.

3.1.14 Arts & Culture infrastructure

Introduction

The Culture Richmond 2021 to 2031 defines the vision for arts and culture in Richmond. The strategy has been developed during the onset of COVID-19, which is acknowledged to have affected It sets out how to find new ways to better utilise existing assets and services whilst supporting the growth of culture and creativity in the borough to meet the challenges we face and contribute to a thriving and resilient local economy. ‘Arts and culture’ refer administratively to the activities and areas of work which sit within the arts, library, parts and sport and fitness services. These include, but are not limited to: the performing arts, visual arts, museums and heritage, public art, film, parks, highway verges, allotments, conservation, playgrounds, libraries, literature and literacy, and community sports, fitness and physical activity. For the purposes of the IDP, heritage, sports and leisure facilities, libraries and allotments are covered elsewhere in the plan.

Current provision

There are a number of galleries, museums, theatres, arts venues and cinemas across the borough which provide for cultural activity. The Mayor of London’s Cultural Infrastructure Map¹⁴ identifies these to include:

Venue type	Venue	Location
Gallery	Orleans House Gallery Riverside Gallery	Twickenham Barnes
Museum	Twickenham Museum Museum of Richmond World Rugby Museum Hampton Court Palace Strawberry Hill House Ham House Marble Hill House	Twickenham Richmond Twickenham Hampton Strawberry Hill Ham Richmond
Theatre	Richmond Theatre Orange Tree Theatre Mary Wallace Theatre Hampton Hill Theatre Normansfield Theatre St Marys University Theatre	Richmond Richmond Twickenham Hampton Hill Teddington Twickenham
Community Arts Centre	Old Sorting Office Landmark Arts Centre Cambrian Centre	Barnes Teddington Richmond
Cinema	Odeon Curzon Olympic Cinema	Richmond Richmond Barnes

¹⁴ <https://apps.london.gov.uk/cim/index.html>

Dance School	Studio K	Richmond
Media Production Studio	Twickenham Studios	Twickenham
Music Recording Studio	Twickenham Sound Studios	St Margarets
Music Venues	St Stephen’s Church	Twickenham

Table 3: Cultural venues in the borough of Richmond

Future requirements

Culture Richmond 2021 to 2031¹⁵ sets out the aspirations for arts and culture in the borough with the overall vision that by 2031 Richmond, has an innovative, diverse and accessible cultural offer which contributes to the growth and success of the borough and its people and communities.

The strategy was developed following the COVID-19 pandemic, and within the context of a Climate Emergency, an aging population, a need to seek out new ways to support young people and a responsibility to address inequality, whilst continuing to ensure efficient use of resources during what is a challenging and time for local authorities and an uncertain funding landscape. Delivering on this vision will involve maximising resources, exploring new more cost-effective models of delivery and leveraging additional income and opportunities for investment through new programmes, collaborations and ways of working – between the arts and cultural services, with other Council services, Business Improvement Districts, and with external partners and the local community.

External stakeholders and possible additional funding avenues include Arts Council England, the GLA, Parks for London and London Sport.

Costs

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

3.2 Emergency Services

3.2.1 Police

Introduction

Policing in London is undertaken by the Metropolitan Police Service (MPS, also known as ‘the Met’). The Met’s estate and buildings play a vital role in the delivery of effective and efficient policing for communities. Policing comes under the domain of the Home Office though the Mayor of London’s Office for Policing and Crime (MOPAC) is responsible for the Metropolitan Police’s priorities, performance and budget.

Current provision

15

[https://www.richmond.gov.uk/council/how we work/policies and plans/culture richmond/about_culture richmond](https://www.richmond.gov.uk/council/how_we_work/policies_and_plans/culture_richmond/about_culture_richmond)

There are five police sites in the London Borough of Richmond upon Thames, which are sited at the following locations:

- Teddington Police Station – 18 Park Road, Teddington, TW11 0AQ
- Twickenham Police Station – 41 London Road, Twickenham, TW1 3SY
- Richmond Park Police Office (office for Royal Parks Police) – Holly Lodge, Richmond Park, Richmond, TW10 5HS
- Centre House Safer Neighbourhood Office – Ground Floor, 68 Sheen Lane, London, SW14 8PL
- Tangle Park Road Safer Neighbourhood Office – 27 Tangle Park Road, Hampton, TW12 3YH

Teddington Police Station no longer has a front counter and was approved for disposal in June 2021. It has since been included as a Site Allocation within the Council's Draft Local Plan for comprehensive redevelopment of the site for a community/social infrastructure-led mixed-use scheme with an element of residential. Another police station on Station Road in Hampton was declared surplus to requirements by the MPS in 2015 and is now in private ownership. Twickenham Police Station is now the sole front counter police station for the entire borough.

Future requirements

The Met's Direction: Our Strategy 2018-2025 report set out the Met's long-term operational priorities.¹⁶ London's Police and Crime Plan 2022-25 sets out the Mayor of London's vision for policing. This states that MOPAC will continue to support the ambition of the MPS Estate Strategy to concentrate on fewer, but better, buildings. This approach is intended to provide revenue savings to help protect the frontline and release capital for reinvestment in technology and equipment to help modernise policing. There will continue to be a 24/7 front counter available in every London Borough, with Neighbourhood Teams based in buildings close to the communities they police.¹⁷ Investment plans will be reviewed with an aim of accelerating the delivery of Carbon Net Zero police stations by 2030.¹⁸ In addition, 94 new Contact Points are to be opened at regular advertised times staffed by the local Safer Neighbourhood Team. Consideration will be given to further sites in co-located premises with other public service providers. The 'Police and Crime Plan' also identifies a set of Local Deployment Bases from which officers deploy at the start of their shifts. Generally, these are not open to the public because neighbourhood officers are expected to be out on patrol rather than sitting behind desks.¹⁹

Costs

The MPS Capital Programme is £1.3bn between 2022/23 and 2025/26. A significant part of this expenditure will be funded through a contribution from capital receipts generated by the Estates Strategy and from additional borrowing, following a decrease in central Government funding. The Estates Transformation Programme looks to improve the use of space on the estate to facilitate disposals. The potential to generate capital receipts by disposing of buildings is decreasing as the

¹⁶ <https://www.met.police.uk/SysSiteAssets/media/downloads/force-content/met/about-us/the-mets-direction---our-strategy-2018---2025.pdf>

¹⁷ <https://www.london.gov.uk/questions/2014/3936>

¹⁸ <https://www.london.gov.uk/mopac-publications/londons-police-and-crime-plan-2022-25>

¹⁹

https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/MOPAC%20Estates%20Strategy_0.pdf

estate portfolio becomes smaller, and officer numbers increase. The estates disposal programme had reduced the number of police buildings in London from 650 in 2010 to 247 today. This necessitates an updated Estates Strategy (current version 2013-2016), which is currently under review.²⁰

The Estates Strategy confirms the objective to “replace out-dated expensive-to-run and underused properties with a more efficient, less costly portfolio through focusing investment on a core set of buildings”.²¹ Accordingly, the disposal of Teddington Police Station is assumed to fund any improvements and optimisations of existing and retained police estate across the Borough, including Twickenham Police Station, though there is no indication that funds released from sales receipts are ringfenced for the same borough.

3.2.2 Ambulance

Introduction

London Ambulance Service (LAS) is one of the busiest and largest ambulance services in the world, employing over 5,000 people (and almost 3,500 frontline clinicians). The LAS is the only pan-London NHS provider and plays a key role in reducing unnecessary emergency department attendances.²²

Current provision

There are 70 ambulance stations across London. Two of these are located in the London Borough of Richmond upon Thames: Richmond Ambulance Station on 73 Kings Road, and Twickenham Ambulance Station on South Road next to Twickenham Fire Station on the TfL Fulwell Bus Depot site. This site has been designated a Site Allocation in the draft Local Plan, which identifies the site as being capable of redevelopment subject to the reprovision of an ambulance station (unless confirmed as surplus to requirements).

Future requirements

In 2018 the LAS published a five-year strategy outlining its ambition for the transformation of its operations and estate to ensure the LAS is fit for the modern 21st Century.²³

This recognises that the LAS estate comprises an eclectic mix of property inherited and accumulated over many years, much of which dates back to the Victorian times of horse-drawn ambulances, and which are not fit-for-purpose in a modern world-class city. Drawing on [Lord Carter’s review](#) into operational productivity and performance, the LAS published its ‘Estates Vision’ in 2019 which details how the LAS plans to overhaul its estate by replacing its existing 68 stations with a network of around 18 state-of-the-art Ambulance Deployment Centres, or ‘Hubs’ operating under a new ‘Hub

²⁰ <https://www.london.gov.uk/publications/building-safer-london>

²¹

https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/MOPAC%20Estates%20Strategy_0.pdf

²² <https://www.londonambulance.nhs.uk/about-us/our-plans-for-the-future/>

²³ <https://www.londonambulance.nhs.uk/about-us/our-plans-for-the-future/upgrading-our-ambulance-stations-modernise-estate/>

and Spoke' model. These Hubs will be supported by strategically located standby and response points for staff and volunteers, and will have modern, fit-for-purpose facilities.²⁴

It is not known at this stage the proposed location of the new 'Hubs' or the implications of this strategy on the two ambulance stations in the Richmond borough.

Costs

It is understood that costs are met within existing LAS budgets. Should further details and information in relation to costs or other specific projects become available, these can be included in future updates to the IDP.

3.2.3 Fire Service

Introduction

Responsibility for fire and rescue policy sits with the Home Office with the Mayor of London having direct responsibility for the London Fire Brigade (LFB). The Fire, Resilience and Emergency Planning Committee (FREPC) comprises of GLA members and scrutinises the work of the Deputy Mayor for Fire and Resilience and London Fire Commissioner (LFC), which replaces the former London Fire and Emergency Planning Authority (LFEPA).

A White Paper on fire reform was published in May 2022, setting out the Government's vision of a system-wide reform and future direction of the fire and rescue sector. This has been published partly in response to the tragic fire in 2017 at Grenfell Tower, in Kensington and Chelsea, which claimed 72 human lives. Proposed reform relates mainly to governance structures and increased regulation, with a continued emphasis on prevention, protection and response work. Smarter use of data is identified in the Paper as an important way services can deploy services and resources more effectively. Consultation closed on the Paper on 26 July 2022 and the Government is considering the responses. It is not clear what impact there would be, if the proposed reforms are implemented, on the provision and function of fire stations.²⁵

Major areas of fire-related risk in London are categorised as day-to-day risks, to include road traffic collisions, outdoor fire near urban areas, fires in the home and fires in large public and commercial buildings, and extraordinary risks, to include terror-related incidents, influenza-type pandemics, major fires and urban flooding. Emerging and future risks to which fire service provision and response must adapt, include population change, sustainability and climate change, the changing built environment and security and resilience.²⁶

Current provision

The LFB has 102 fire stations and 1 river station, which operate 24 hours a day 365 days a year. It currently employs around 5,000 members of staff. There are two fire stations in the Borough of Richmond upon Thames – Richmond Fire Station on 323 Lower Richmond Road and Twickenham Fire Station on 30 South Road. It is important to note that LFB locates and plans its fire stations and engines to ensure London-wide cover; borough boundaries are not used for emergency (999) response purposes and the areas covered by fire stations are therefore not consistent with borough

²⁴ <https://www.londonambulance.nhs.uk/about-us/our-plans-for-the-future/our-estates-vision/>

²⁵ <https://www.gov.uk/government/consultations/reforming-our-fire-and-rescue-service>

²⁶ <https://www.london-fire.gov.uk/media/6692/lfb-crmf-2023-2029-digital.pdf>

boundaries. In 2020 there were 294 fires in the Richmond borough and 392 special service call outs. Overall Richmond remains one of the safest boroughs in London in terms of fire safety²⁷.

The main challenges facing the fire services estate are set out below:²⁸

- Age of the estate – 37% of fire stations are over 60 years old and 29% are listed, locally listed and/or in a conservation area
- Layout and design creating challenges in meeting needs of a modern service
- Changing operational requirements and type of incidents, including terrorism-related and fire safety, particularly in the lost-Grenfell period
- Population growth and locating resources to address developing needs
- New fleet requirements due to changing needs and the new ultra-low emission zone
- Shortage of availability for zero emission capable HGVs and new technology regarding electric/hybrid vehicles
- Shortage of affordable new sites for new or re-located fire stations, together with the aim to ensure future developments incorporate the Mayor’s Homes for Londoners agenda and local planning policies
- Fire stations operating 24/7 making major refurbishment/extensions difficult to undertake, couples with a lack of suitable/affordable sites for temporary fire stations
- Ensuring opportunities from new technology are maximised
- Reduction in level of funding from capital receipts and grants and the ongoing affordability of funding capital expenditure through borrowing.

The LFB’s corporate priorities are set out in the London Safety Plan (LSP) and detail how the Brigade will deliver and shape services for Londoners.²⁹ The London Fire Commissioner Capital Strategy 2019/20 and Future Years report outlines the LFC’s approach to capital investment in line with these priorities. The Asset Management Plan (AMP) (2017) seeks to align the asset portfolio to best support service delivery by the Brigade.³⁰ This establishes 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.

It also considers whether the location of a station might be considered in any decision to improve or develop that site in consultation with the local community. To establish 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. This lists Twickenham Fire Station (constructed in 1959) as a high value site, having satisfactory functionality but in poor condition, such as dated yard gates which provide limited security and no automated access. 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

²⁷ Richmond upon Thames Community Safety Survey 2022

<https://haveyoursay.citizenspace.com/richmondce/cs22/>

²⁸ <https://www.london-fire.gov.uk/media/3579/lfc-0134d-capital-strategy-2019-20-and-future-years-1.pdf>

²⁹ <https://www.london-fire.gov.uk/about-us/london-safety-plan/>

³⁰ <http://moderngov.london-fire.gov.uk/mgconvert2pdf.aspx?id=6015>

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, noting too that the station is located in Site Allocation 21 'Fulwell Bus Depot' in the draft Local Plan, which identifies the site as being capable of redevelopment subject to the re-provision of a fire station (unless confirmed as surplus to requirements). Alternatively, a substantial refurbishment will be considered if a site is not found.

Richmond Fire Station has been identified as needing refurbishment only. There is also a general objective of achieving carbon zero fire stations by 2050 in line with the Mayor's London Environment Strategy (LES).³¹

Costs

LFB has an annual budget of around £450mn and current reserves of £87.5mn. Core funding is set and approved by the Mayor of London. Funds are drawn mainly from a combination of business rates, council tax receipts and government grant funding. Funds are also received from a small number of other income streams. All figures are for the 2021/22 financial year. The LFB faces a budget gap of £13.5mn which, together with budgetary pressures from the Covid-19 pandemic and rising cost of living, particularly fuel and utilities prices, is having an impact on LFB's resources.³²

Bearing in mind the uncertainty with regards 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 would be delivered by the LFB's Capital Programme. Funding for the Twickenham relocation/refurbishment will be further investigated. This could come forward as part of the wider redevelopment scheme on Site Allocation 21. 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.

3.3 Green and Blue Infrastructure

3.3.1 Parks, open spaces, trees and woodlands

The borough is well-known nationally and internationally for its green and blue spaces such as Richmond Park, Bushy Park and the River Thames, with these spaces providing much joy and respite to residents and visitors, whilst providing an important habitat for biodiversity. The climate change and biodiversity crises are also closely linked and highlight the importance of not just protecting, but also enhancing, our green and blue spaces if we are to meet our net zero targets and reverse nature and habitat loss.

The assets that contribute to and make up the overall green and blue 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,

³¹ <https://www.london-fire.gov.uk/media/6282/22020225-lfc0614y-premises-asset-replacement-works-paper-2-24222.pdf>

³² <https://www.london-fire.gov.uk/media/6692/lfb-crmp-2023-2029-digital.pdf>

and railway embankments and site-specific elements such as green roofs and green walls that are 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 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.

Richmond’s Open Spaces

Open space typology	Number of sites	Total amount (hectares)†
Allotments	26	36
Amenity greenspace	75	112
Cemeteries	22	65
Civic space	8	1
Green corridors	22	44
Natural & semi-natural greenspace	31	300
Park and gardens	17	86
Provision for children & young people	57	6
TOTAL	258	650

Table 4: Overview of open space provision in the London Borough of Richmond

The Council’s [Open Space Assessment \(2023\)](#), undertaken by Knight, Kavanagh and Page, carried out an update of the earlier 2015 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. The report states that there are 258 sites identified in the Borough as open space provision, amounting to 650 hectares of provision.

A particularly high number of all open spaces (94%) scored above the thresholds set for quality whilst almost all sites (99%) assessed were above the threshold for value to visitors. Not included in this total are five sites of significant size in the borough which are managed by non-council authorities, but contribute over 1700 hectares of multifunctional open space:

- Bushy Park (Royal Park, 417 hectares)
- Richmond Park (Royal Park, 973 hectares)
- Hampton Court (Historic Royal Palace, 175 hectares)
- Home Park (Historic Royal Palace, 174 hectares)
- Marble Hill (English Heritage, 27 hectares)

In addition, the results of the Richmond Council’s Parks Satisfaction Survey in 2022 found that 94% of residents were happy with the parks services in the borough, with equally high scores for ease of access, safety and quality of playground facilities.

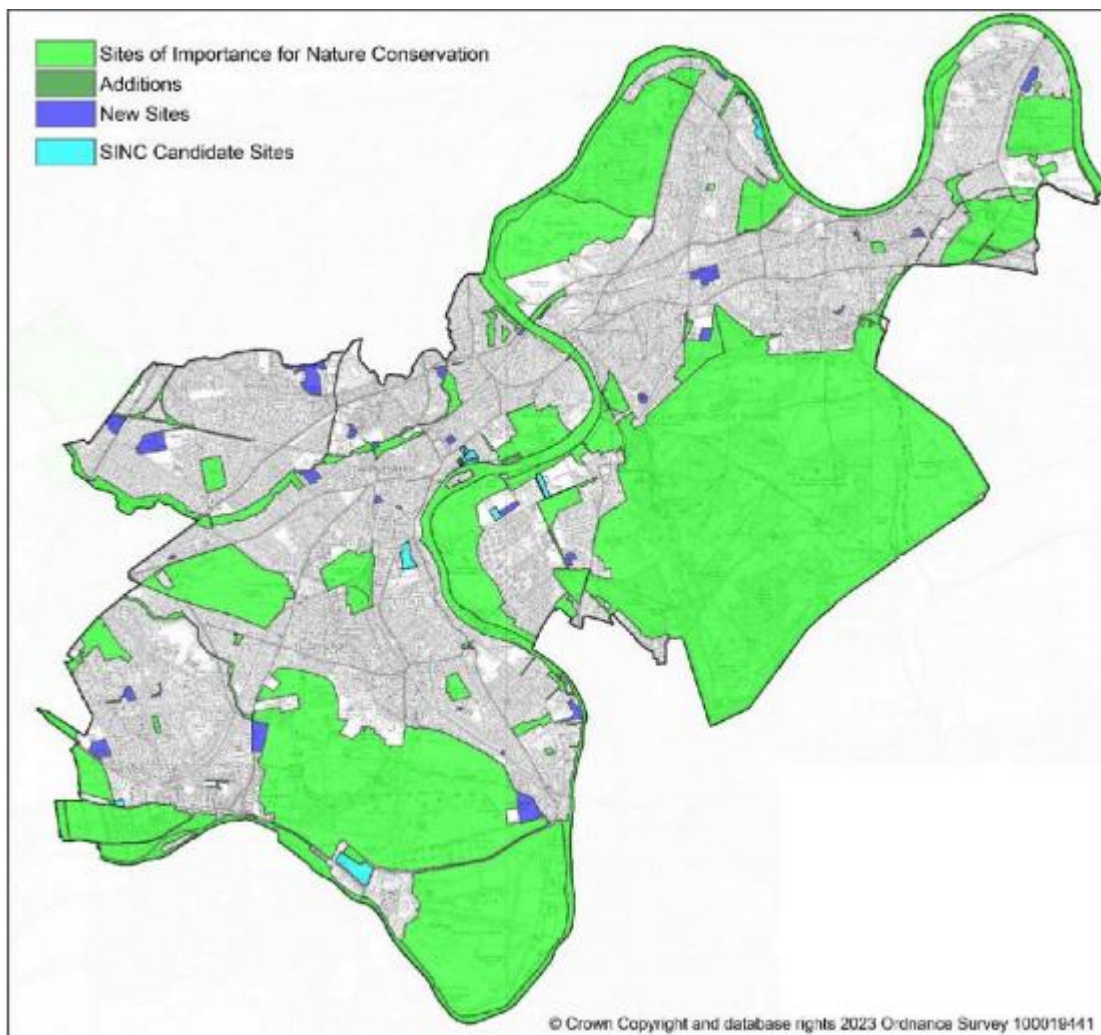


Figure 3: A map of existing open space, as well as additions, new sites and candidate sites

A comprehensive list of actions and upgrades to parks and the associated infrastructure within them is available on the [LBRuT website](#). A link can also be found to the Parks and Open Spaces Strategic Principles that have been adopted by the Council. 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.

The borough has over 2,000 ha of open space; about one quarter of this is managed by the Council with management of other spaces managed on behalf of the Parks and Open Spaces Team by external operators. 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.

With a resident population of 195,200 (Census 2021), there is roughly 12 hectares of open space provision per 1,000 people. This compares extremely favourably to the 2.75 hectares per 1,000 people, known as the 'Six Acre Standard', that the Fields in Trust recommend, or the 5.35 hectares of total green space provision of all types per 1,000 people which is the Six Acre Standard as well as informal spaces such as 'Parks and Gardens' and 'Natural and Semi-Natural' spaces. 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 street trees and trees in parks and open spaces – overall this equates to 25,500 trees, 107 hectares of woodland and 12.5 kilometres of wooded towpath. The Council is committed to planting more trees as one of the aims of the Climate Emergency Strategy 2019-2024³³ and strives to ensure that the visual amenity of the street scene in the borough is assured for future generations. The LBRuT Tree Policy (February 2023)³⁴ sets out the instances when the Council will and will not intervene with tree planting and tree removal, as well as other activities such as tree surveying, tree pruning and pests and disease.

Future provision

Parks and Open Spaces: The Borough's open spaces are well used by residents and visitors alike for informal recreation. Demand within open spaces has increased as the country emerges from the pandemic, from local residents and from visitors from inner London boroughs, particularly as London's 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 400m 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. Our Climate Change Sustainability Strategy 2019-2024 identifies how we will improve our parks and open spaces, by improving facilities such as waste disposal and ensuring that events follow sustainable practise³⁵.

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. The Council is committed to planting a replacement for every tree that is removed and adding to those numbers.

³³ [climate_change_strategy_report_2020.pdf \(richmond.gov.uk\)](https://richmond.gov.uk/media/19300/climate_change_strategy_report_2020.pdf)

³⁴ [tree_policy.pdf \(richmond.gov.uk\)](https://richmond.gov.uk/media/19300/tree_policy.pdf)

³⁵ London Borough of Richmond upon Thames, 2019. Climate Change Sustainability Strategy 2019-2024, p.39. Accessed at: https://richmond.gov.uk/media/19300/climate_change_strategy_report_2020.pdf

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 2023. 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.

3.3.2 Allotments

The London Borough of Richmond upon Thames Allotment Strategy 2019-2029 details 26 allotment sites (35.24 ha) across the borough that are occupied by over 2,000 plot holders, with a relative balance of supply across the borough in terms of east and west. Most areas within the borough are within a 15-minute walk catchment of an allotment but there are gaps to the east of Teddington and to the west of Twickenham. The number of plots offered at each site varies from as few as 12 plots, to the Bushy Park Allotments in the Richmond Analysis Area which holds 389 plots. Other significant contributors are the Manor Road and Briar Road sites in Richmond and Twickenham. The majority of sites are owned by LBRuT with the exception being the Bushy Park site, which is owned by Crown Estates but operated by LBRuT. There is also one privately managed allotment site in the borough: the Royal Paddocks allotments.

The national recommendation (Thorpe Report, 1969) for provision of allotments by local authorities is equivalent to 15 full-size plots per 1,000 households, or 32.2ha for LBRuT, which the council meets by providing 35.24ha of allotments³⁶. In addition, the National Society of Allotment and Leisure Gardeners (NSALG) suggests a national standard of 20 allotments per 1,000 households which the Council meets by having 28.3 allotments per 1,000 households. The Council does not meet the NSALG standard for a plot size to be 10-rods or 250 square meters with the average being 5.75 rods or 145 square meters, but it agrees with other stakeholders including the GLA that in fact smaller, more flexible plots are more suitable for the borough's needs and that 20 plots per 1000 households is a more appropriate metric³⁷.

In terms of quality, most of the allotment sites in the Borough (92%) scored highly. 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

Our allotment waiting list highlights that the demand for allotment sites across the borough is far greater than the Council can supply. This demand, which is expected to continue, reflects continuing interest in personal food production and the origins of our food from younger people and families, as well as more traditional users of allotments.

As of September 2021, all allotments in the borough were operating at 100% capacity with the average waiting time for a plot lasting several years. To help meet demand and reduce the waiting

³⁶ London Borough of Richmond, Allotment Strategy 2019-2029, p.7

³⁷ London Borough of Richmond, Allotment Strategy 2019-2029, p.8

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.

Analysis of allotment provision shows that although there is provision above the NSALG standard in the borough, on an area level Twickenham falls slightly below this standard at 17.5 plots per 100 households. The Allotment Strategy 2019-2029 considers this point and states that it will aim to increase food growing provision in Twickenham by achieving new food-growing spaces within new developments³⁸.

In general, consultation highlights no significant problems with regard to the overall quality of provision across the Borough; demonstrated by all sites currently being in full use. However, security at sites was highlighted as a common issue³⁹. 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 and the Council will work with the Safer Neighbourhood Teams in this regard.

Costs

The income and expenditure on the allotments budget in previous years has been stable and shows that allotments have been self-financing and the Allotments Strategy did not anticipate that allotment rent prices needed to increase above the annual inflation factor set by the Council.⁴⁰ However, the Council are working with allotment sites to establish a rolling maintenance programme as well as an investment programme (covering gates, fences, paths and buildings) with work already undertaken recently to replace/improve gates at 4 sites and replace fence panels at one other. There are of course significant demands on Council resources from competing areas so 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.

3.3.3 Play facilities

The London Borough of Richmond upon Thames Open Space Assessment Report (2023)⁴¹ 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.

³⁸ London Borough of Richmond, Allotment Strategy 2019-2029, p11

³⁹ LBRuT Open Space Assessment Report (April 2023),
http://www.richmond.gov.uk/open_space_assessment_report.pdf

⁴⁰ London Borough of Richmond, Allotments Strategy 2019-2029, p.16

⁴¹ LBRuT Open Space Assessment Report (April 2023)

Current provision

According to the London Borough of Richmond upon Thames Open Space Assessment Report (2023)⁴², there are 57 children's play areas in the borough over a total of 6ha, with a further three sites in Bushy Park, Richmond Park (Kingston Gate) and Richmond Park (Petersham Gate) owned by the Royal Parks Agency; all are open to the public.

Analysis Area	Provision for children and young people		
	Number	Size in hectares (ha)	Current Standard (ha Per 1000 of population)
Hampton & Teddington	15	1.65	0.03
Richmond	20	2.75	0.03
Twickenham	22	1.97	0.03
LBRuT	57	6.37	0.03

Table 5: Distribution of provision for children and young people by analysis area⁴³

Play provision in the borough was summarised in accordance with which age range it was able to cater towards, with these age ranges and number of sites being 0-4 (55 sites with provision), 5-11 (57 sites with provision) and 12+ (32 sites with provision).

⁴² LBRuT Open Space Assessment Report (April 2023)

⁴³ LBRuT Open Space Assessment Report (April 2023)

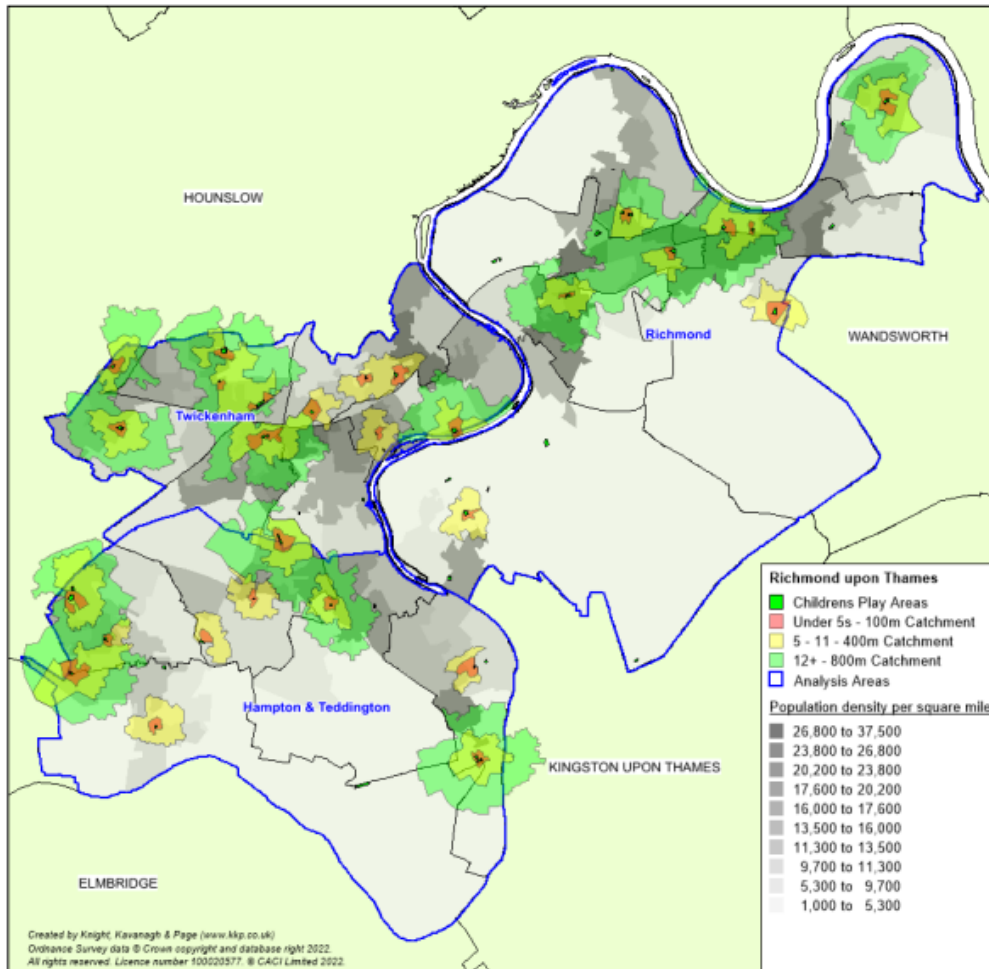


Figure 4: Provision for children and young people within catchment areas of LBRuT

The Council’s Open Space Assessment Report (2023) provides details of play provision across the borough, however there is a good spread of play provision across the borough. The greatest areas of population density are within walking distance of a form of play provision. The following sites in the table below show where gaps in provision could be plugged if the amount and range of play equipment that they offered were to be expanded.

Analysis Area	Existing site with potential to be improved
Hampton and Teddington	Alpha Road play area Hampton Village Green play area Holly Road Recreation Ground play area
Richmond	Ham Village Green play area Palewell Common & Fields play area
Twickenham	Craneford Way Recreation Ground play area Grimwood Road Recreation Ground play area Moormead & Bandy Recreation Ground play area Champions Wharf Play Beach

Table 6: Sites with potential to provide additional play provision to serve areas of deficiency.

The majority of sites were assessed as above the quality threshold (98%) by the Open Space Assessment (2023).⁴⁴ Only Beaufort Court Playground, achieving an average score of 34%, scored less than the average quality score of 60%. Beaufort Court Playground's score was a reflection of its limited range of play equipment, as well as a lack of signage, fencing and controls to prevent illegal use. On the other hand, Sheen Common play area and Strawberry Woods play area (scoring 67% and 70%) are new natural play areas that score well for general site appearance and drainage. Sites that were commended for having facilities such as sufficient litter bins, seating, signage and good quality play equipment were:

- 3 Cypress Avenue play area (87%)
- Carlisle Park play area (85%)
- Old Deer Park play areas (84%)
- Craneford Way Recreation Ground play area (84%)
- Rocks Lane Recreation Ground play area (83%)
- Riverside Drive play area (83%)

All play provision was rated as being of high value in the borough.⁴⁵ This demonstrates the role such provision provides in allowing children to play and 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: Heathfield Recreation Ground Play Area, which has a play area, MUGA and outdoor gym equipment and Murray Park also features a range of play provision as it has a play area, MUGA and skate park. The highest scoring sites for value are:

- Heathfield Recreation Ground play area (69%)
- Champions Wharf Play Beach (64%)
- Carlisle Park play area (62%)
- Kneller Gardens play area (62%)
- Hatherop Recreation Ground play area (62%)

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

The demand for reasonable play facilities is more than likely to be sustained beyond the next iteration of this IDP with the increase in housing witnessed in the borough. The Local Plan emphasises that children's and young people's play facilities will be protected, and where possible enhanced, where they are in place in the borough. Enhancing existing play areas will also help to address the areas where gaps in provision have been identified. These areas within the borough that are at a distance from play facilities are also close to other open areas such as the Royal Parks or other open spaces so, with funding, play facilities could be installed for those currently under-served areas. Even where a full scale playground is not possible, incidental open spaces could be designed as "pocket parks" or "door step" play areas.

⁴⁴ LBRuT Open Space Assessment Report (April 2023)

⁴⁵ LBRuT Open Space Assessment Report (April 2023)

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, including accessible toilet facilities and parking, should be improved for children with special needs. 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.

Costs

The above assessment has identified that overall the borough is fairly well provided with good quality children’s play facilities⁴⁶. 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.

3.3.4 Cemeteries and crematoria

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 22 sites classified as cemeteries/churchyards, equating to over 65 hectares of provision in the Borough.

	Number of sites	Size (ha)
Hampton & Teddington	5	8.05
Richmond	12	41.79
Twickenham	5	15.39
LBRuT Total	22	65.23

Table 7: Cemeteries and burial grounds in LBRuT

⁴⁶ LBRuT Open Space Assessment Report (April 2023)

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. The only cemetery site that falls below the quality rating of 55%, Richmond old Burial Ground (41%), is indeed a closed burial ground and now managed as an undisturbed nature site. Maintenance on cemetery sites is generally low key whilst certain sites 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. Perhaps a reflection of this, all cemetery sites in the borough rate above the threshold for value (20%).

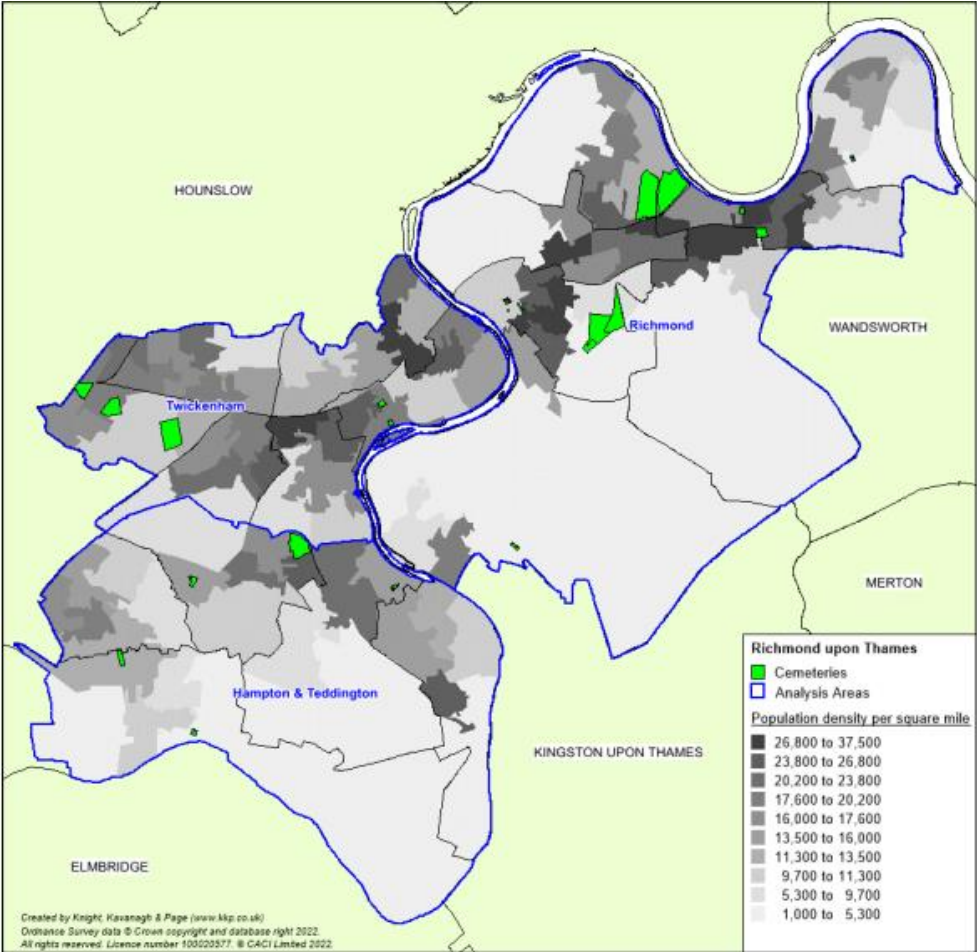


Figure 5: Cemetery sites located within LBRuT

With regards 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 also has a spare capacity of circa 1,000 graves. There is also spare capacity at East Sheen and Teddington.

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 2011⁴⁷ which remains the most recent London-wide study of London burial space. 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. Richmond borough is therefore capable of meeting its burial demand for the next twenty years.

Costs

The above assessment has identified that there is sufficient provision of cemeteries or crematoria in the borough for LBRuT's Local Plan period up to 2039. No further costs have been identified as a result of this IDP assessment.

3.3.5 Rivers

The river Thames is one of the most significant assets within Richmond, setting the scene for much of the borough's heritage, wildlife habitats and recreational offerings that include historic and royal parks, as well as the 27km Thames towpath. It is the only London borough to be completely dissected by the Thames and this allows many residents to be in close proximity to the benefits it brings. 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.

The responsibility for both the navigation and 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

⁴⁷ 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>

the River Thames upstream of Teddington Lock. The borough also sits within the South East [Inshore Marine Plan](#), with the Marine Management Organisation setting out policies that protect marine activity against inappropriate development.

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 biological condition of these rivers. 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.

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 and the Local Plan includes the intention to reinforce and make the most of both the River Thames and River Crane corridors up and downstream.

The Environment Agency's Thames River Basin District Flood Risk Management Plan 2021 to 2027, with the borough of Richmond sitting within the London and Thames Estuary Rivers and Sea Flood Risk Area as well as bordering the Esher Rivers and Sea Flood Risk Area, will undertake a future modelling update of the river Crane to include new climate change events. The plan also seeks to try and uncover and re-naturalise waterbodies which have been heavily modified, although it is not yet clear how progress will be achieved.

'Rewilding Arcadia' is a broadly scoped initiative launched by the Thames Landscape Strategy (TLS) group that sets out to restore some of the lost functions of a natural floodplain in order to re-connect wildlife, visitors and communities with their river and mitigate the effects of climate change⁴⁸. TLS work with communities, authorities and practitioners to improve understanding of the multiple functions of the floodplain through environmental measures and educational projects. Six sites in this section of the river have been chosen for restoration and educational activities, with three of these located in the borough. These are;

- Home Park Water Meadows
- Ham and Petersham
- Richmond Old Deer Park, Kew Towpath and Brentford

The Crane Valley Partnership have produced the Crane Valley Partnership 2018-2028 Strategy that sets out a list of projects to improve the river and the land surrounding it. There are several priority actions that the strategy is working towards including undertaking measures to join together rivers and waterbodies to form a central spine, involving communities to increase engagement and raise awareness, and seeking to attract big opportunities for the catchment by agreeing prioritised

⁴⁸ Thames Landscape Strategy, 2019. 'Rewilding Arcadia – Re-connecting people and wildlife with the natural floodplain of the Arcadian Thames', p.6. Available at: <https://thames-landscape-strategy.org.uk/wp-content/uploads/2019/10/Rewilding-Arcadia-.pdf>

objectives and ‘oven ready’ projects⁴⁹. Furthermore, the Colne and Crane Valleys Green Infrastructure Strategy (2019) identified a range of river corridor enhancement and active travel opportunities, whilst as part of the Thames Water Smarter Water Catchment Plan for the River Crane, work by Sustrans is looking at ways to promote awareness, access and participation along its green and blue corridors.

New developments alongside the river Crane will need to contribute to the overarching aim of creating a metropolitan park that provides a continuous, accessible link between Hounslow Heath and the River Thames that will improve the ecological condition of the river and access to it for local communities. The Local Plan also includes a requirement for developments alongside and adjacent to the river Thames to ensure that a relationship is established with the river through uses such as river activity zones and to maximise the benefits of its setting in terms of views and vistas with public access retained and enhanced. Both the Twickenham Riverside and Stag Brewery developments are just two examples of major developments in the borough that will improve access to the river for residents and visitors alike.

In response to the borough’s rivers poor ecological status, a programme of 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.

The borough is fortunate to have the river Thames as an asset, however it does result in severance between different areas of the borough, therefore the principle of new footbridges crossing the river is supported. For example, there is currently no established link from Twickenham to Ham, apart from the Hammertons Ferry. The Council conducted a feasibility study in 2018 that explored the option for a pedestrian and cycle bridge in this location and the Council remains committed to pursuing the possibility of a footbridge across the Thames between Ham and Twickenham for pedestrians and cyclists. The Council has developed its Local Implementation Plan 3 (discussed in the transport infrastructure section) which identifies a long-term aspiration to deliver a pedestrian and cycle bridge in a location yet to be confirmed, but likely to be from Ham to Twickenham or Ham to Strawberry Hill. A link between Kew and Brentford has also been explored in the past.

Costs

In relation to the pedestrian and cycle bridge proposed between the Twickenham and Ham areas, the Local Implementation Plan 3 has identified a project delivery date of between 2020 and 2035, with an estimated delivery cost of between £10 to £15 million. The likely funding source for this project is likely to be the London Borough of Richmond upon Thames and TfL.

In terms of the ‘Rewilding Arcadia’ project, the estimated costs provided by the Thames Landscape Strategy for the three strategic sites located within the London Borough of Richmond upon Thames are as follows:

- The Restoration of the Home Park Water Meadows at Hampton Court - £96,000
- Ham and Petersham ‘Where Thames first Rural Grows’ - £416,000
- An Agreeable Wilderness: Richmond Old Deer Park, Kew Towpath and Brentford - £366,000

⁴⁹ Crane Valley Partnership, 2018. ‘Strategy for the Crane Catchment 2018-2028’, p.27-37. Available at: https://www.cranevalley.org.uk/wp-content/uploads/2022/02/cvp-strategy_2018-2028_full-report.pdf

3.4 Utilities and Infrastructure

3.4.1 Electricity

Introduction

National Grid owns and maintains the high-voltage electricity transmission network in England and Wales. As the holder of a licence to transmit electricity, under the Electricity Act 1989, National Grid 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 provides electricity supplies from generating stations to local distribution companies. Electricity substations convert high-voltage electricity from the transmission network, so that it can be delivered to people’s homes and businesses safely. National Grid does not distribute electricity to individual premises, though its 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 high voltage electricity supply.

Current provision

National Grid have identified a 275Kv Underground Cable Route: Ealing – Laleham 1 within the borough, towards the western edge. For London the energy network provider is UK Power Networks. A current focus is providing for the increased take-up of electric vehicles.

Future requirements

As more of London's transport becomes electrically powered and our homes become electrically heated it is likely that in the future a larger share of electricity will be consumed by the domestic and transport sectors. Further, the impact of the anticipated requirement to ban gas-fired central heating from new build residential development will have on the existing electrical infrastructure is currently not fully understood. It is anticipated that local upgrades will be required to the existing network to meet the increase in demand. To continue to enable sustainable growth in the borough, the infrastructure requirements of new development will need to be established, and the need for any new utilities infrastructure should be planned in conjunction with new development. This is something that should be monitored going forward though it is considered that this would reasonably be expected to be addressed as part of ‘business and usual’ development and can be included in future updates to the IDP.

Costs

Investment in the national grid will continue to be met by national government. Should further details and information in relation to costs or other specific projects become available, these can be included in future updates to the IDP.

3.4.2 Gas

Introduction

National Gas Transmission, part of National Grid, own and operate the national gas network, delivering energy to where it is needed. It does not supply gas but provides the network through which it flows. Energy network operators are responsible for the management and maintenance of the pipes and other infrastructure which delivers gas to people's homes. Gas pressure reducing stations reduce the gas pressure so that it can be carried along the local gas distribution network to be used in people's homes and businesses. In London, the energy network operator is Southern Gas Networks. As is the case for electricity, reinforcements and developments of the local distribution network are generally 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 in Richmond. Southern Gas Networks owns and operates the local gas distribution network in the borough. Cadent own and operate a high pressure gas pipeline running through part of the borough, around Richmond, East Sheen and Barnes, where within the specified buffer zones the Health & Safety Executive are a statutory consultee on planning applications.

Future requirements

This study has not been able to identify any projects that are expected to come forward in the coming years. Generally, improvements to the system to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments. 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, for example power stations, and requests for additional capacity on the network from gas shippers. It is therefore assumed that because the development proposals within the Richmond borough are comparatively minor compared to other regeneration schemes and major developments across London, they will not have a significant effect or impact on the gas transmission infrastructure. It is unlikely that any extra growth will create capacity issues given the scale of these gas transmission networks, and thus the existing networks should be able to cope with additional demands.

Costs

No costs have been identified as a result of the above assessment. Should further details and information in relation to costs or other specific projects become available, these can be included in future updates to the IDP.

3.4.3 Low and zero carbon energy infrastructure

Introduction

Low and zero carbon energy infrastructure includes renewable energy sources and low carbon resources. Renewable energy generates heat and electricity from renewable resources such as solar, photovoltaic (PV) panels and thermal etc. Low carbon resources use low carbon technologies such as heat pumps, Combined Heat and Power (CHP) 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 (for example, solar thermal panels, PV panels, air and ground source heat pumps, etc) and some-scale low-carbon technologies, such as site and building CHP plants.

Future requirements

Continued provision of energy relies heavily on national government, with a need to double investment to supply sufficient zero-carbon electricity to the grid, with up to a 20% increase in demand in London by 2050.

In July 2019, Richmond Council declared a Climate Emergency and has committed to working towards becoming carbon neutral by 2030. Renewable energy will make an increasing contribution to the energy supply in the future, and is expected to particularly comprise of building and site-specific installations such as PV panels, biomass, thermal and/or ground and air source heat pump systems etc. There is a general aspiration to move away from gas engine combined heat and power CHP systems. Given that the carbon savings from CHP systems are declining due to the decarbonisation of the national electricity grid, and increasing evidence of adverse air quality impacts, the Local Plan sets out that developers will be required to use low and zero carbon heat sources and existing heat networks will need to be decarbonised.

The Borough's Climate Emergency Strategy 2019-2024 identifies substantial challenges to Richmond as an organisation to achieve its net zero target.⁵⁰ The Council owns, operates and leases to others a wide range of buildings, encompassing large municipal buildings such as the Civic Centre in Twickenham, libraries across the borough and small community buildings leased to or used by small community and voluntary sector groups – all of which require energy to run, and which are currently a major source of carbon emissions. There are a great number of historic buildings in Richmond, whose listed status presents a challenge for executing energy improvement measures. The Council provides street lighting across the borough, which requires a significant amount of electricity to ensure streets are well lit and safe. The Council also operates vehicles for many different functions, including transport for children and vulnerable adults, and service vehicles for building maintenance, parks and waste collection. Most of these vehicles are not run on electric or renewably sourced fuels.

Aspirations identified in the Strategy include the continuation of the replacement of all street lighting with LED. The Council aims to develop local energy generation on Council buildings, including developing a decentralised energy network for Council buildings if that is the appropriate

⁵⁰ https://www.richmond.gov.uk/media/19300/climate_change_strategy_report_2020.pdf

and most viable route to take. Energy generation opportunities will be investigated for all Council buildings to see where these can be installed and creation of a long-term plan for investment in energy generation, so that the Council is generating as much of its own energy needs as possible, using renewable energy generation techniques. The Strategy also states that the Council will purchase all its electricity from 100% renewable energy sources as soon as it is practicable and possible and commits to drastically reducing its estate's energy demands. The Council will develop a phased plan to purchase its gas from low-carbon sources with 100% low-carbon gas purchased by 2030 at the latest and as much as possible low-carbon gas purchased by 2024.

The Mayor of London's Environment Strategy was published in May 2018 and sets out a number of key aims for London.⁵¹ Key actions and approaches within the strategy include increasing communal heating networks, increasing solar panel energy generation, ensuring new developments are zero carbon and trialling low carbon technologies like heat pumps and batteries. The target of making London a zero carbon city by 2050 has been reset to 2030. To support this ambition the Mayor commissioned Element Energy to analyse the possible pathways to achieving this aim. Based on Element Energy's analysis, the Mayor has selected an Accelerated Green pathway to net zero. This will require, inter alia, 2.2 million heat pumps in operation in London by 2030 and 460,000 buildings connected to district heating networks.⁵²

The Mayor has identified Heat Network Priority Areas, which can be found on the London Heat Map website.⁵³ These identify where in London the heat density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and consumers. Data relating to new and expanded networks will be regularly captured and made publicly available. The Heat Network Priority Areas and clusters with opportunities for DEN are set out in London Plan Policy SI 3 Energy infrastructure and in the boroughwide Heat Mapping Study respectively.

No other major pieces of works are expected to come forward in the Local Plan period at this time; however, Richmond seeks to promote low carbon development to build resilience against the effects of low carbon change. Major developments and proposals on larger sites identified in the Council's Local Plan are expected to prioritise connection to existing or planned decentralised energy networks, use of renewable energy, and exploit local energy resources such as secondary heat, in line with London Plan policies.

A Local Area Energy Plan (LEAP) is being prepared for the West London Area Energy Planning Partnership (Barnet, Brent, Ealing, Hammersmith and Fulham, Harrow, Hillingdon, Hounslow, Richmond upon Thames and Wandsworth, along with the GLA and the Old Oak Park Royal Development Corporation). An issue did arise adjacent to the borough in 2022, due to a rapid influx of requests for new electricity connections from data centre operators along the M4 corridor, which created capacity constraints on both the distribution and transmission networks in the region. The

⁵¹ https://www.london.gov.uk/sites/default/files/nz2030_element_energy_final.pdf

⁵² https://www.london.gov.uk/sites/default/files/london_net_zero_2030_-_an_updated_pathway_-_gla_response_1.pdf

⁵³ <https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/energy/london-heat-map>

LEAP work will consider gas, electricity and heat networks, to create a future evidence base that can inform future strategy and deliver plans. This is with the intention of achieving shared net zero objectives and improving infrastructure planning for and within the area, including forecasting future uptake in low carbon technologies.

Costs

The GLA's published London Infrastructure Plan 2050 (published 2015) sets out how the GLA will encourage new suppliers to the market and develop its existing £300m pipeline of local energy projects, including in heat recovery, as well as continuing to retrofit existing property to improve energy efficiency and reduce demand.⁵⁴

To ensure that the costs of London's energy infrastructure are minimised, an approach that utilises local, flexible and resilient energy supplies will be required. Richmond Local Plan Policy 5. Energy Infrastructure (Strategic Policy) requires all developments to maximise opportunities for on-site electricity and heat production from renewable energy sources. Local Plan Policy 4. Minimising Greenhouse Gas Emissions and Promoting Energy Efficiency (Strategic Policy) requires new-building residential and non-residential development of 500sqm or more to achieve net-zero carbon with a minimum of 60% on-site reduction, which goes further than the 35% required in the London Plan. Applicants are expected to demonstrate how emissions savings have been maximised on site, and where this cannot be achieved, the remaining carbon shortfall will be offset at a rate of £300 per tonne, with the price being regularly reviewed.

The Council's Offset Carbon Fund provides funding opportunities for the Council's climate activities, including the low and zero carbon infrastructure aspirations set out above. However, given the Local Plan requirement that development will be required to get as close as possible to zero-carbon on-site, rather than relying on offset fund payments to make up any shortfall in emissions, it is not considered feasible that the Council can rely on the Offset Carbon Fund alone, and other funding avenues will be required.

The need for decentralised energy is likely to require a large amount of capital works. The Council will seek out any capital funds that are available, as well as to deliver infrastructure and investment-based actions around climate change generally. Appendix A of the Richmond Climate Emergency Strategy identifies these costs as 'High', meaning over £200K for the project or approach is required.⁵⁵ Funding will be sought from Community Infrastructure Levy (CIL), SALIX, the minimum energy fund, Carbon Offset Fund and any other funding streams made available by the government.

Solar Together London is a group-buying programme that enables Londoners to install solar panels on their homes at a more affordable cost. Applications for the latest round are currently closed but Richmond residents can register their interest for future rounds.

⁵⁴ <https://www.london.gov.uk/programmes-strategies/better-infrastructure/infrastructure-policy/london-infrastructure-plan-2050>

⁵⁵

https://www.richmond.gov.uk/media/24162/climate_change_emergency_strategy_report_2022.pdf

Should further details and information in relation to specific projects become available, these can be included in the Council's future updates to the IDP.

3.4.4 Water resources and supply

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, with WRMP24 recently being consulted on.

In recent years, the whole of the South East of England has faced water shortages and the predicted regional water demand is set to increase in line with population statistics.

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 remains classified as being in serious water-stress (also the case for the wider South East region) which means that water resources are being or are likely to be exploited to a degree which may result in pressure on the environment or water supplies both now and in future. This issue was acutely felt in August 2022 when a hosepipe ban was introduced after a significant hot and dry spell of weather and compounded by below average rainfall in the 12 months prior⁵⁶.

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 April 2020, Thames Water published their WRMP 19 covering the 80-year period from 2020 to 2100. The WRMP sets out how the company intends to provide a secure and sustainable supply of water to its customers, whilst protecting the environment. The WRMP is reviewed every 5 years and Thames Water has completed consultation on the next revision, WRMP 24.

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 most recent Price Review was PR19 was released in April 2019 and covers the period of 2020-2025. The current AMP 7 aims to deliver improved water quality and resilience, including a lead pipe replacement programme, catchment management programmes and investment in water production and distribution.

In addition, 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. An immediate and increasing supply demand deficit is evident in the London zone, with the supply demand balance widening towards 2100. Thames Water has

⁵⁶ [Thames Water hosepipe ban extended despite rain - BBC News](#)

stated that it will need to supply an additional 1 billion litres of water for customers by 2075 to supplement the 2.6 billion litres it currently supplies across London and the Thames Valley.

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 2022.

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 customer side leakage reduction through the installation of smart meters that will better identify leaks, as well as mains rehabilitation to reduce leakage as well as respond to winter or summer weather shocks. Programmes to reduce household demand reduction, such as the 'Green Economic Recovery' (GER) programme, will install over 200,000 additional water meters across the Thames Valley water resource zones (WRZs) as well as upgrade many more to a 'smart' meter.

The draft WRMP 24 states that new supply-side interventions will not be used in the London WRZ, with Thames Water's demand management programme providing the sufficient level of drought resilience that is needed. WRMP 24 identifies 2025-2030 as the short term and although no new schemes will be in use, the planning, development and construction of the Teddington Direct River Abstraction scheme is proposed. This is project that Thames Water are scoping in order to meet a regional need for water supply, rather than local need, and was included in their recent WRMP 24 consultation as a preferred option. No final decisions have been taken regarding the project; however, the Council has raised significant concerns and remains in conversation with Thames Water. In a recent letter to Thames Water, the Council raised issues around water quality and the condition/quality of water being pumped back into the river, the potential detrimental impacts on local biodiversity and wildlife, the resilience of the river at Teddington especially during periods of drought, the current Water Framework Directive rating of 'poor' for all of the borough's rivers and the impact on leisure / recreational users of the river.

Within the context of the London Borough of Richmond upon Thames, our draft development management policies (Local Plan Policy 8 and 9) 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 infrastructure planning for site allocations, it is difficult to determine the infrastructure needs at this stage. Development management policies are in place to deal with this uncertainty.

Any projects in relation to managing and increasing water supply, such as mains replacements and leakage reduction projects, have significant costs attached to them. In the next three years, Thames Water will spend £55 million on installing dynamic pressure management to help reduce water leakage, whilst almost £200 million will be spent on replacing water mains⁵⁷. 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. In June 2022, Thames Water announced a plan for an additional £2 billion of expenditure (taking their total for 2020-2025 to £11.6 billion) that is aimed in part at improving performance and outcomes for customers, leakage and river health. 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.

3.4.5 Surface and foul water infrastructure and wastewater treatment

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. Thames Water carried out upgrades 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.

Future requirements

The investment issues underlying sewage provision arise from two sources. In the first place, existing sewage treatment works may need expansion to handle increased volumes of waste water arising from a larger number of households. Secondly, higher environmental standards 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.

⁵⁷ [Thames Water fined 350 times in four years by Richmond Council - BBC News](#)

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 and waste water treatment infrastructure (Local Plan Policy 9) 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. 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 with AMP 7 accounting for the period 2020 – 2025. 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. 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.

Thames Water are also working to install a biomethane upgrade unit at Mogden Sewage Treatment Works, which will use leftover gas from our sewage treatment process to heat local homes with renewable energy.

Finally, the Thames Tideway Tunnel project is Thames Water's major sewerage investment project set for completion in 2024⁵⁸. 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.

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.

The Thames Tideway Tunnel is estimated to cost £3.8 billion, with an estimated £1.1 billion spent on preparatory works. This project is not directly connected to the purpose of supporting growth and new developments in this borough.

3.4.6 Flood Risk and Flood Defence Infrastructure

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

⁵⁸ [Thames Tideway Tunnel](#) | [Investing in our region](#) | [About us](#) | [Thames Water](#)

boroughs are potentially at risk of flooding from rivers. 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.

The towpath along the River Thames provides a regional recreational function for residents and visitors alike, which itself borders exceptional open spaces such as Bushy Park, Hampton Court and Kew Gardens within which there are connections and routes to the riverside. However, large stretches of the riverbank consist of a relatively narrow floodplain along the Thames, much of which flood regularly and are occupied by other 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.

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.

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.

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 2021 (SFRA)⁶¹. The SFRA was updated in 2021 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 from any source. 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. 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, updated in 2017), Local Flood Risk Management Strategy and Action Plan (2015) and Surface Water Management Plan (2021). The majority of the localised flooding incidents were typically as a result of blocked gullies and/or culverts, sewer flooding or surface water flooding.

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 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.

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 125km² 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. Flood warning arrangements for these areas include warning signs and lights.

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 (2020).

Flooding is also a particular issue currently in the borough and will need to be addressed further in years to come with the consequences of climate change. The Environment Agency's Thames Estuary 2100 (TE2100) project, covering the mouth of the estuary to Teddington Lock where the tidal influence ends, has developed a strategic plan for managing flood risk in the River Thames estuary to the year 2100. Flood defences in the borough are earmarked to be maintained at their current level accepting likelihood and/or consequences that areas of unprotected floodplain in Richmond will flood more frequently as water levels rise. There will be additional local measures that LBRuT can undertake to reduce the impacts of flooding such as enhancing the landscape and amenity of the area. In summary, TE2100 sets out that the Thames Barrier will continue to provide tidal flood protection to the borough, although the fluvial flood defence measures that the Thames Barrier currently provides will need to dramatically reduce, and the shape and space for maintenance and renewal of flood management assets will need to be identified.

In addition to the Thames Estuary TE2100 Plan, the River Thames Strategy⁶³, sets out a long-term sustainable plan to deal with the risk of flooding between Egham and Teddington.

Within this borough there is also considerable scope for network improvements along the River Crane corridor, where measures will be required to combat tributary flooding, particularly from the River Crane which has an extensive fluvial floodplain in the fluvial/ tidal interaction zone. There will be a lack of space for new defences in this corridor.

The Council is working in partnership with Wildfowl and Wetlands Trust, and Barnes Common Limited (previously Friends of Barnes Common), on the [Community Bluescapes project](#) which will improve flood resilience within the Beverley Brook catchment in Richmond, which covers the area from Richmond Park to north Barnes. The project adopts a community driven approach, whilst also working in tandem with organisations like the Environment Agency, Thames Water, South East Rivers Trust and the Beverley Brook Catchment Partnership. The aim of the project will be to deliver Sustainable Drainage Systems (SuDS), introducing Natural Flood Management (NFM) schemes (such as wetlands to increase amenity and improve water quality) and Nature Based Solutions (NBS). The Council will also use Integrated Water Management (IWM) solutions to collaborate with stakeholders on improving community resilience to flood risk and climate change. The first scheme will be built in August 2023, with the project running until March 2027.

The River Thames Scheme is a flood risk management strategy for the Lower Thames designed to manage water volumes and speed. 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 where five new gates will be built to increase the amount of water the lock can hold, widening of the Desborough Cut and implementation of floodplain management options and it is anticipated that work could be completed by 2027.

Costs

The Community Bluescapes project, which the Council is in partnership with other community groups, has been awarded £6 million of funding from Defra to deliver flood management in the Beverley Brook catchment area in Richmond.

It is uncertain if the Environment Agency strategies (i.e. the TE2100 and River 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.

3.4.7 Waste management and disposal

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, which have since been replaced by apportionment targets set out in the London Plan (2021), 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).

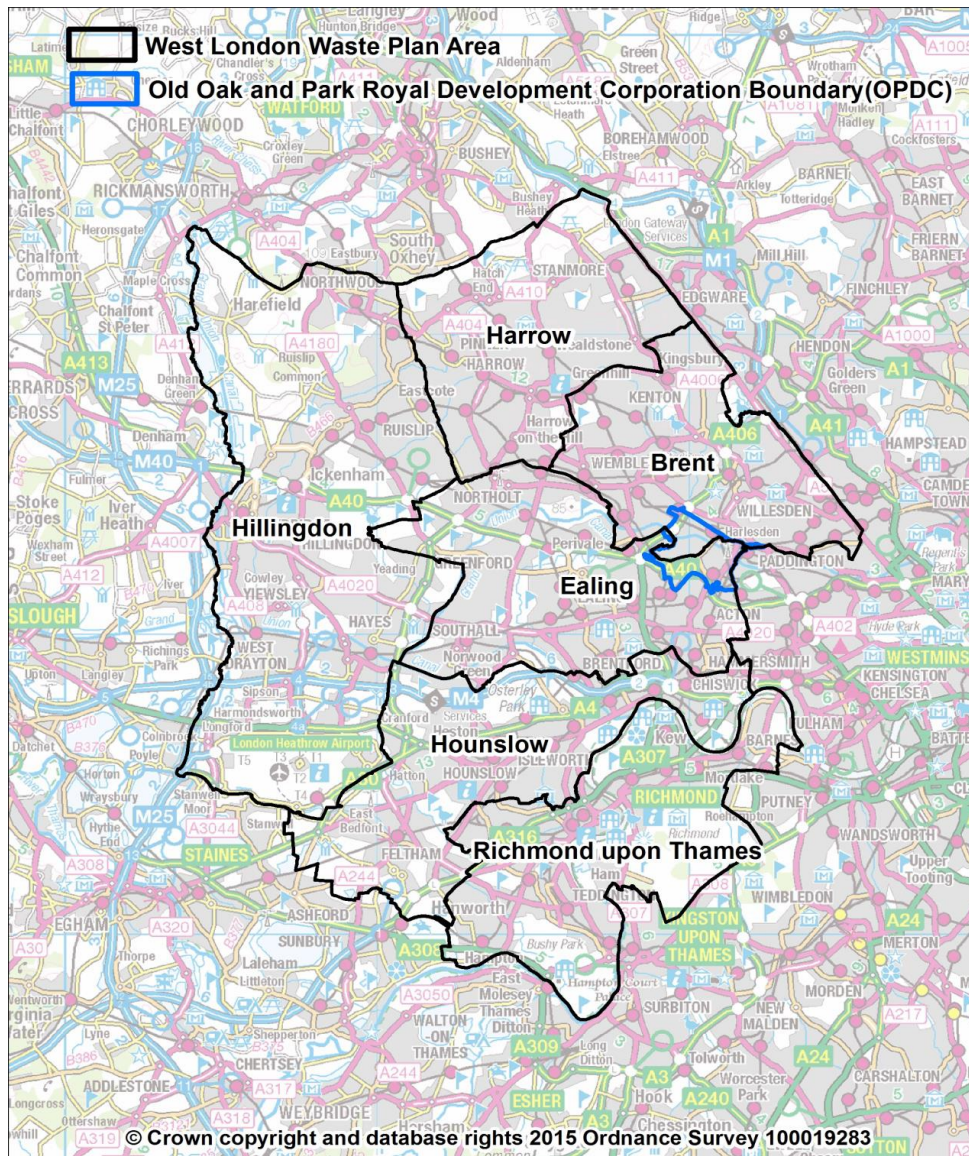


Figure 6: The West London Waste Plan Area

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 7: Twickenham Waste Depot



Figure 8: Townmead Road Reuse and Recycling Centre

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. In 2021/22, the WLWA handled 74.4% of waste generated in Richmond, which is then delivered to the two rail transfer stations that WLWA operates at Transport Avenue, Brentford, and Victoria Road, South Ruislip. The remaining 25.6% was either mixed paper/card or mixed containers which Serco arrange disposal of. At the two WLWA 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.

Figures are provided below that show how municipal solid waste has been managed in the WLWA region.

Municipal Solid Waste Management	2021-22 Tonnes	2020-21 Percentage
Recycling	91,000	89,000
Composting	88,000	86,000
Energy from Waste	426,000	424,000
Landfill	4,000	4,000
TOTAL WASTE	609,000	603,000

Table 8: WLWA management of Municipal Solid Waste 2021/22

Future Requirements

The London Plan (2021) sets a target for London of becoming net self-sufficient in the management of waste by 2026. 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.

Borough	Apportionment (percentage as set out in the London Plan (2021))	2021	2041
Brent	5.0	412	437
Ealing	6.6	542	576
Harrow	1.9	160	170
Hillingdon	5.1	423	449
Hounslow	5.0	407	432
Richmond	1.8	148	157
Total	25.4%	2,092	2,221

Table 9: London Plan (2021) apportionment targets for the five WLWA’s

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. 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. There will also be a continuing need for space at Central Depot to park and maintain the collection vehicle fleet, along with office and toilet/washing facilities for the contractor's workforce. To meet national and local carbon reduction commitments, future infrastructure requirements are likely to include a new electricity substation serving Central Depot to enable a future electric collection fleet (although the current diesel fleet will continue in operation for a few years yet).

The WLWA are working towards five strategic priorities, one of which will focus on implementing a focus on circular economy principles both at its current waste sites (such as repair shops for reusing items and land for storing, as opposed to disposing of, potentially reusable materials) and circular economy hubs.

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.

3.4.8 Telecommunications

Introduction

A digital connection is now widely seen as an everyday essential alongside traditional utilities such as water, heat, energy and waste management. National policy sets out guidance on the provision of high-quality communications infrastructure, which is essential for sustainable economic growth and social prosperity. Since 2018 people in the UK have the right to request a decent broadband connection by law.

Under the Telecommunications Act 1984, British Telecom (BT) is required to produce adequate future infrastructure for the long term.

The telecommunications industry has two components of layers: 1) the infrastructure backbone (trunk network) provided by BT, Virgin and other operator 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.

The Mobile Operations Association (MOA) represents four UK mobile network operators: Three, O2; EE 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.

Current provision

A network of utilities and digital connectivity infrastructure already exists across the borough in the form of masts, cabinet, piping and other apparatus essential to the continued operation of important services.

High speed broadband and mobile technology enhances the provision of local community facilities and services and ensures the continued economic and social success of the borough, particularly as businesses and local communities rely on access to modern technology. Efficient broadband in residential dwellings is increasingly important as a greater number of people now work from home following the Covid-19 pandemic. Covid also accelerated an existing increase in general network reliance as both working and social behaviours changed. Around 90% of adults own a smartphone and/or tablet and use of these devices has expanded to include online shopping, access to benefits, access to Council and government services, online banking, socialising, reading the news, social media and accessing streaming services. As these activities and 'working from home' occurs within a residential setting, the necessary infrastructure is increasingly required within suburban, urban and residential areas.

Superfast broadband coverage (defined as providing a minimum 24Mbit/s download speed) continues to rise, however more needs to be done to provide all consumers with access to decent broadband and to encourage further investment in more reliable, faster full-fibre broadband services. All parts of the borough have access to broadband provision and that generally the service being received is sufficient to support day-to-day business and other activities, though it is recognised that there are parts of the borough which have poorer mobile phone reception and broadband coverage, such as Ham and Petersham.

Regarding mobile phone usage, average monthly user data consumption was 1.9gb in 2017. This is expected to rise to 90gb per month by 2025.⁵⁹ There is therefore a need to meet the ever-increasing demand for mobile data consumption. 5G is the latest, fifth generation of mobile technology, bringing greater speed, capacity and functionality to mobile services. Like the previous mobile generations, including 3G and 4G, 5G uses the radio spectrum, which supports all of the wireless services used by people and businesses every day, including making a mobile phone call, listening to the radio or going online using WiFi. Companies have been rolling out 5G in the UK since 2019. Permitted Development Rights have recently been relaxed to allow for operators to more effectively meet the needs of the public, though legislation continues to encourage upgrading of existing equipment over the installation of a new base mast.

Local Plan policies support the provision of telecommunications and digital connectivity infrastructure to ensure capacity meets demand whilst also adhering to policies with regards to character and design in accordance with national policy and guidance and the Local Plan and other local supporting policy guidance. The need for planning permission and/or prior approval (under Part

⁵⁹ <https://www.mobileuk.org/mobile-uk-launch-of-new-report-councils-and-connectivity>

16 of the General Permitted Development Order, or any other such future Order) for new telecommunications equipment for mobile phone operators is generally dependent on height, design and siting.

Future requirements

The Council is unaware of any specific BT infrastructure Projects for the borough. It is considered that BT will continue to provide telecommunications services in Richmond to meet the needs arising from new development.

To enable sustainable growth in the Borough, new telecommunications infrastructure should be planned in conjunction with new development. The Council is reliant on the telecommunications providers to undertake assessments to satisfy the growing needs of the borough.

Richmond Council has seen a marked increase in the number of applications for planning consent or prior approval for new telecommunications masts as operators continue with their 5G roll-out. However, the majority of these applications are refused consent on grounds of inappropriate design/siting and visual impact on sensitive, high-quality areas of townscape realm. This suggests that there is a continued need for 5G infrastructure in the borough; however, any future roll-out programme should be discussed with the Council to direct development to suitable areas where impact on the visual amenities of the area are minimised. The Council is not aware of the strategic details of operators' roll-out plans for the borough, other than the individual planning applications that have been made. Should this information become available this could be included in a future Infrastructure Delivery Plan.

Costs

Telecommunications companies invest in their own backbone infrastructure. Network traffic and potential for new connections inform 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 in the borough and London as a whole, and the competitive nature of the UK telecommunications industry – commercial investment in infrastructure and provision of services should guarantee the necessary funding.

3.5 Transport infrastructure

Introduction

The Council's statutory Transport Plan (Local Implementation Plan (LIP)) is a statutory document that details how the borough will deliver the Mayor's Transport Strategy (MTS) at a local level. 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 third Local Implementation Plan (LIP3) sets out the Council's transport objectives and delivery proposals for the period from 2019 to 2041. The Council approved the LIP3 in late 2018.

The LIP3 details how we the borough will implement the Mayor's Transport Strategy (MTS). TfL and the boroughs follow a transport strategy that is at its core based on support for sustainable travel

modes, improved road safety and cleaner air. The MTS is focused on the headline target for 75% of trips to be undertaken by sustainable modes (walking, cycling and public transport) by 2041, from a baseline of 61%. Achieving this target is reliant on ongoing investment in public transport and cycling networks, and public realm improvements.

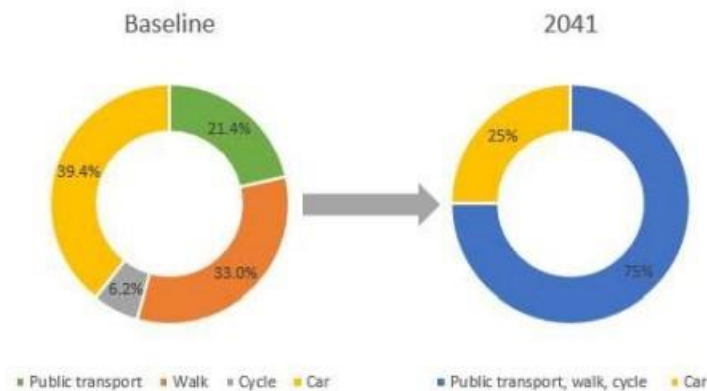


Figure 9: Baseline and target mode shares from Mayor's Transport

The following objectives in the Richmond LIP 3 support the borough in achieving the mode share target in the MTS and will provide the over-arching framework for transport improvements in the borough to 2041:

- Provide safe and sustainable transport choices for all people, including those with disabilities and limited mobility
- Encourage and enable higher rates of walking and cycling through the development and improvement of high-quality, comprehensive walking and cycling corridors and supporting measures, thereby increasing physical activity levels amongst residents
- Create attractive and pleasant environments and spaces that promote active and healthy lifestyles, including recognising their benefits to residents' social life and their economic benefits to the borough's centres. Locations will be assessed against the Healthy Streets Indicators
- Work closely with school and major employers to decrease car use and encourage and enable the uptake of active modes
- Make better use of the kerbside in town centres, with a focus on reducing conflict between different road users, encouraging active travel and improving bus speeds
- Reduce the number of people killed or seriously injured through collisions in LBRuT, with the long-term aim of achieving Vision Zero by 2041, by lowering speed limits on local roads, working with TfL to lower speeds on the TLRN, addressing collision hotspots and through education and training
- Reduce the environmental impacts and pollution levels due to transport, and encourage improvements in air quality, particularly near schools, town centres, along major roads and areas that already exceed acceptable air quality standards. This will include supporting the ULEZ expansion to the South Circular and improving access to electric vehicle charging points
- Ensure transport proposals conserve and enhance the built and historic environment, and are sensitive to the potential impacts on natural landscapes and bio-diversity
- Encourage improvements in public transport, including bus priority and quality and connectivity of transport interchanges, and support the use of Smart City technology and practices

- Improve accessibility to rail stations, including step-free access to platforms, by working with partners, including the operating companies
- Seek to improve bus journey times, particularly along key corridors and through town centres
- Support good growth by supporting car-free and car-lite development in areas of the borough with higher levels of public transport accessibility, where they can demonstrate that there would be no unacceptable adverse impact on the surrounding area
- Ensure that major developments are accessible by public transport, enabling new residents the best opportunity to use active, efficient and sustainable travel
- Work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment.

Recent transport trends in Richmond

The graph below shows how motor traffic volumes have changed in the Borough over the course of the last 30 years. In 2019 (the last year for which data is reliable), the total vehicle mileage on the Borough’s roads remained lower than it was at its peak in 1999 and for cars and taxis was 6.7% lower in 2019 than in 1999.

Annual traffic by vehicle type in Richmond upon Thames

Traffic in Great Britain from 1993 to 2021 by vehicle type in vehicle miles (millions)

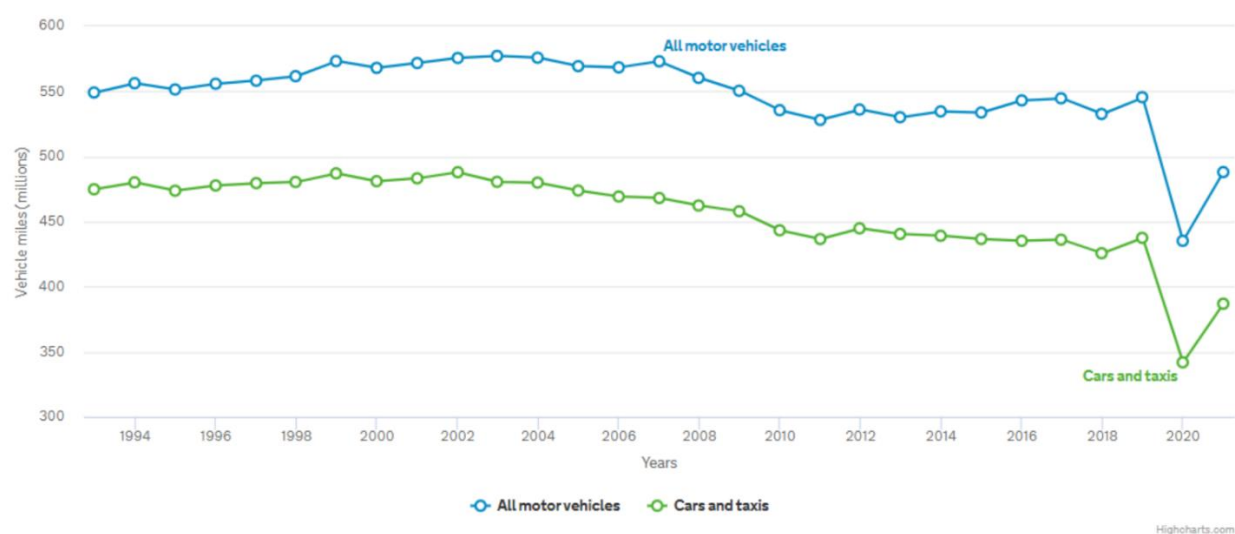


Figure 10: Annual traffic by vehicle type in Richmond upon Thames

The graph above represents all traffic, including that travelling through the Borough over which the Council exercises virtually no control. As can be seen, there was a notable decline in motor traffic between 2002 and 2010 - the factors surrounding this reduction are considered numerous: the establishment of TfL in 2000 with co-ordination of significant new investment in public transport; fares policy and the development of travelcards (Oyster arrived in 2003); the introduction of the central London congestion charge in 2003 reducing through-traffic; the fuel duty escalator until 2011; restrictions on car parking within new developments and encouragement of car clubs; Boroughs being well funded by TfL; Boroughs taking over enforcement of parking regulations from the Police and the expansion of controlled parking zones.

From 2010 the fall in motor traffic volumes is less pronounced. Again, reasons for this are probably numerous with transport programmes being mature with less scope to deliver further mode shift; LIP funding to boroughs reducing in real terms and a general funding squeeze on the public sector from 2010 following the global financial crisis; relative pricing of public transport compared with motoring. It should also be noted that the graph above does not take into account changes in population. The observed fall in traffic volumes is even more striking when considered against a backdrop of a rising population but population growth since 2010 may be arresting the decline in traffic volumes. The trend observed in Richmond upon Thames is broadly similar to that observed in outer London as a whole.

A trend clear for all boroughs is an increase in the proportion of motor traffic made up of goods vehicles and deliveries which are more difficult to transfer to walking, cycling and public transport. TfL has reset the DfT data into the graphic shown in Figure 11 below, (with a Y-Axis from 0). Accepting that the data for 2020 and 2021 is abnormal due to COVID, Richmond upon Thames had by 2018 exceeded its 2021 interim LIP motor traffic reduction target and was close to achieving its long term 2041 target.

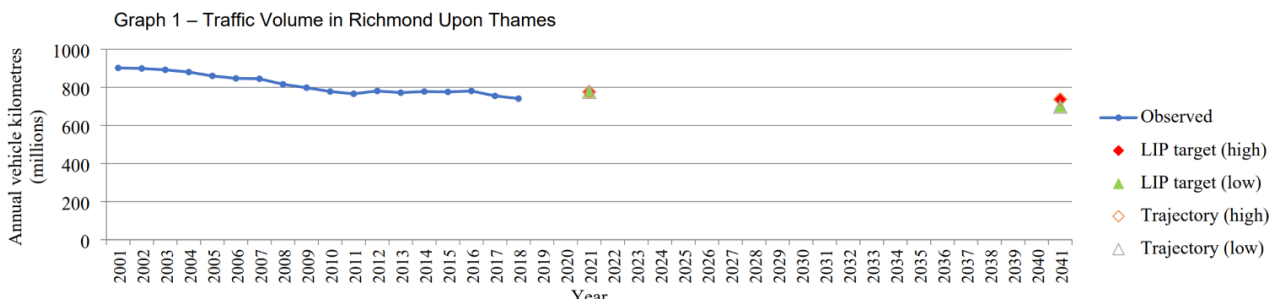


Figure 11: Traffic Volume in Richmond upon Thames

The average number of trips undertaken by residents of Richmond Upon Thames between 2017-18 and 2019-2020 (3 year rolling average) was 461,800 per day, allocated as shown in the chart below. 62% of journeys were undertaken on foot, by bike or using public transport, meeting a TfL agreed interim target for 62% of journeys to be by sustainable modes by 2021. The long-term LIP target is for 75% of journeys to be made by sustainable modes by 2041. It should be noted that prior to the pandemic, bus usage had been falling in London but was flat in Richmond. Since 2021, bus services and use have reduced as a result of the impact of the pandemic and TfL being unable to operate the same number of buses with fewer passengers. Rail usage which had been growing year on year, fell precipitously during the recent lockdowns. Public transport usage has recovered off-peak, but commuter journeys remain below pre-pandemic levels as employees work more from home. 2023 is likely to be the first full year since 2019 when transport usage could be considered the “new normal”. Compared with the pre-pandemic period, this new normal is expected to involve fewer commuter trips and peak-hour trips, particularly on Mondays and Fridays, due to working from home.

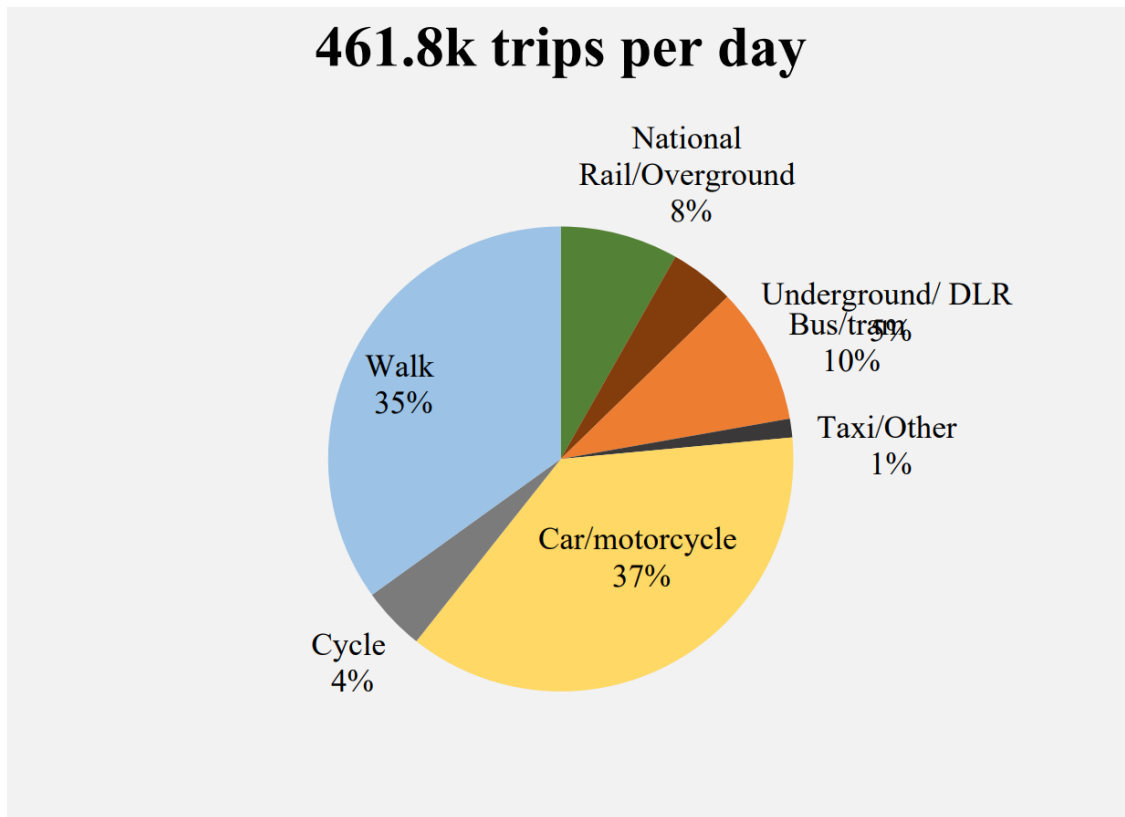


Figure 12: Trips undertaken by Richmond residents in 2019 by mode

The number of cars registered in Richmond upon Thames increased by 5.5% between 2001 and 2017 before falling by 2% to 2020 as shown in the graph below. However, when taking account of changes in population, car ownership per capita has been falling, as has car use.

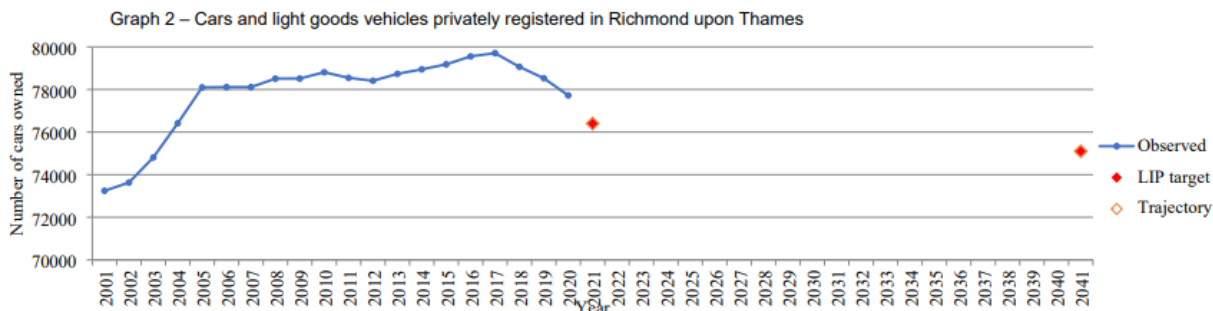


Figure 13: Cars and light goods vehicles privately registered in Richmond upon Thames

The number of people killed and seriously injured on the roads in the Borough is shown below. As can be seen, the trend is noticeably downward though it is considered unlikely that the LIP targets will be met without a step-change in transport usage, technology and enforcement requiring action by vehicle manufacturers, TfL and the police rather than the Council. It should be noted that a larger proportion of accidents occur on the main road network and near signalised crossings over which TfL exercise some or all traffic related powers. It is also noted that cyclists and pedestrians make up a

relatively large proportion of casualties and the Council has targets to increase the proportion of journeys by sustainable modes.

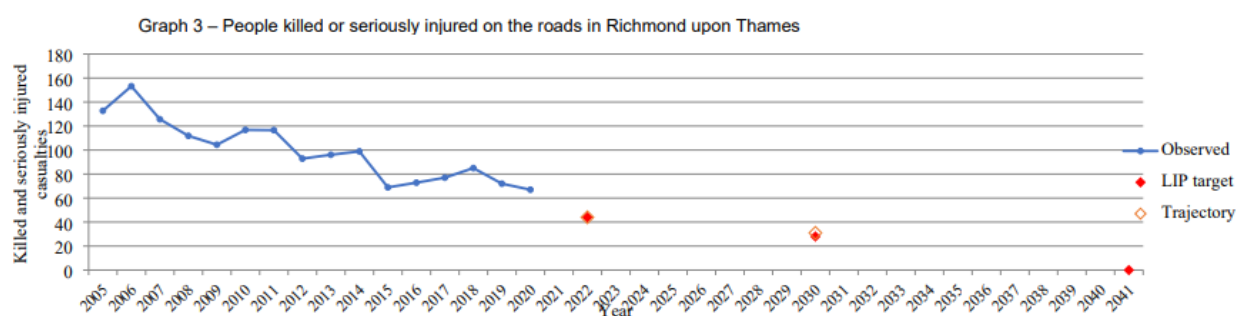


Figure 14: People killed or seriously injured on the roads in Richmond upon Thames

Funding for transport improvements

The Council has always been responsible for locally funding the capital renewal of the borough road network, including carriageway resurfacing, footway repaving and street lighting replacement, as well as being responsible for all revenue highway maintenance. However, funding for the renewal of the principal road network (A roads) was traditionally sourced from TfL given that the principal road network serves more than a local purpose. TfL has also previously provided the bulk of the funding that supported the delivery of Council projects and programmes promoting sustainable travel and road safety, including capital schemes that prioritise walking, cycling and public transport and revenue supported programmes such as cycle training and school travel plans. TfL LIP grant to the Borough was of the order of £2-£2.5m per annum pre 2020.

The borough's transport priorities have historically been detailed in the submission of the LIP and then updates to TfL submitted every three years, meaning an update would have been expected in 2021. However due to the uncertainty of TfL funding since 2020, no update has been published since the LIP was adopted in 2018.

The LIP approved in 2018 details the Council's ambition to increase the proportion of trips undertaken in the borough by walking, cycling and public transport, and some key projects and programmes of the last six years reflect this ambition:

- Introduction of a 20mph speed limit on 97% of the borough's roads
- Adoption of the Active Travel Strategy, detailing how the borough will support more walking and cycling trips, inclusive of the Council's plans for a high-quality cycling network
- Kew Road segregated cycle scheme
- Introduction of the School Streets programme, with School Streets now operational at 14 schools and 2 additional schools to be introduced in autumn 2022
- Introduction of the bike hangar programme
- White Hart Lane footbridge.

Other projects have come to the fore since 2018 that were not signposted in the LIP, notably the delivery of electric vehicle charging infrastructure and establishment of e-mobility services. Since 2020, transport grant from TfL has been erratic, with TfL and the boroughs reliant on several short-term funding settlements from central London that has constrained the Council in developing longer term programmes and projects. In 2021, given TfL's challenging financial position, the Council approved additional funding from its own budgets to ensure continued development of transport

schemes and an acceleration of several schemes – including the delivery of school streets and the cycling schemes for Kew Road and Strawberry Vale.

The financial outlook remains very challenging. TfL has now resumed LIP grants to Councils, but it is at a level that is approximately half of that prior to the pandemic. More generally, neither transport nor local government were protected from real term reductions in budgets after the 2008 financial crisis and, outside some specific services, cannot expect special protection in the forthcoming period. Council revenues that support transport investment, notably from parking management, have not recovered to pre-pandemic levels. Meanwhile, high inflation is feeding through into significantly higher costs for transport goods and services. The supply chain is also under considerable pressure with noticeable delays in the delivery of materials such as paving, and infrastructure such as cycle hangars. Capacity is also finite due to a relative scarcity of skills (engineering and planning) which is impacting on Councils, consultants and contractors. Helpfully, the Council's Community Infrastructure Levy has instituted a new funding source to support transport infrastructure and the Council has been adept at winning external grant (e.g. for the delivery of electric vehicle charge points). Nevertheless, in agreeing its priorities for transport the Council must recognise the difficult financial context that is likely to prevail in the coming years.

Almost all new development puts additional pressure on transport infrastructure and development is required to 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. However, it is the Community Infrastructure Levy (CIL) is the primary source of financial contributions arising from developments towards wider transport improvements that support development in the borough.

Transport priorities for Richmond to 2026 (Short-medium term)

Considering the Administration's election manifesto, recent Committee agreed projects and the Mayor of London/TfL mandatory requirements, it was agreed by Members in November 2022 is proposed that the Council deliver a safer, greener, more attractive and better connected Borough through delivery of the following priorities:

- Flagship walking and cycling improvements on several major transport routes
- Placemaking schemes for town and local centres
- Targeted pavement and road improvements, inclusive of road safety and speed reduction measures where necessary
- Enhancement and extension of the school streets programme
- Increasing cycle parking, including bike hangars
- Leading the way in the availability cargo bike services
- Making the transport system more inclusive and accessible by overcoming barriers to movement, including supporting pedestrians through more crossings and clearly signposted local walking routes
- Developing plans to improve and enhance the Thames Towpaths
- Investigating bus priority measures that would improve bus reliability, journey times and interchange
- Maximising the availability of external funding
- Continuing to invest in electric vehicle charging points.

The focus for the next four years would be to a large extent to build upon many existing successful projects and programmes. At the same time, to maximise value, the Council will seek out best practice and innovation in both infrastructure delivery and service delivery, including piloting solutions where appropriate.

Further modal shift away from the car is required in all London boroughs to ensure that predicted population increase does not result in unmanageable levels of motor traffic. The new administration has also signalled its commitment to support investment in its local centres and the development of “20 minute neighbourhoods” where people are able to live in close proximity to the services they need. This forms an important part of the vision for the new Local Plan.

The pandemic saw a reduction in public transport demand which has led to a reduction in supply of rail and bus services. In recent years, improvements for pedestrians and cyclists have been a priority and will continue to be so. However, it is recommended that the Council also does what it can to arrest any non-structural decline in public transport use, particularly through investigation of bus priority measures such as new bus lanes or extended hours of bus lanes, and accessibility improvements at interchanges.

The graph above showing annual traffic in Richmond upon Thames (figure 10) also highlighted an increase in goods vehicles as retail and domestic deliveries increase through “just in time” deliveries and the likes of Amazon and Deliveroo. This indicates an increasing need for the Council to ensure suitable space is provided for servicing and deliveries when reviewing controlled parking zones and planning applications. It also requires a need to consider consolidation of last mile deliveries by sustainable means, such as cargo bikes which are considered to have untapped potential. A paper on the development of a cargo bike strategy went to Transport and Air Quality Committee in April 2023.

Funding and capacity constraints limit the number of highway corridor and town centre schemes that can be undertaken at any one time. The Council will retain flexibility to be able to adapt to changing needs and priorities. At the time of writing, it is envisaged that major improvement schemes will be progressed in Strawberry Vale, Hospital Bridge Road and Twickenham High Street, while placemaking schemes will proceed in Richmond Town Centre and Ham. Other locations will have more targeted interventions.

TfL has written to Councils setting out the grant funding arrangements for the remainder of 2022/23 and plans for 2023/24. The Council was required by TfL to submit proposals by the end of October setting out how it intends to spend formula based LIP funding between July 2022 and March 2023, and for 2023/24. These formula LIP funds are set at £808,000 in 2022/23 (July 2022 to March 2023) and £1,023,000 in 2023/24. The formula is based on certain metrics such as population size and road casualties. In addition, in 2022/23, £165,000 is available for Cycle Network Development and £140,000 for bus priority (later years are yet to be determined) and in 2023/24 £36,000 is available for cycle parking. Officers have submitted a list of schemes and programmes to TfL as set out in Table 10. These schemes and programmes reflect the Council’s priorities as set out in this paper, as far as TfL’s rules allow. Many of these projects are ones that have been reported to recent Committees or form part of the Council’s Forward Plan. These projects were approved for funding by TfL in March 2023 in line with the Council’s submission. More information is available on the [TfL website](#) about the way in which TfL works with the borough to implement the Mayor’s Transport Strategy.

The Council has always funded capital renewal of its local highways, and TfL grant may not be used for this purpose. In addition, the Council’s capital programme supports other Council schemes which do not meet TfL’s priorities or which would exceed available TfL funding. Transport and highways projects often meet the requirements of the Community Infrastructure Levy and/or the Richmond Climate Emergency Strategy as they commonly support the growth of the Borough because of new development and mode shift to more sustainable travel modes. Examples would include the delivery of bikehangars, which in 2022/23 has a budget of £150,000 and public realm, safety and cycling improvements in excess of £1m along Hospital Bridge Road, Richmond Road (East Twickenham) and Strawberry Vale which the Council considers high priority and should not be dependent upon TfL

grant. It is also noted that the delivery of electric vehicle chargepoints has been supported by successful bids to the Office for Zero Emission Vehicles and TfL totalling about £1m. Some projects are also supported by s106 planning obligations for specific works in the locality of a new development. It is not uncommon for projects to be financed from both Council funding and TfL grant.

Capital projects are suitably phased so that some are at feasibility stage, others at detailed design stage and others at implementation stage. Where projects are at feasibility and design stage, the costs of implementation (if any) are unknown and there may not be scope in future years budgets to meet these implementation costs. The programme is therefore regularly reviewed.

Table 10: TfL Local Implementation Plan Submission

Scheme Name	LIP Title	Funding Source	Funding (Period 4-Period 13)	23/24	24/25
A307 Kew Rd (the bend)	Kew Road - further improvements to cycle lane	LIP CND (20 + 100)	£120,000		
A310 Cross Deep / Waldegrave Rd to Heath Rd	A310 corridor review (Kingston Bridge to Twickenham)	LIP CND (30 + 15)	£45,000		
London Road to A316 roundabout (A310)	London Road, Twickeham (between A316 and King Street) Corridor Scheme	LIP SC&N	£50,000	£50,000	£100,000
A308 HC Palace	A308 Hampton Court Road corridor	LIP SC&N	£30,000	£30,000	
A305 Sixth Cross Road to Fifth Cross Road	A305 corridor review (extending from Apex Corner to junction of St Margaret's Road)	LIP SC&N	£35,000	£50,000	£100,000
H/R bus stops to be made permanent	Route 419 and 533 Lonsdale Road	LIP (Bus Priority)	£100,000		
Bus stop build out on Broad Street	Supporting PRIF Project	LIP (Bus Priority)	£40,000		
A305 Apex Corner to 6th Cross	A305 corridor review (extending from Apex Corner to junction of St Margaret's Road)	LIP SC&N		£30,000	£100,000
A314 Hanworth Road corridor review (from borough boundary to borough boundary)	A314 Hanworth Road corridor review (from borough	LIP SC&N	£20,000	£75,000	£75,000

	boundary to borough boundary)				
A310 (section 2) Kingston Road corridor study	A310 corridor review (Kingston Bridge to Twickenham)			£30,000	£100,000
Rocks Lane Mill Hill Road junction redesign	Rocks Lane Mill Hill Road junction redesign	LIP SC&N			£30,000
Wellington Rd traffic scheme/pedestrian crossing and additional minor measures	Pedestrian crossing improvement programme	LIP SC&N	£25,000		
St Margaret's Road collision reduction scheme	St Margaret's Road collision reduction scheme	LIP SC&N		£12,000	
Queens Road, Richmond collision study	Queens Road, Richmond collision study	LIP SC&N		£20,000	£100,000
Kew village review				£20,000	£20,000
Hospital Bridge Road		LIP SC&N		£20,000	
Richmond Town Centre - pedestrian severance, accessibility and safety study. Consultation/Market research.	Richmond Town Centre	LIP SC&N	£42,000	£50,000	£100,000
Kings Road Richmond school safety zone	Kings Road Richmond school safety zone	LIP SC&N		£50,000	£50,000
St Marys School, Arragon Road, Twickenham	St Marys School, Arragon Road, Twickenham	LIP SC&N		£60,000	£60,000
Meadlands School, Ham	Meadlands School, Ham	LIP SC&N	£150,000		
The Vineyard School	The Vineyard School, Friars Stile Road, Richmond	LIP SC&N	£150,000		
Broad Lane Zebra crossing	Broad Lane, Hampton Zebra	LIP SC&N	£75,000		
School streets safety upgrades	St John the Baptist, Lower Teddington Rd, First Cross Rd,	LIP SC&N	£40,000		
School Streets	St Mary's Twickenham, St James, St Cath,	LIP SC&N	£20,000	£40,000	£50,000

	THS, Nelson, improvements, St Mary's, Oldfield Road, Hampton, Twickenham Prep (Hampton), Thomson House School, Heathfield School, Collis School (Teddington)				
School grants and TiE	School Based Programmes: Training and behaviour change	LIP SC&N	£15,000	£15,000	£15,000
School travel plans	School Based Programmes: Training and behaviour change	LIP SC&N	£43,000	£45,000	£43,000
Cycle training	Top priority. To deliver cycle training to adults and Year 5/6 pupils	LIP SC&N	£50,000	£100,000	£100,000
Cycle parking/hangers	To provide on-street cycle parking and bikehangars at locations not yet identified, in response to local requests	LIP SC&N		£136,000	£100,000
Thames Tow Path Review	Commitment to improve and enhance the Thames tow path to encourage accessibility	LIP SC&N		£30,000	
Meadway Zebra crossing	Meadway Parallel Crossing (Twickenham)	LIP SC&N	£45,000		
Warren Road/Nelson Road	Boroughwide 20mph/collision reduction schemes	LIP SC&N	£25,000		
Oak Avenue south of Fearnley Crescent	Boroughwide 20mph/collision reduction schemes	LIP SC&N	£20,000	£50,000	£50,000

Riverside Drive/Dukes Ave (lower priority) (high speed/low collisions)	Boroughwide 20mph/collision reduction schemes	LIP SC&N	£15,000	£50,000	
Petersham Road (B)	Boroughwide 20mph/collision reduction schemes	LIP SC&N		£12,000	£40,000
Park Road, Hampton Hill	Boroughwide 20mph/collision reduction schemes	LIP SC&N	£10,000	£12,000	£40,000
Percy Road (Whitton) east of Ryecroft Avenue	Boroughwide 20mph/collision reduction schemes	LIP SC&N	£10,000	£30,000	£40,000
Sandy Lane west of Meadlands Drive	Boroughwide 20mph/collision reduction schemes	LIP SC&N	£10,000	£30,000	£40,000
Waldegrave Road north of Waldegrave Gardens	Boroughwide 20mph/collision reduction schemes	LIP SC&N		£12,000	
		TOTAL	£1,185,000	£1,059,000	£1,353,000

CND – Cycle Network Development

SC&N – Strategic Corridors and Neighbourhood

Other and longer-term transport priorities

Several mass action programmes are funded wholly or partly by Council funding. These include bikehangars, electric vehicle chargepoints, school streets and cargo bike services. Some TfL funded area and highway corridor schemes are supplemented by Council funding in order to expand the placemaking element of these schemes.

Network Rail, sometimes supported by Council funding, deliver rail infrastructure improvements. These improvements have included the recent rebuilding of Twickenham Station and the addition of step-free access at Whitton Station. Step-free access is currently programmed for Teddington Station and Barnes Station in 2024.

Rail and bus service provision have been reduced as a result of COVID and the closure of Hammersmith Bridge. Some services have been increased recently and the Council would support further increased public transport capacity.

The South Western Rail fleet is expected to upgrade to higher capacity walk-through trains during the lifetime of the Plan. The bus fleet is expected to upgrade to electric and other cleaner models. The Council would support Transport for London improving the A316 and its associated junctions to support sustainable modes of travel and has developed designs that would achieve this aim. Much of the borough’s transport infrastructure was laid out in Victorian times and there has little in the way of major new physical rail and highway capacity in recent times and the Local Plan does not assume the delivery of major new transport infrastructure. Crossrail 2 is currently paused but would

benefit the borough significantly in transport terms. The Council would additionally support progress being made on improving orbital rail connectivity, including improving surface access to Heathrow Airport. Many bridge structures over railways are considered sub-standard. These include pedestrian bridges, such as that at Sheendale Road in North Sheen and road bridges, such as a those in Hanworth Road and Hospital Bridge Road where limited width restricts the convenient movement of pedestrians and cyclists. The Council would seek opportunities to improve or replace such structures. Similarly, the Council sees the benefit of additional connectivity over the river and the principle of new footbridges is supported. The Council notes that past study has identified Kew-Brentford and Ham-Twickenham as preferences for new bridges. Most importantly, however, is a medium to long-term solution for Hammersmith Bridge as the Local Plan assumes an operational Hammersmith Bridge.

3.6 Heritage Assets

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. More than two thirds of the borough is protected by either open space or conservation area status. The Arcadian Thames landscape runs through the borough, and is the setting of several parks, palaces, towpaths, open spaces and places of cultural and historic importance. The area is also one of high archaeological potential. These unique characteristics are both an asset and a constraint on development. The Local Plan identifies nine ‘places’ which all have their own special character that will be maintained and enhanced, and the setting of heritage assets protected. The characteristics of the borough’s places were subject of more detailed assessment as part of the [Urban Design Study 2021](#) which formed part of the evidence base for the new Local Plan.

Current provision

The London Borough of Richmond upon Thames has many heritage assets, which include over 1,115 listed buildings, 85 conservation areas, four 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. A total of 31 Archaeological Priority Areas were identified in Richmond by Historic England in 2021, of which 7 are a Tier 1 (highest archaeological sensitivity), 25 are Tier 2 and 1 is Tier 3.

The following draft Local Plan policies are the principal policies to assist in the development and protection of heritage assets:

Policy 28 – Local character and design quality

Policy 29 – Designated heritage assets

Policy 30 – Non-designated heritage assets

Policy 31 – Views and vistas

Policy 32 – Royal Botanic Gardens, Kew World Heritage Site

Policy 33 - Archaeology

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) in accordance with the guidance from Historic England/Greater London Archaeology Advisory Service (GLAAS) on Archaeological Priority Areas.

Costs

Whilst no specific costs have been identified, it is considered that most of the funding for the management or improvements to these assets is potentially available from the National Lottery Grants for Heritage, 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.

4. Partnership working

Partnership working is vital to delivering infrastructure, and as outlined in the infrastructure assessments in Section 3, 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)⁶⁰ – The Partnership is chaired by the Leader of the Council. It is a non-statutory and non-executive group that meets three times a year and holds one annual conference. There are four thematic partnerships
- South London Partnership⁶¹ – 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 Economic Action Partnership (LEAP)⁶² 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.

5. 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, especially seen since the Covid-19 pandemic, and 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.

The IDP is therefore subject to monitoring and review on a regular basis to take account of significant changes that may alter the infrastructure assessment. This is particularly relevant to the Council's 2023 update to the IDP as there may be further outreach to ensure the strategies, publications, asset management plans etc. are up to date and reflect the plans of providers and any current issues. There may be a future update or addendum to set out any further relevant information and to further assess where costs can be identified, such as to inform the Public Examination of the new Local Plan.

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?

⁶⁰ https://www.richmond.gov.uk/council/how_we_work/partnerships/richmond_upon_thames_partnership

⁶¹ https://www.richmond.gov.uk/council/how_we_work/partnerships/south_london_partnership

⁶² <https://lep.london/>

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?